



ICAO MID

ATM SG/10TH AND CNS SG/13TH
MEETINGS

2024

20 - 23 October

Saudi Arabia, Jeddah, Ritz Carlton





MID ATM Contingency Plan Doc 003

Presented by the Secretariat

ATM SG/10 meeting

20 – 23 October 2024, Jeddah, Saudi Arabia





References:

- 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)



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 with the approval of MIDANPIRG.

The current document was initiated by ATM SG/1 meeting (Cairo, Egypt, 9 – 12 June 2014), including a list of Focal Points and status of Contingency agreements. Further amendments to the document were developed to include the process of CCT and notification procedure.





The plan was developed in accordance with the provisions of Annex 11.

The plan might also be activated in cases when airspace users decided to circumnavigate certain airspace(s), due conflict zones, weather, etc., which might increase significantly the traffic volume in other airspaces.

The regional contingency plan should not be considered as substitutional framework for National ATM Contingency plan, and it does not supersede States publications (AIP, NOTAMs, Safety Advisory bulletin etc.).





The MIDANPIRG/19 meeting agreed that the MID Region ATM Contingency Plan should include provisions related to the management of public health pandemics; and encouraged States to adopt a unified contingency response and joint policy to strengthen future collaboration considering the lessons learnt from COVID-19.

Accordingly, an Action Group was established to draft a revised version of the CP and which was reviewed by the ATM SG/9 meeting and presented to the MIDANPIRG/21.





The content of the revised version had the following outlines:

1. Introduction: purpose, objectives and level of contingency and categories,
2. MID States' contingency plan requirement: Requirements, template for States CP and structure, list of Focal Points, notification and NOTAMs templates and status reporting forms,
3. ICAO role and common regional procedures: general procedure and CCT Process
4. ATM contingency planning principles, template
5. MID CP regional routing options
6. Guidance material on common contingency issues in the MID Region, including GNSS and cybersecurity...
7. Status of contingency agreements in the mid region
8. Examples and useful information: DME/DME and surveillance converge
9. MID region ATM volcanic ash contingency plan



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.*





ICAO has organized the APAC/MID ATM Contingency Planning Workshop and Tabletop Exercise at ICAO Asia and Pacific Regional Office, Bangkok, Thailand, during the period 25 - 28 June 2024.



<https://www.icao.int/APAC/Meetings/Pages/2024-ATM-Contingency-WS-TTX.aspx>



CCTs





Currently, there 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 scenario that might disrupt the provision of ATS and supporting services; to ensure the continuation of international traffic flow. The main outcomes is to swiftly exchange information between States/ANSPs, international and regional organizations, air operators and humanitarian air services.

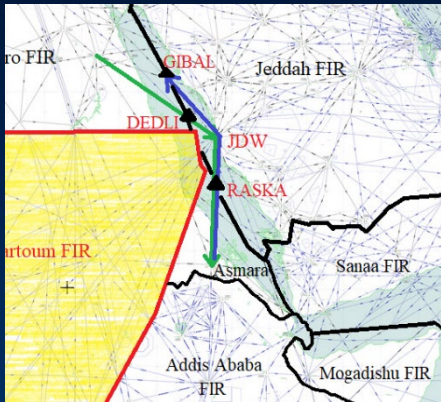
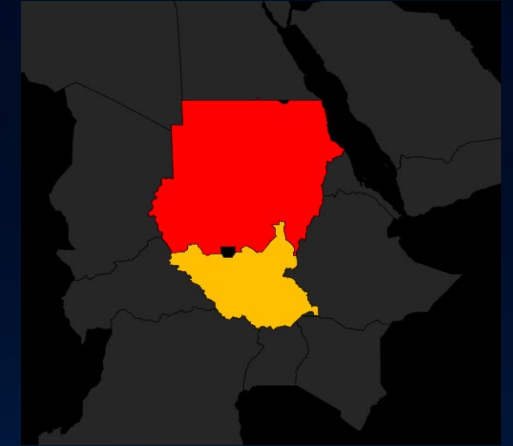


Khartoum FIR CCT

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.

