



الهيئة العامة للطيران المدني
CIVIL AVIATION AUTHORITY
قطر QATAR



| ICAO

MIDANPIRG/22 & RASG-MID/12

Doha, Qatar | May 4-8, 2025

PPT54: MID Region Contingency Planning



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Presented by the Secretariat



Presentation overview

01 MID Doc 003

02 APAC/MID ATM Contingency
Planning Workshop

03 New Contingency Planning
framework

04 MID CCTs

05 Action by the meeting



References

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- ICAO Annexes 2, 3, 6, 10, 11, 15 and 17
 - Doc 9554 (Manual Concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations)
 - MIDANPIRG/21 meeting report (Abu Dhabi, UAE, 4 – 8 March 2024)
 - Outcomes of the ICAO APAC/MID Contingency Planning WS (Bangkok, Thailand, 24 – 27 June 2024)
 - ATM SG/10 meeting report (Jeddah, Saudi Arabia, 20 – 23 October 2024)



01

MID Doc 003



MID Doc 003

INTERNATIONAL CIVIL AVIATION ORGANIZATION



**MID REGION
ATM CONTINGENCY PLAN**

Version 5.0 March 2024

This concept was developed by the ICAO MID ATM SG.

Approved by MIDANPIRG/21 and published by the
ICAO MID Office, Cairo



MID Doc 003

The MID Regional ATM Contingency Plan is primarily for the **information to operators for planning and conducting operations** in MID Region. The intent is to provide a description of the arrangements in place to deal with a range of contingency situations. This Contingency Plan has been developed by the MID ATM Contingency Planning Action Group and endorsed by the MIDANPIRG.

The current document was endorsed by MIDANPIRG/21, including a list of scenarios, status of Contingency agreements and list Focal Points. In addition, include the process of CCT and notification procedure.



MID Doc 003

Introduction: purpose, objectives and level of contingency and categories

Requirements, templates, list of Focal Points, notification and NOTAMs templates and reporting forms

ICAO role and common regional procedures and CCT Process

Regional contingency routing options and Guidance material on common contingency issues, including GNSS, cybersecurity, ...

Status of contingency agreements in the MID Region

MID Region ATM volcanic ash contingency plan



MID Doc 003

Accordingly, the MIDANPIRG/21 commended the work of the Action Group and agreed on the following:

MIDANPIRG CONCLUSION 21/17:

MID REGIONAL ATM CONTINGENCY PLAN (V5.0)

That,

- a) the MID Regional ATM Contingency Plan (V5.0), at **Appendix 5J** is endorsed and be published as the MID Regional ATM Contingency Plan (V5.0);*
- b) ICAO MID Office develop required structure on ICAO MID website and keep it up to date regarding MID States contingency plans, agreement, SOD of CCT meetings, contact list and etc.;*
- c) based on the guidelines and template provided in regional contingency plan (V5.0), MID States develop their respective contingency plan and arrangement with adjacent FIRs and share them with ICAO MID; and*
- d) by organizing individual workshops, ICAO MID supports the development of National Contingency Plans by the MID States.*



MID ATM Contingency Planning

Based on the above, the ATM SG/10 meeting reviewed the progress and the experience from the States and drafted the following Conclusion to supersede Conclusion 21/17as follows:

DRAFT CONCLUSION 22/XX: NATIONAL ATM CONTINGENCY PLAN/ARRANGEMENT

That,

- a) ICAO MID Office assist MID States, where required; in the development of their National ATM Contingency Plans in a harmonized manner by organizing tailored workshops for each State upon request;*
- b) States be encouraged to coordinate with IATA and Airspace Users on the planning and implementation of contingency measures within the National ATM Contingency Plans; and*
- c) IATA provide the operational data and users' requirements to enable proper planning.*



02

APAC/MID ATM Contingency Planning Workshop



[Link: ICAO APAC/MID Contingency planning Workshop](#)

APAC/MID ATM Contingency Planning Workshop

The Workshop reviewed the regional ATM Contingency Plans and recognized discrepancies on regional level, it was agreed that there is an urgent need for more collaboration and harmonization across the ICAO Regions, considering that the impact of any contingency event on international traffic flows is, in most cases, inter-regional.

