



SAFE SKIES.  
**SUSTAINABLE  
FUTURE.**

## Conflict Zone Workshop

*Nairobi, Kenya : 23 -24 June 2025*



# Conflict Zones impact on Air Traffic Services, the Challenges

—  
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# ICAO Provisions towards Contingencies

## Annex 11

*Chapter 2*

*Annex 11 — Air Traffic Services*

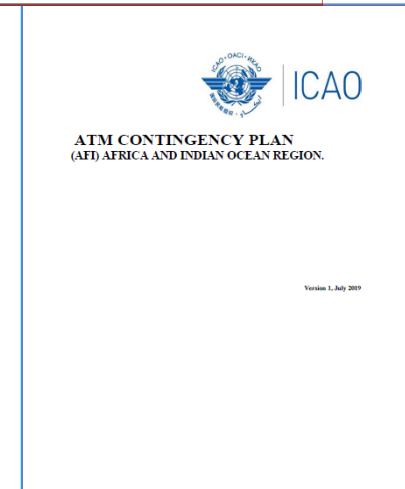
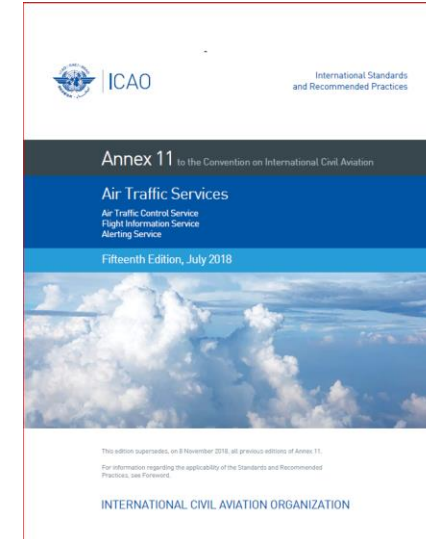
2.31.2 Except when communications between air traffic control units are conducted in a mutually agreed language, the English language shall be used for such communications.

### 2.32 Contingency arrangements

Air traffic services authorities shall develop and promulgate contingency plans for implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services. Such contingency plans shall be developed with the assistance of ICAO as necessary, in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned.

*Note 1.— Guidance material relating to the development, promulgation and implementation of contingency plans is contained in Attachment C.*

*Note 2.— Contingency plans may constitute a temporary deviation from the approved regional air navigation plans; such deviations are approved, as necessary, by the President of the ICAO Council on behalf of the Council.*



## ICAO Annex 11 (Air Traffic Services)

- Art 2.18 Coordination between military authorities and air traffic services

2.18.1 Air traffic services authorities shall establish and maintain close cooperation with military authorities responsible for activities that may affect flights of civil aircraft.

2.18.2 Coordination of activities potentially hazardous to civil aircraft shall be effected in accordance with 2.19.

2.18.3 Arrangements shall be made to permit information relevant to the safe and expeditious conduct of flights of civil aircraft to be promptly exchanged between air traffic services units and appropriate military units.

2.18.3.1 and 2.18.3.2 with further details on data provision and special procedures for information exchange in order to avoid an interception.



## Priority Focus Areas

### ICAO Business Plan 2023-2025

Long Term Aspirational Goal (LTAG)

Cybersecurity and Information System Resilience

ICAO Crisis Response Mechanism/ Framework

Advanced Air Mobility/ New entrants

USOAP/USAP evolution & engagement

Implementation Support

Transformational Objective

# Types of Contingencies

**Conflict situations:** internal e.g. during elections, industrial action e.t.c or between States affecting more than one airspace



**Pandemics** e.g. COVID -19, MPOX etc.



**Natural calamities** e.g. floods, earthquakes, volcanic ash etc



**Terror attacks** e.g. 911



**Attack on the Twin Towers in New York**

## RESULTS

- Airspace closures
- ATS withdrawal
- Reduced staffing; reduce traffic flow due increased separation
- Airspace Congestion