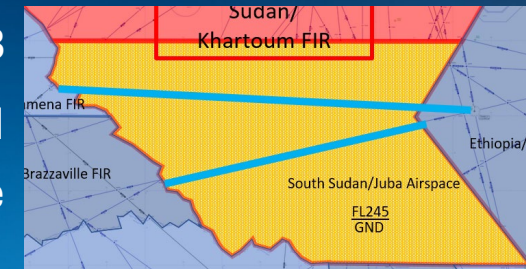


17 April 2023

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.





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.



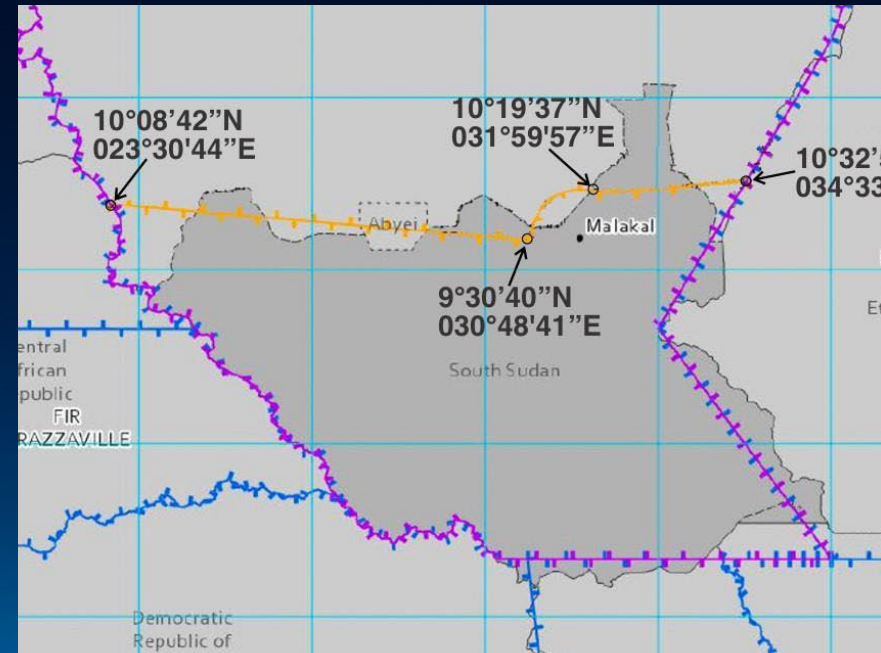
The outcomes of the SOUTH SUDAN-SUDAN, Task Force meetings

Part I: ATS to be provided in the Khartoum FIR over South Sudan (KFOSS) above FL245

Review the ATS proposed to be provided by South Sudan within KFOSS245+ in accordance with the SARPs and Regional requirements, and identify services being provided in addition to such requirements, if any.

Part II: Proposed adjustment to the current airspace delineation

The proposals for the re-delineation of Khartoum FIR in order to enable the States (South Sudan and Sudan) to meet their obligations under the Chicago Convention. Based on the proposed ATS and concepts for airspace optimization, the development of an agreed airspace structure and delineation to be recommended to the civil aviation authorities of the States.