The Workshop proposed that a new Framework “ATM/ATS Contingency Arrangement and Procedures” should include: identification of level of response, Categories and Play Books.

Play Book: list of potential scenarios with preset and already agreed arrangements (response actions).



APAC/MID ATM Contingency Planning Workshop

The new proposed regional ATM contingency framework, covering air traffic service (ATS), air traffic flow management (ATFM), and airspace management (ASM).

This framework would include common contingency planning elements, terms and definitions, arrangements, procedures, and scenarios, as well as a risk register.

The new framework would define the roles, responsibilities and functions of the Contingency Coordination Committee (CCC), ATM Contingency Group (ACG) and Contingency Coordination Team (CCT).

States were urged to conduct training for the personnel involved in contingency management and conduct regular contingency management exercises.



03

New Contingency Planning framework



New Contingency Planning Framework

The meeting may wish to recall the development on the ICAO HQ related to the Global Priorities - Priority Focus Areas ICAO Crisis Response Mechanism/Framework which was reflected in ICAO Business Plan 2023-2025.



New Contingency Planning Framework

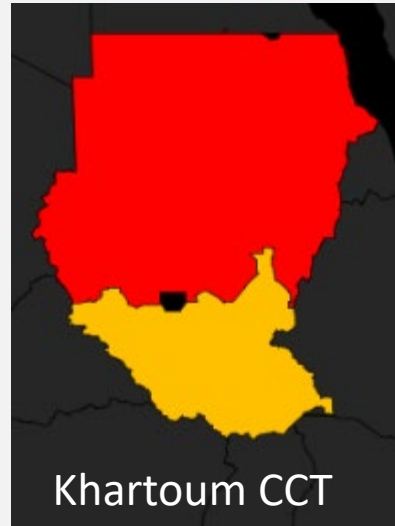
In addition, the meeting may wish to note the outcomes of the APAC/MID Contingency Planning Workshop, at **Appendix A**.

The meeting may wish to note, that the Status of implementation of USOAP-CMA PQ 7.159 ATS Contingency Plan is 69%:



04

MID CCTs



CCTs

Currently, there are two CCTs activated within the MID Region:

- Khartoum FIR CCT (since 17 April 2023)
- Geopolitical tension in the MID Region (since 11 April 2024)

The CCT process is described in the Regional ATM Contingency Plans, Aiming to enhance and expedite regional response to contingency (or possible contingency) events, that might disrupt the provision of ATS and supporting services; to ensure the continuation of international traffic flow (reference An. 11). Supporting swift exchange of relevant information between States/ANSPs, international and regional organizations, air operators and humanitarian air services.



CCTs: Khartoum FIR ATM Contingency Plan

April 2023

The ICAO MID Regional Office received information on 15 April 2023 regarding the interruption of Air Navigation Service provisions within Khartoum FIR due to the security unrest in Sudan.

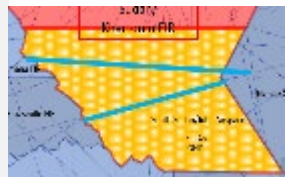
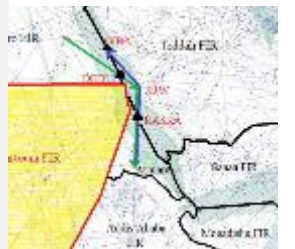
The ICAO Regional Offices immediately notified the adjacent States, IATA AME/Airspace Users. Consequently, Khartoum FIR CCT was activated.

April 2023

NOTAMs has been issued by Egypt on behalf of Sudan, and diversionary routing options were published, through Jeddah FIR.