**Reduced Safety**

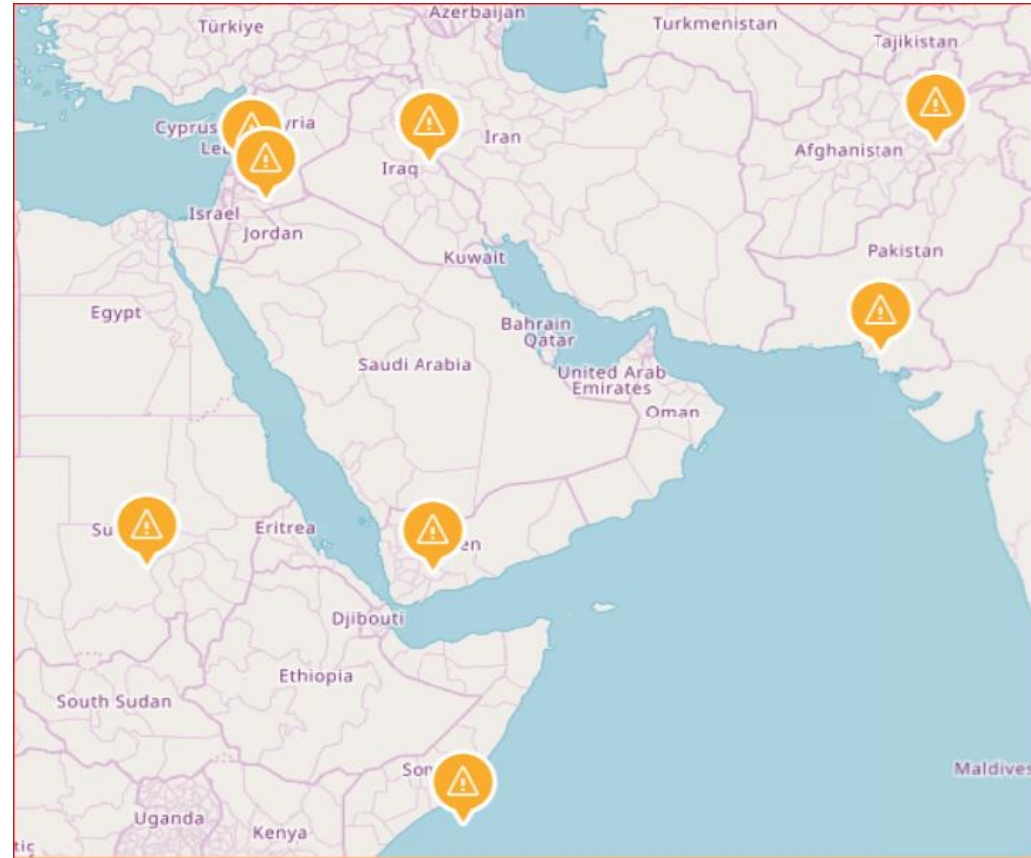
## Conflict related Accidents



# Crisis Management