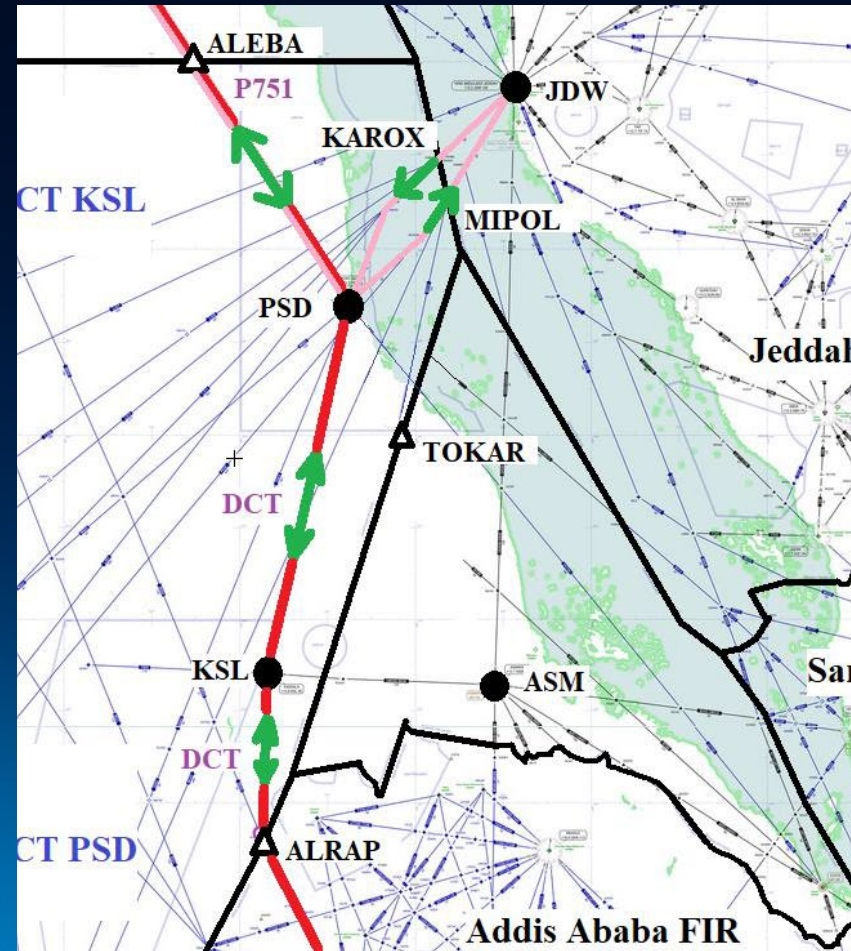


Draft illustration, subject to further changes



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.