May 2023

The CCT members agreed on Contingency Routing within KFOSS245+ (CR1 and CR2), and the first Khartoum FIR Contingency Plan was developed, effective 0001 on 22 May 2023.



CCTs: Khartoum FIR ATM Contingency Plan

August 2023

The CCT received operational requests (mainly from local operators in Sudan) to operate from/to Port Sudan Airport (HSPN). The CCT reviewed the proposals and developed the required parts within the Contingency Plan to include arrival and departure routing options to connect HSPN with the ATS route structure within Cairo and Jeddah FIRs. Effective 0701 on 15 August 2023.

Sudan provided updates on the Civil Military coordination and the conflict footprint on the ground, additionally the enhancements introduced to the ATS Unit at port Sudan including Manning power and CNS facilities. Additionally, the operational requests received to operate over the eastern part of Khartoum FIR (connecting Cairo to Addis Ababa, and Port Sudan to Asmara)

November 2023

The CCT reviewed the capabilities and capacity presented by South Sudan to provide Flight Information and Alerting Service within KFOSS245+ by Juba Information with the support of Sudan. Amendment 2 of the CP were developed, effective 0400 on 30 November 2023.



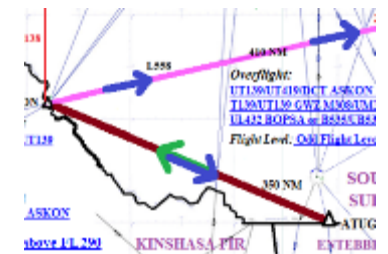
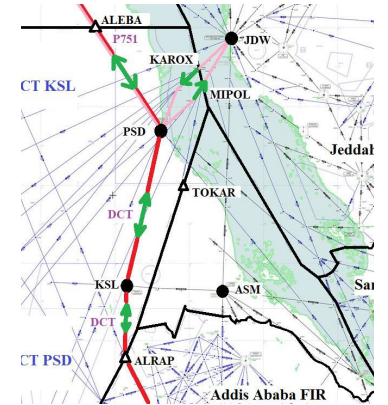
CCTs: Khartoum FIR ATM Contingency Plan

31 July 2024

Based on operational requests received from Airspace users, the CCT reviewed and agreed on the additional contingency routing at the eastern part of Khartoum FIR for OVF traffic.

March 2025

Another CCT meeting was conducted to discuss additional routing options within KFOSS245+ Airspace, based on the received operational requests and developments on the ground.



CCTs: MID Political Tension CCT

← Summary-1-1 🔍 📄 ⋮

Summary

NOTAM #: A1409/24
Class: International
Status: Active
Issue Date UTC: 04/20/2024 1334
Start Date UTC: 04/20/2024 1331
End Date UTC: 04/25/2024 2030EST
A1409/24 NOTAMN Q) OIIX/QAFXX/E/000/999/ A) OIIX B) 2404201331 C) 2404252030 EST E) THE FOLLOWING TEMP TRAFFIC ORIENTATION SCHEME (TOS) WITHIN OIIX IS AVAILABLE FOR FLIGHTS FM OMAE FIR TO LTAA FIR GABKO M317/M318 RADEB N440 MOBON DCT RERET DCT DASEL Z720 RST L333 DASIS.

NOTAM #: A1410/24
Class: International
Status: Active
Issue Date UTC: 04/20/2024 1334
Start Date UTC: 04/20/2024 1334
End Date UTC: 04/25/2024 2030EST
A1410/24 NOTAMN Q) OIIX/QAFXX/E/000/999/ A) OIIX B) 2404201334 C) 2404252030 EST E) THE FOLLOWING TEMP TRAFFIC ORIENTATION SCHEME (TOS) WITHIN OIIX IS AVAILABLE FOR FLIGHTS FM OMAE FIR TO UBBA FIR GABKO M317/M318 RADEB N440 MOBON DCT RERET DCT DASEL N319/P567 ULDS.