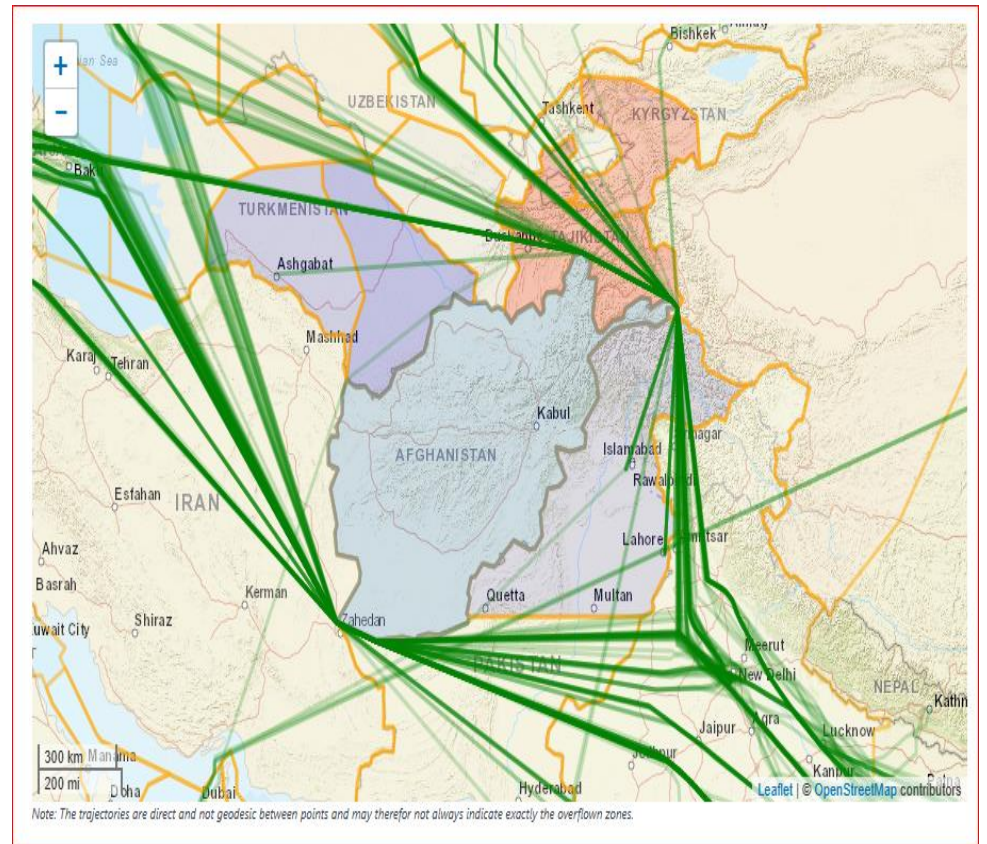
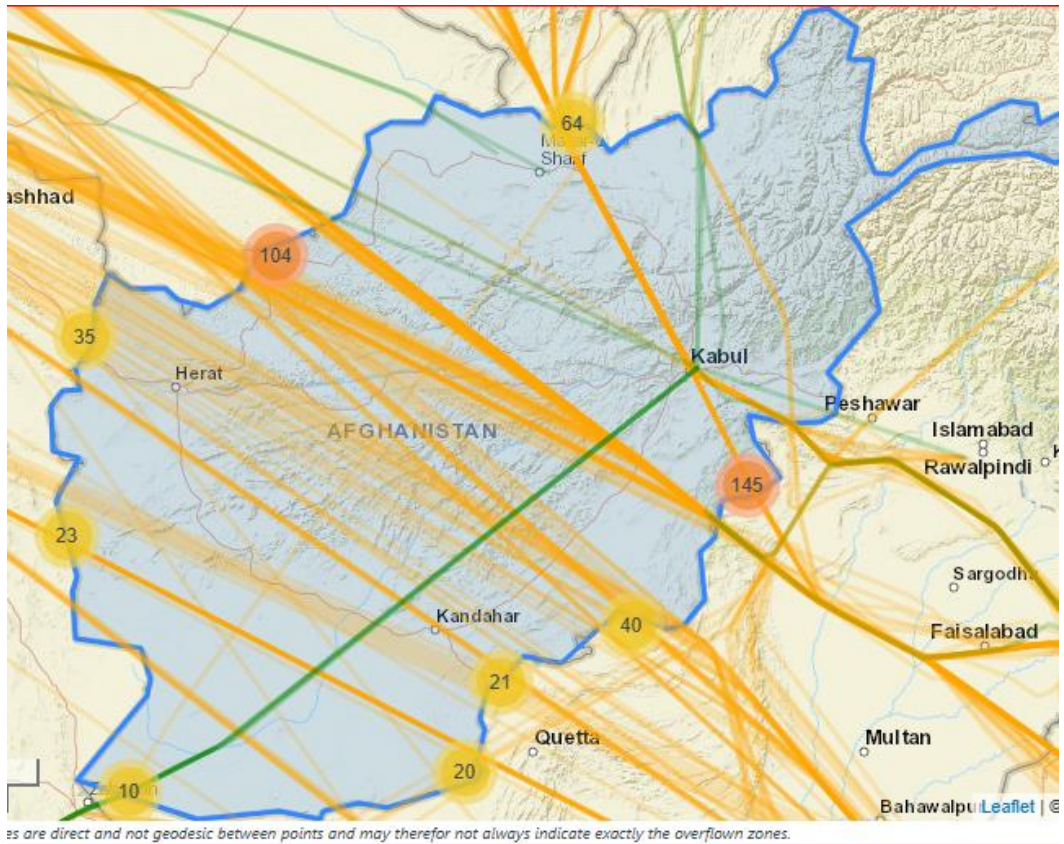
## Current Crisis management