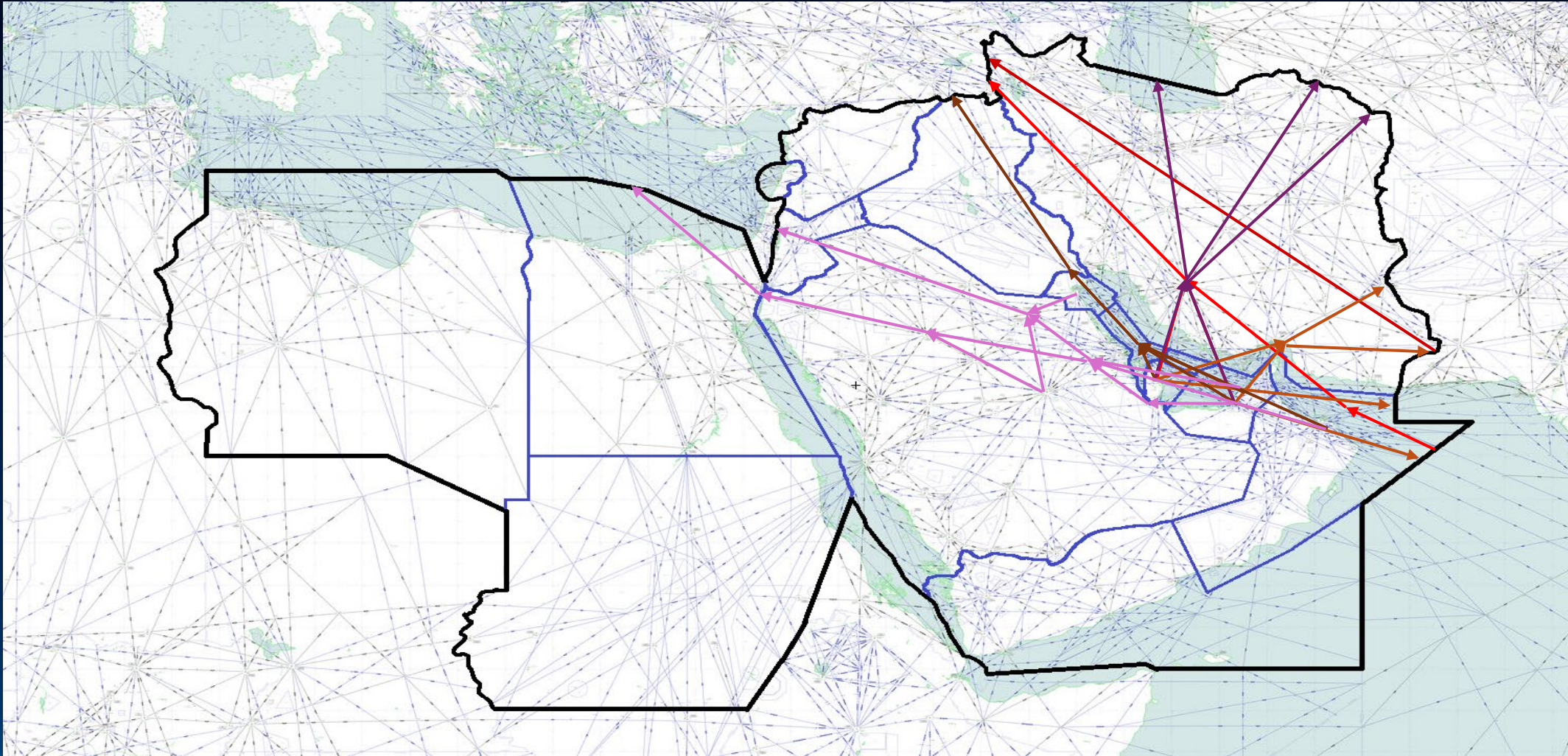


Political Tension in the MID Region

- 13 April 2024;
- 19 April 2024; and
- 1 October 2024.