NOTAM #: A1411/24
Class: International
Status: Active
Issue Date UTC: 04/20/2024 1337
Start Date UTC: 04/20/2024 1336
End Date UTC: 04/25/2024 2030EST
A1411/24 NOTAMN Q) OIIX/QAFXX/E/000/999/ A) OIIX B) 2404201336 C) 2404252030 EST E) THE FOLLOWING TEMP TRAFFIC ORIENTATION SCHEME (TOS) WITHIN OIIX IS AVAILABLE FOR FLIGHTS FM OMAE FIR TO UDDF FIR GABKO M317/M318 RADEB N440 MOBON DCT RERET DCT DASEL Z720 RST L333 BUDED R654 MAGRI.

NOTAM #: A1412/24
Class: International
Status: Active
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Start Date UTC: 04/20/2024 1338
End Date UTC: 04/25/2024 2030EST
A1412/24 NOTAMN Q) OIIX/QAFXX/E/000/999/ A) OIIX B) 2404201338 C) 2404252030 EST E) THE FOLLOWING TEMP TRAFFIC ORIENTATION SCHEME (TOS) WITHIN OIIX IS AVAILABLE FOR FLIGHTS FM UDDF FIR TO OMAE FIR MAGRI R654 GODNA P146 RST L333 NSH R794 DHN DCT LORIX Z5 LAR B541 ORSAR.