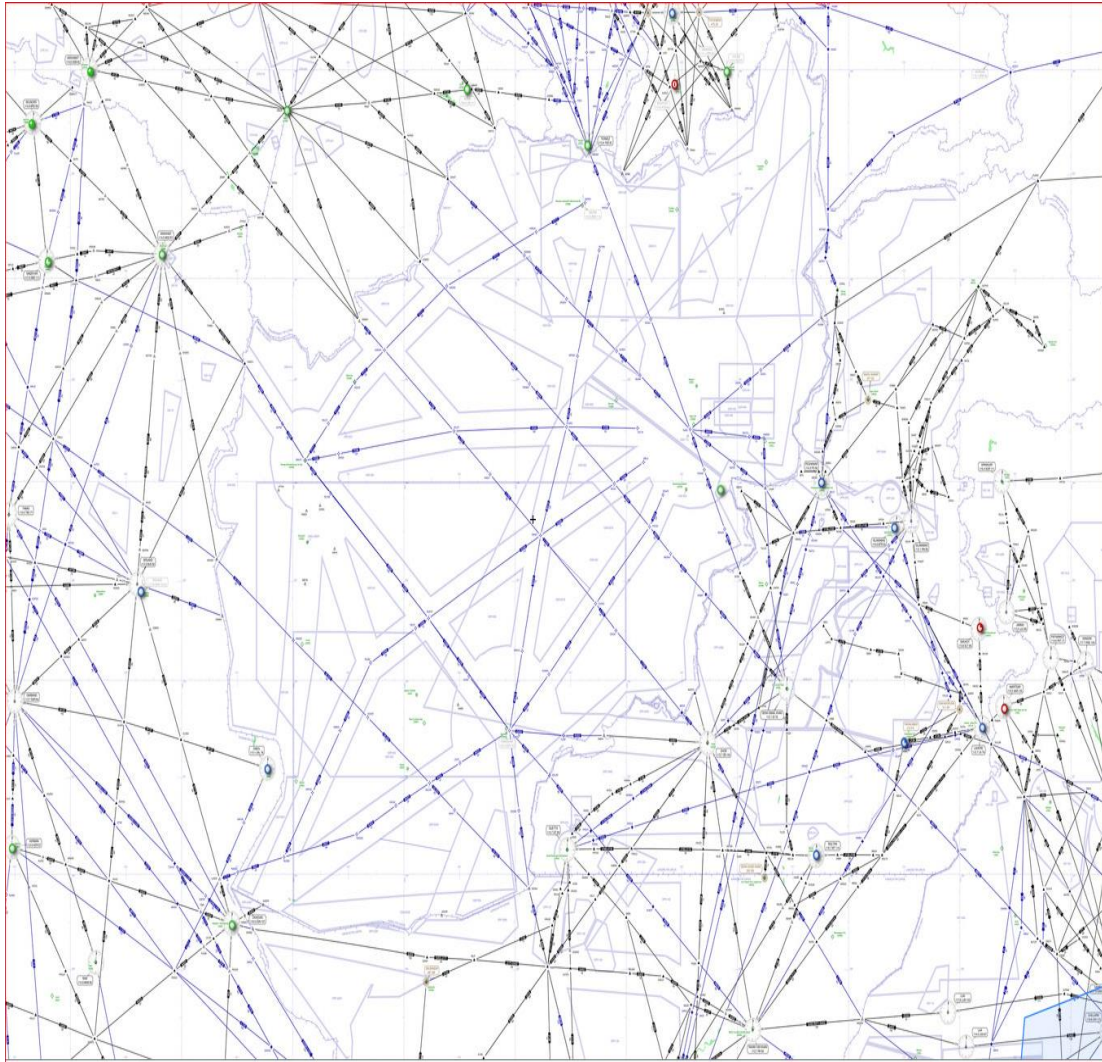
- The ESAF RO coordinates closely with the other ICAO ROs to ensure timely management of crisis within the region. Current Contingency situations include Khartoum FIR and Mogadishu FIR in the ESAF region.
- ESAF also coordinating with other ICAO regions; includes the APAC, MID and WACAF ROs to facilitate continued traffic flow ( Middle East crisis and the Kinshasa FIR (Goma)).
- ICAO currently engaged in harmonizing the contingency arrangements to ensure global uniformity.