Main flows form Gulf area

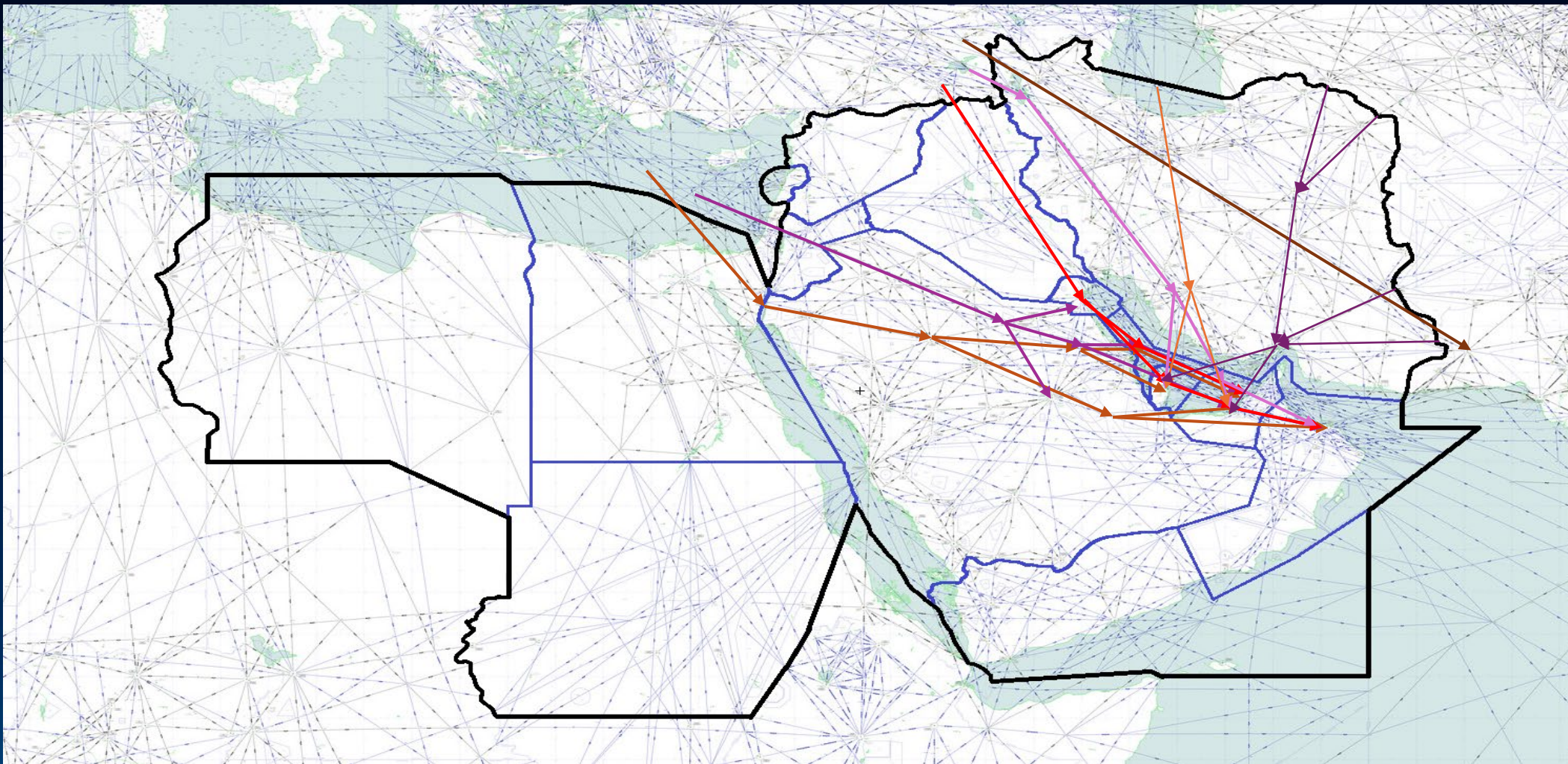


All diagrams, charts and images used in this file are not necessary reflecting the exact National territories or FIR boundaries; It is solely used for the purpose of general illustration of the situation from the perspective of international air traffic flow streams.

Source, SkyVector: Flight Planning / Aeronautical Charts



Main flows to Gulf area



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.

Source, SkyVector: Flight Planning / Aeronautical Charts



Establishment of CCT Group

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) OIEX/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 DASI5.

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) OIEX/QFAXX/IV/NBO/A/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 ULDUS.

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) OIEX/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 UDDD FIR GABKO M317/M318 RADEB N440 MOBON DCT RERET DCT DASEL Z720 RST L333 BUDED R654 MAGRI.

NOTAM #: A1412/24
Class: **International**
Status: **Active**
Issue Date UTC: 04/20/2024 1338
Start Date UTC: 04/20/2024 1338
End Date UTC: 04/25/2024 2030EST
A1412/24 NOTAMN Q) OIEX/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 UDDD 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



CCT actions in order

Date	Time (UTC)	Related principle	Actions
08 March 2024	-	Preparation	ICAO MID Doc 003 (Regional ATM contingency plan) edition 5 approved by MIDANPIRG/21
10 April 2024	-	Repository	States/ANSP, Regional and international organizations focal point updated
10 April 2024	-	Monitoring	<ul style="list-style-type: none"> Realized State issued Suspicious NOTAMs Specific airline cancelled flight to concerned State
10 April 2024	-	Collect Data and information	Collect data and information through public media
10 April 2024	-	Verification	Verify collected information and data with concerned State
10 April 2024	1745	Coordination	Internal coordination with manager and HQ have been done
11 April 2024	0020	Authorization	Permission was granted to active CCT

CCT actions in order

Date	Time (UTC)	Related principle	Actions
11 April 2024	1130	Notification	Activation of CCT notified to Focal Points through email.
11 April 2024	1200	Establishment of WhatsApp Group	Based on contact list and some update received from States WhatsApp group was established
11 April 2024	-	Establishment of Team	In addition of States FPs, ICAO HQ, MID, EUR/NAT, IATA, assigned relevant expert
11 April 2024	1220	Notification	Informed CCT members to collect data and information
13 April 2024	-	Monitor	<ul style="list-style-type: none"> • Through telephone, email and public media • Some flight to concerned States were cancelled
13 April 2024	-	Collaborative decision making	Set up the scene for contribution of CCT members
13 April 2024	1813	Sharing data and information	<ul style="list-style-type: none"> • Available data and information were collected and shared with CCT members through WhatsApp • Information received one FIR is going to close