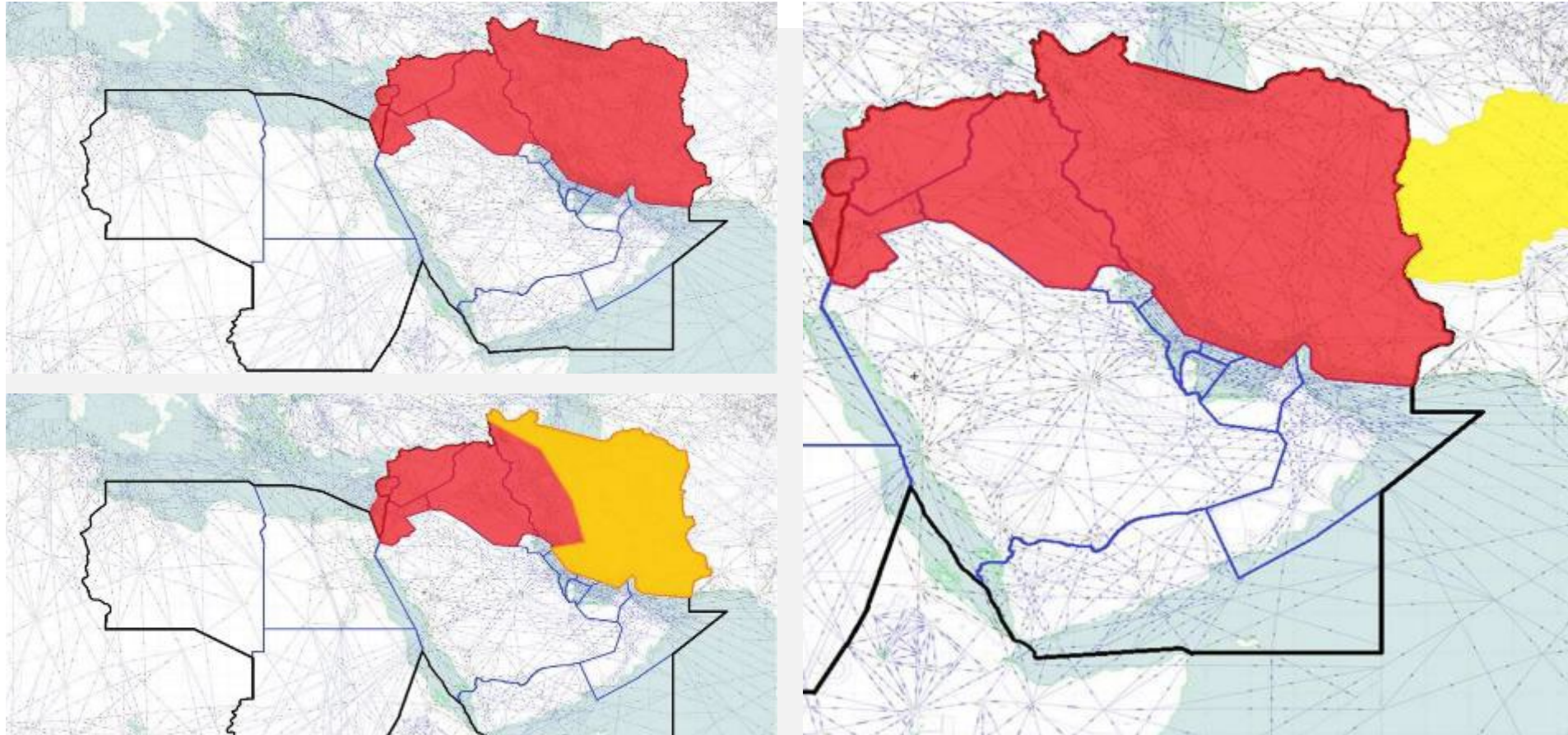
MID Political tension CCT



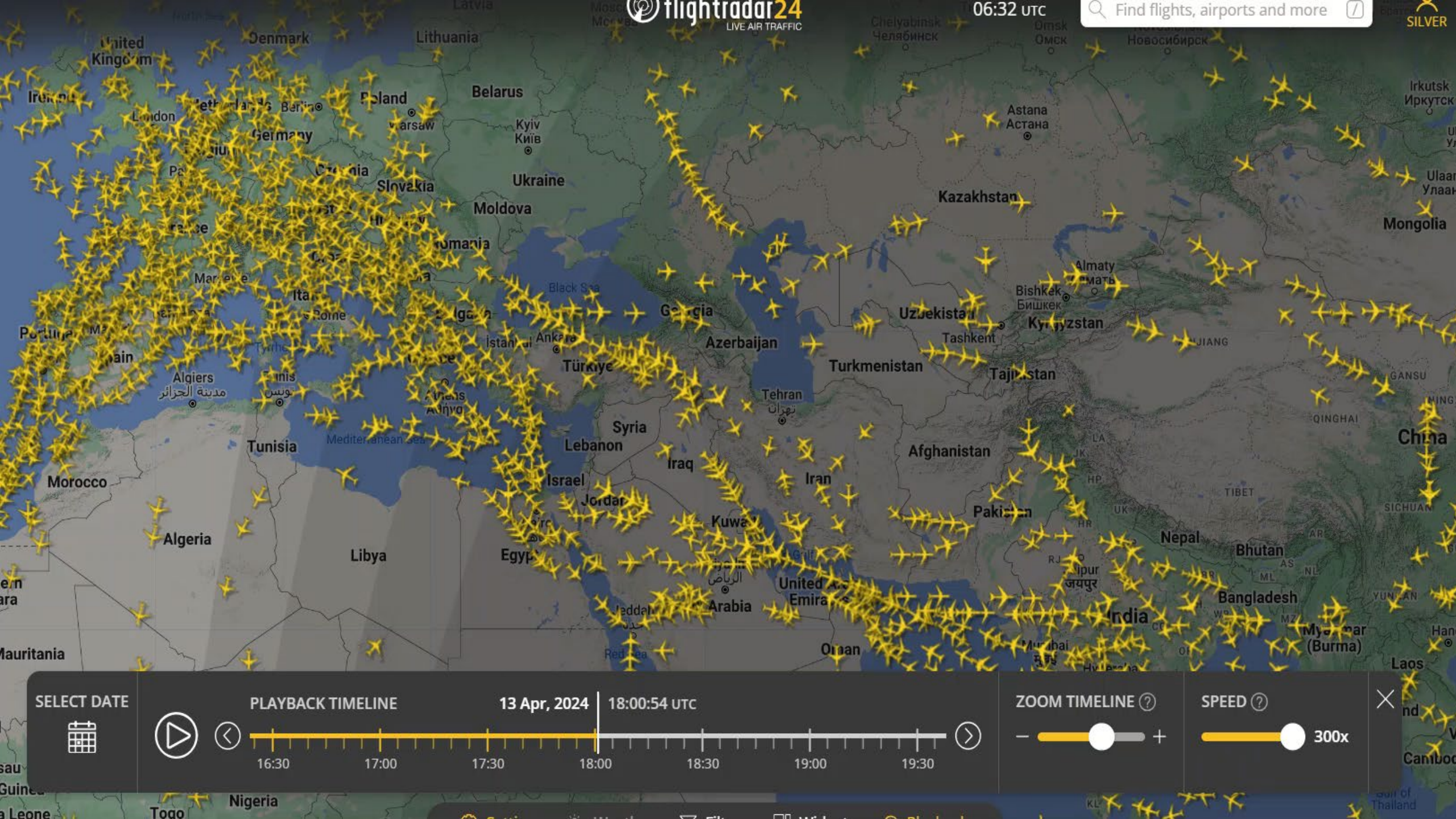
Group · 52 members



CCTs: MID Political Tension CCT



All diagrams, charts and images used in this file are not necessary reflecting the exact National territories or FIR boundaries; It is solely used for the purpose of general illustration of the situation from the perspective of international air traffic flow streams.



SELECT DATE



PLAYBACK TIMELINE

13 Apr, 2024

18:00:54 UTC

16:30

17:00

17:30

18:00

18:30

19:00

19:30



ZOOM TIMELINE ?



SPEED ?



300x



CCTs: MID Political Tension CCT

- The CCT was activated, and contingency group was established **well in advance**;
- The CCT members showed a significant level of **preparedness and consciousness** to carry out contingency measures;
- The successful **optimization of available airspace** was achieved through effective coordination between **civil and military authorities**;
- CCT coordination expedited with an updated **list of Focal Points**;
- CCT's **previous experience** enabled team to respond to contingency in a more efficient manner;
- Related NOTAMs have been issued in the harmonized manner;
- **Summary of updated NOTAMs** supported CCT members to have a clear vision about the progress of contingency; and
- **Safety issues** have not been reported regarding implementation of contingency measures.



CCTs: MID Political Tension CCT

In the event of a contingency situation in the MID Region, particularly in the Gulf Area, the relevant adjacent FIRs have already established alternative temporary routing options. It is important for the meeting to note that the 7th edition of the GANP, specifically FRT0 B0/3, provides the necessary options for States to create such route structures. These routes should be published in the State AIPs and utilized by issuing the appropriate NOTAMs to ensure a prompt response to contingency situations.

FRT0 B0/3: Pre-validated and coordinated ATS routes to support flight and flow;

A collection of routes that have been pre-validated and coordinated with impacted air route traffic control centers and airspace users. There are many instances when ATC needs to move air traffic away from, or into, a particular area of airspace. When this happens, traffic managers will typically implement reroutes – a common route, or set of routes, that they want aircraft to use in a particular area. These routes are predetermined and applied to the certain sector/airport accordingly. Routes are available through ANSP database and are published for the airspace users.



