



# *International Civil Aviation Organization*

**MIDANPIRG/21 and RASG-MID/11 Meetings  
(Abu Dhabi, UAE, 4 – 8 March 2024)**



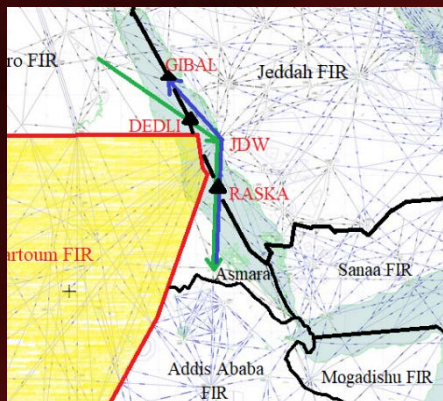
AGENDA ITEM 5.3      ANS (AIM, PBN, AGA-AOP, ATM-SAR,  
CNS AND MET

## **IP/3: KHARTOUM FIR CONTINGENCY PLAN**

Presented by the Secretariat

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.

# KHARTOUM FIR CCT

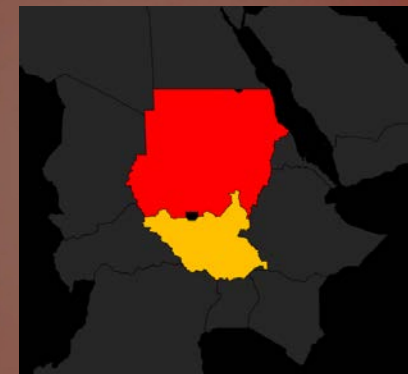


## 17 April 2023

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

## April 2023

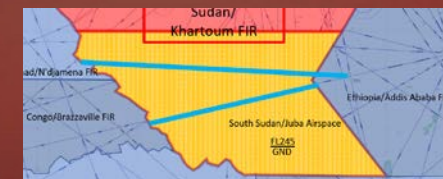
The ICAO MID Regional Office received information on 15 April 2023 regarding the interruption of Air Navigation Service provisions within Khartoum FIR due to the security unrest in Sudan.



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

## 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.





### 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.

### 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.

### On going

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)



# THE OUTCOMES OF THE FIRST MEETING OF THE SOUTH SUDAN-SUDAN, TASK FORCE (SSS-TF/1)

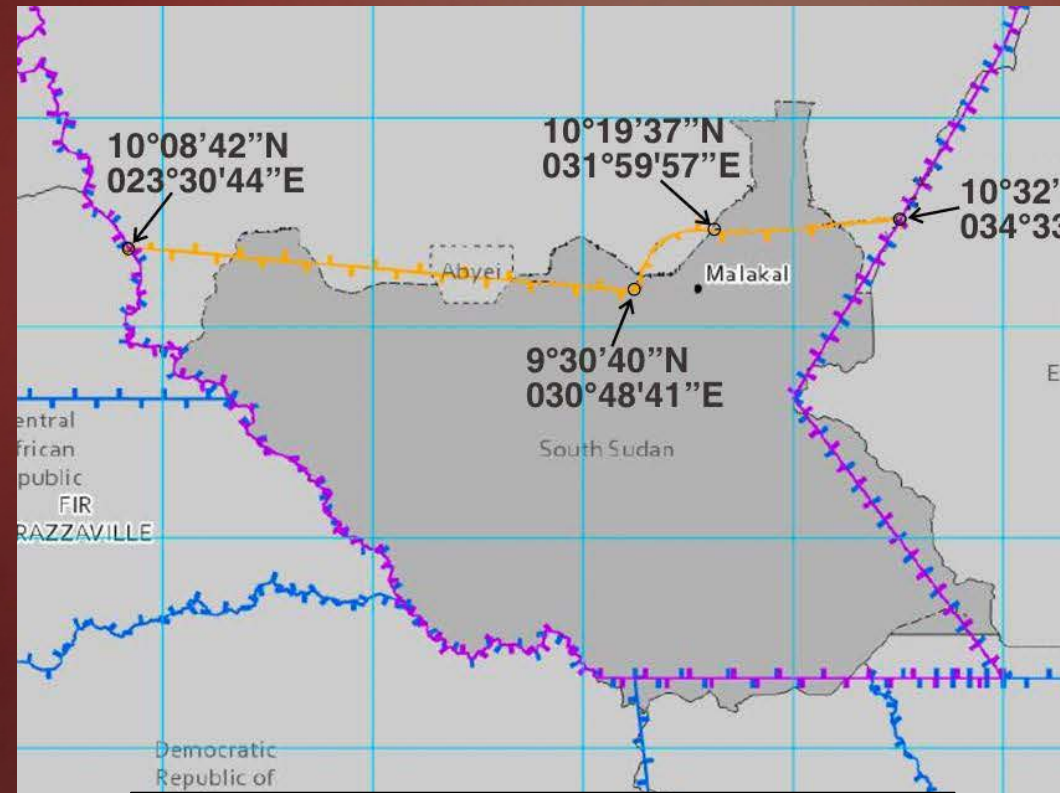
Nairobi, Kenya, 18 – 19 December 2023

## 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

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## LESSONS LEARNED

The purpose of guidelines material related to Contingency planning in Annex 11, Attachment C, is to assist in providing safe and orderly flow of international air traffic in the event of disruptions of air traffic services and related supporting services.

The States are responsible, in the event of disruption or potential disruption of services, for providing and instituting measures to ensure the safety of international civil aviation operations and, where possible, for making provisions for alternative facilities and services. To that end the State(s) should develop, promulgate and implement appropriate contingency plans. Such plans should be developed in consultation with other States and airspace users concerned and with ICAO, as appropriate, whenever the effects of the service disruption(s) are likely to affect the services in adjacent airspace.

The availability of readily to be implemented Contingency Plan cover different scenarios that might disrupt or potential disruption of ANS, is curtail for a successful response to event that might occur. Trail activation / table top exercises will further improve the plan.

## FUTURE PLANS

The ICAO MID Office, with the support of HQ, are planning contingency preparation workshop, to be delivered on State specific, to support the development of the National Contingency Plan and enhance the CMC coordination process.



Hope for the **best**, prepare for the **worst**



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THANK YOU