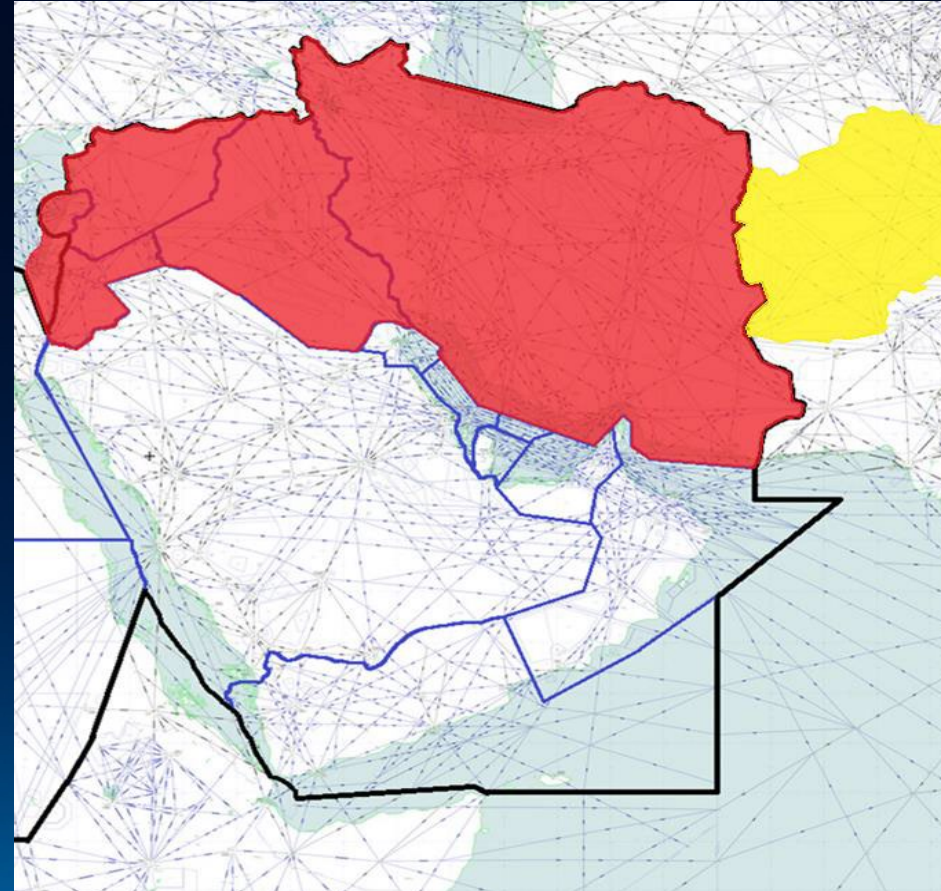
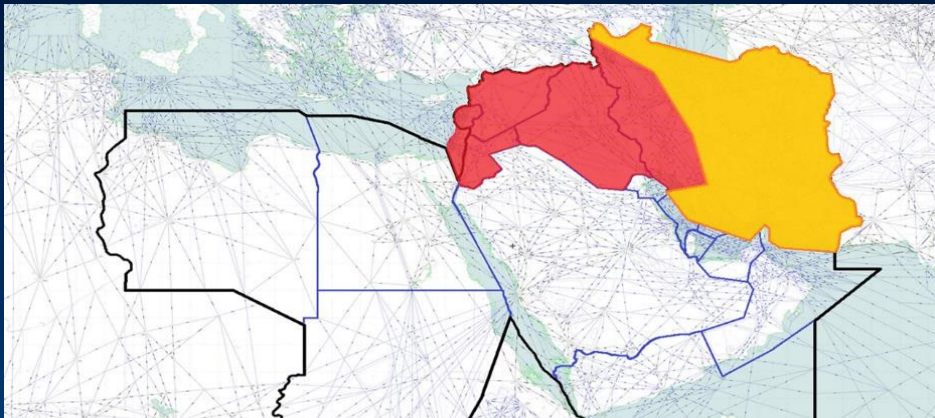
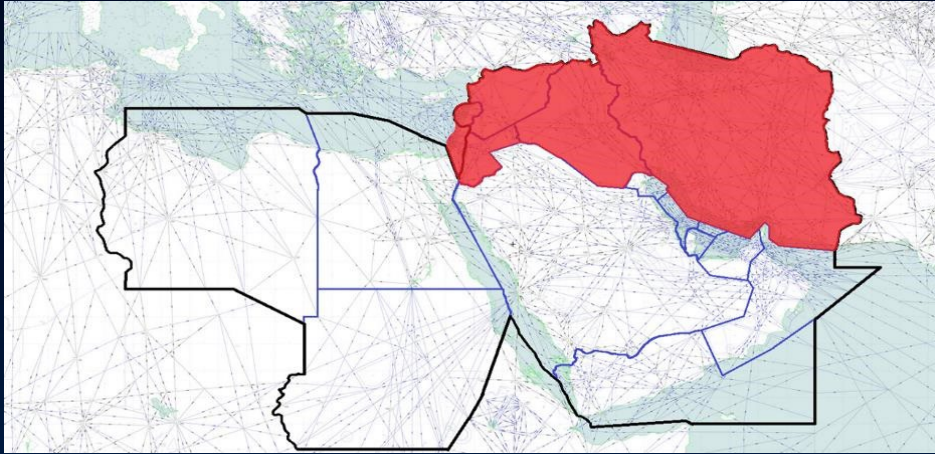
CCT actions in order