05

Action by the meeting

Action by the meeting:

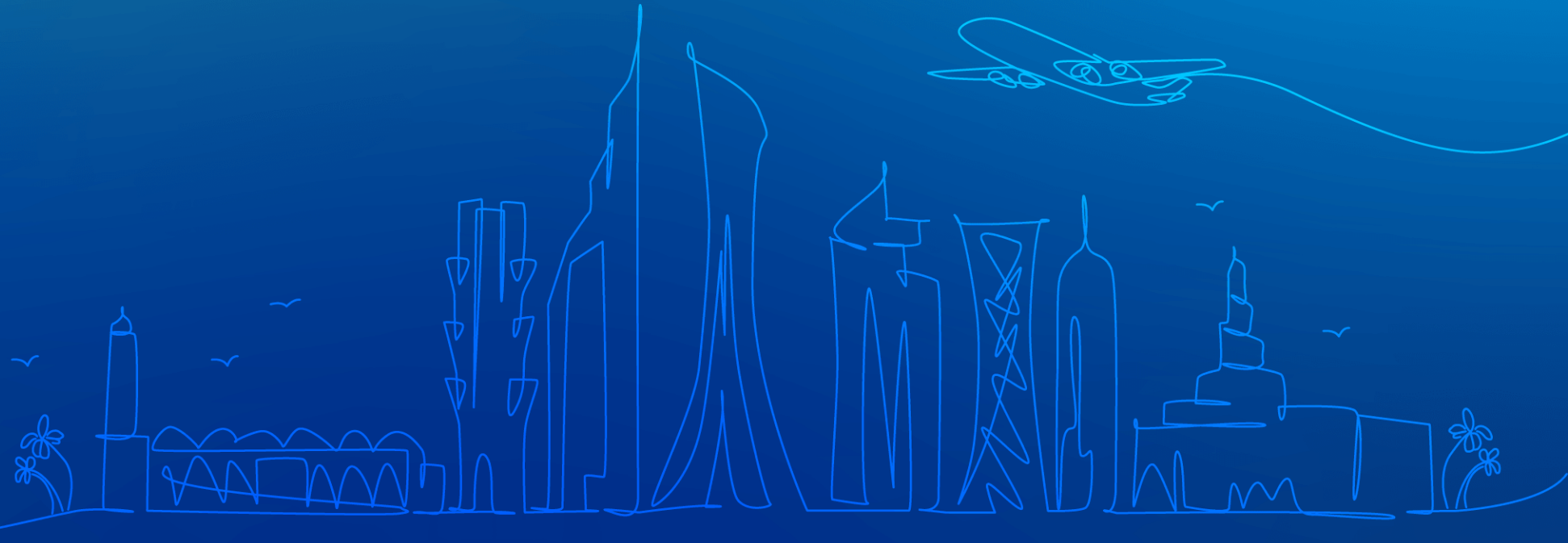
The meeting is invited to:

- a. Note the information in this presentation and Commend the swift response of MID States to the contingency situations and the support provided to the CCTs;
- b. Note the outcomes of the ICAO APAC/MID Contingency Workshop; and agree on the need to review the MID Region Contingency Plan (Doc 003) in order to incorporate the new Framework;
- c. Review and agree on the draft Conclusion in slide 9, and
- d. Encourage the MID States to develop their national plans, in coordination with and support of the MID Office.



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Thank You



ICAO APAC/MID ATM Contingency Planning Workshop and APAC ATM Contingency
Tabletop Exercise
ICAO Asia and Pacific Regional Office, Bangkok, Thailand, 25 - 28 June 2024

The workshop results/outcomes are the following:

1. The workshop commended States, Air Navigation Service Providers (ANSPs), and International Organizations for sharing their Air Traffic Management (ATM) contingency experiences during the workshop.
2. Recognizing the discrepancies between the regional ATM Contingency Plans discussed during the workshop, it was agreed that there is an urgent need for more collaboration and harmonization across the ICAO Regions, considering that the impact of any contingency event on international traffic flows is, in most cases, inter-regional.
3. The workshop agreed that the best way forward is to transition to a new regional ATM contingency framework covering air traffic service (ATS), air traffic flow management (ATFM), and airspace management (ASM). This framework would include common contingency planning elements, terms or definitions, arrangements, procedures, and scenarios, as well as a risk register.
4. The workshop agreed that the new framework has been developed to assist in providing for the continued safe and orderly flow of international air traffic in the event of disruption or potential disruption of ATS and related supporting services.
5. It was emphasized that the framework, at this stage, should be simple and easy to understand and apply and would not include airports' emergency plans.
6. The framework would define the roles, responsibilities and functions of the Contingency Coordination Committee (CCC), ATM Contingency Group (ACG) and Contingency Coordination Team (CCT).

7. It was agreed that the harmonized use of terms in reference to ATM contingencies would remove ambiguity and ensure consistency in their application.
8. The workshop agreed to the ATM contingency management (ACM) Cycle, which should consist of four Phases: Planning and Preparedness, Response, Recovery, and Post-assessment (including lessons learned, training and exercises).
9. The workshop agreed on the need for a regional risk register for Contingency/Crisis events that reflects the assessment of the impact of such events based on the severity of their impact and probability. The assessment should be conducted periodically, but at least every six months, by a designated regional group. The registry could be provided on a web-based platform or the ICAO Regional Offices Website with a hyperlink in the RACF.
10. The workshop reviewed the draft [APAC or MID] Region ATM Contingency Framework (RACF), which was developed initially by the APAC ANSPs Committee (AAC) Work Stream 3. This was also based on the current regional ATM contingency plans and took into account the existing guidance from the EUR/NAT Regions. For the APAC Region, it was noted that the current APAC ATM Contingency Plan would be updated in line with the RACF and retained.
11. The workshop agreed that implementing a RACF in all ICAO Regions, as practicable, would ensure consistency in preparing, responding to, and managing ATM Contingency events more effectively, harmonized, and collaboratively within and across the regions.
12. It was made clear that the term “ATM or ATS contingency plan” refers to the State/ANSP contingency plan in accordance with the requirements of Annex 11, and that the term “ATM contingency arrangements and procedures” would refer to measures with cross-border aspects (Level 2 or 3 of the RACF).
13. The workshop emphasized the need for an ICAO ATM Contingency Online Platform to share information among stakeholders and provide communication and coordination means for the CCTs, considering the limitations related to the use of the current social media applications.

14. The workshop invited the ICAO Regional Offices to arrange for further review and improvements of the RACF with the support of AAC as appropriate, by the regional ATM Sub-group for final endorsement by the PIRGs of each ICAO Region.
15. ICAO was invited to support States in updating/developing their national ATM contingency plans in accordance with Annex 11 and the RACF.
16. The workshop invited States to use/consider the already existing guidance material on contingency and crisis management.
17. ICAO was also invited to organize symposia to raise awareness of the new framework, including workshops to support regional implementation.
18. States were invited/urged to consider ACM in the content of their national disaster/crisis response and relief mechanisms and to allocate the required resources to support effective implementation, considering the importance of the air transport sector in providing air routes and access to aerodromes for humanitarian missions.
19. States were invited to ensure the establishment of a Contingency Coordination Committee (CCC), if not done yet so, if no other existing committee is responsible for the functions as described in the RACF.
20. States were invited to establish, if not yet done so, an ATM Contingency Group (ACG) which will be provided with the required resources and authorized to perform its functions, including those with cross-border coordination and communication aspects.
21. States were urged to conduct training for the personnel involved in contingency management as well as periodic contingency management tabletop exercises, as these are key success elements for effectively responding to and managing a contingency event.
22. The workshop noted the need for regional guidance for clearing volcanic ash from aerodrome movement areas.
23. The workshop noted the need for additional guidance on the delineation of ANSPs' and aerodrome operators' roles and responsibilities when dealing with aerodrome emergencies such as natural disasters, based on the type,

scale, and location of the emergency/disaster and the coordination required with responding agencies.

24. The workshop thanked the efforts of the ICAO Team in organizing the Workshop and the ICAO APAC Office for hosting this important event. The workshop invited the Secretariat to organize similar workshops in other ICAO Regions to promote and raise awareness concerning the new RACF. It also thanked the APAC Office for hosting the events.

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