Date	Time (UTC)	Related principle	Actions
13 April 2024	-	Gap Analysis	<ul style="list-style-type: none"> The area which was subject to attack has been identified States conducted civil and military coordination
13 April 2024	-	Brainstorming	The possible solutions have been proposed by members
13 April 2024	1912	Agree on the way forward	<ul style="list-style-type: none"> Based on lessen learned from past contingency, one of the most available option was to use specific unidirectional airway as bidirectional. Establish some diversionary route based on available 5LNCs to avoid conflict area
13 April 2024	-	Safety risk Assessment	Relevant states conducted required safety assessment to implement agreed solutions
13 April 2024	-	Technical & OPS requirement	Related ATM system & staff have been adapted based on agreed solutions
13 April 2024	1922	LOA or LOP	Additional LOP has been agreed between concerned FIRs to pass traffic in accordance with solutions

CCT actions in order

Date	Time (UTC)	Related principle	Actions
13 April 2024	-	Training	Required information passed by CCT members to stakeholders to prepare themselves to implement agreed solutions
13 April 2024	2032	Harmonized notification	<ul style="list-style-type: none"> Required NOTAMs were issued & shared with CCT members list of valid NOTAMs updated & shared with CCT members
13 April 2024	2035	Harmonized implementation	Relevant ACCs were coordinated with adjacent FIRs to implement agreed solutions successfully.
13 April 2024	-	Monitor	<ul style="list-style-type: none"> CCT monitored the progress of the contingency and the implementation of agreed solutions Used Radar24 Some FIRs opened their airspace
14 April 2024	0800	Gap Analysis	<ul style="list-style-type: none"> Post implementation review to identify new gaps and lift unnecessary restrictions Requested from IATA to provide AUs demand
14 April 2024	-	Brainstorming	Proposed new solutions by CCT members
13 April 2024	-	Agree on the way forward	<ul style="list-style-type: none"> Cancel unnecessary diversionary routes based on AUs demand Extension of agreed NOTAMs

Progress of the contingency

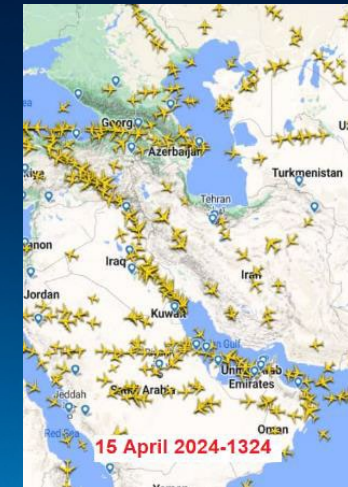
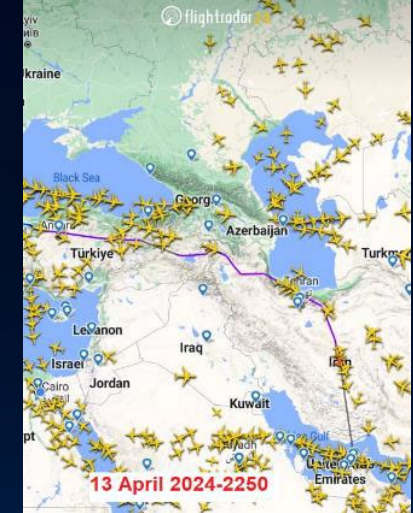


All diagrams, charts and images used in this file are not necessary reflecting the exact National territories or FIR boundaries; It is solely used for the purpose of general illustration of the situation from the perspective of international air traffic flow streams.

Source, [SkyVector: Flight Planning / Aeronautical Charts](#)



Progress of the contingency



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. Source, www.flightradar24.com



Post implementation assessment

- 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.





Lesson learned

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.



Action by the meeting:

The meeting is invited to:

- a. Encourage the MID States to develop their national plans, in coordination with the MID Office;
- b. Commend swiftly response of MID States to the contingency situations within the MID Region and the support provided to the CCTs; and
- c. Urge States to publish contingency routing options in their respective AIPs based on FRT0 B0/3.





THANK YOU

2024

20 - 23 October

Saudi Arabia, Jeddah, Ritz Carlton