# ICAO Contingency planning Aid - 2018

## Kabul FIR





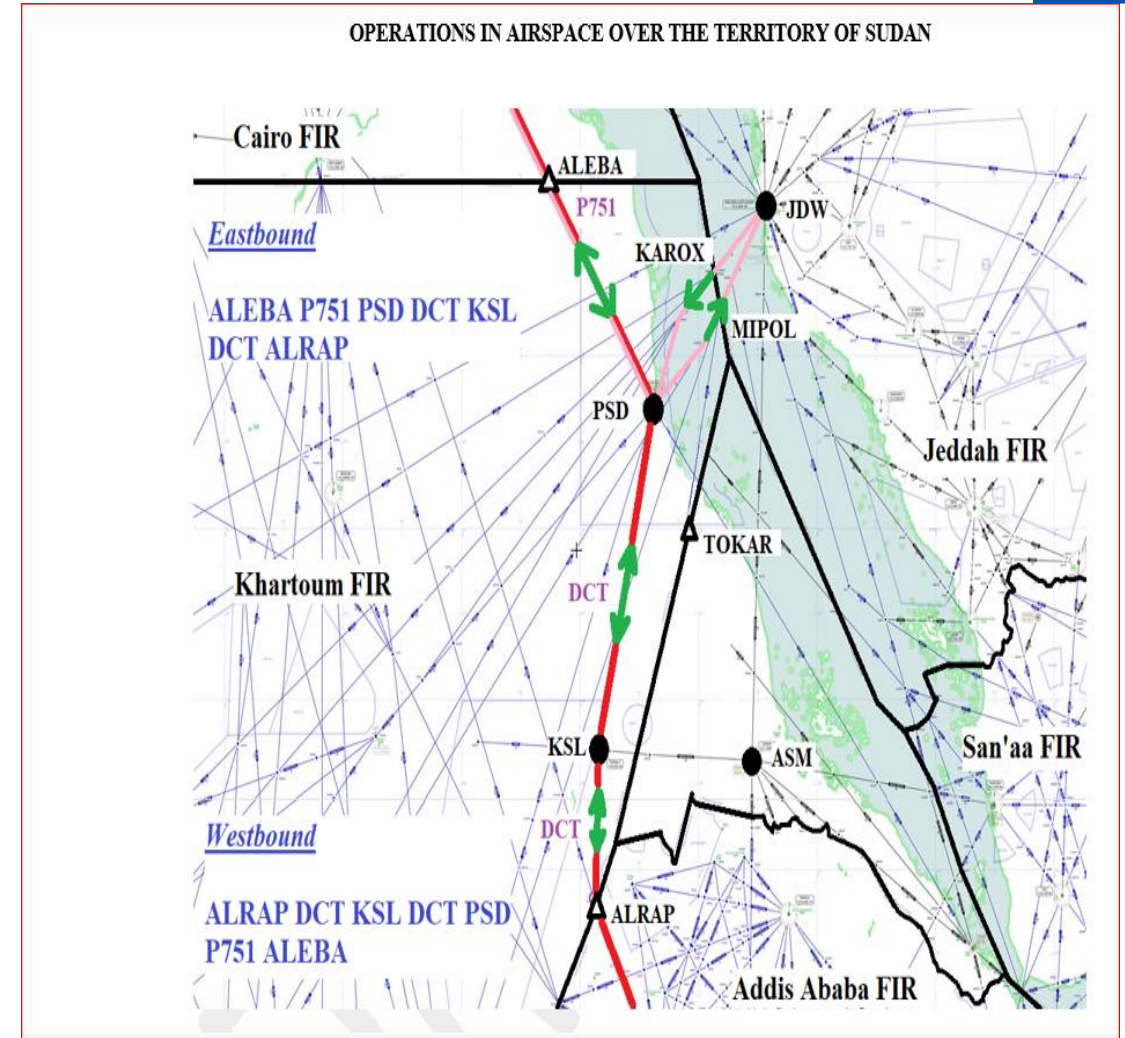
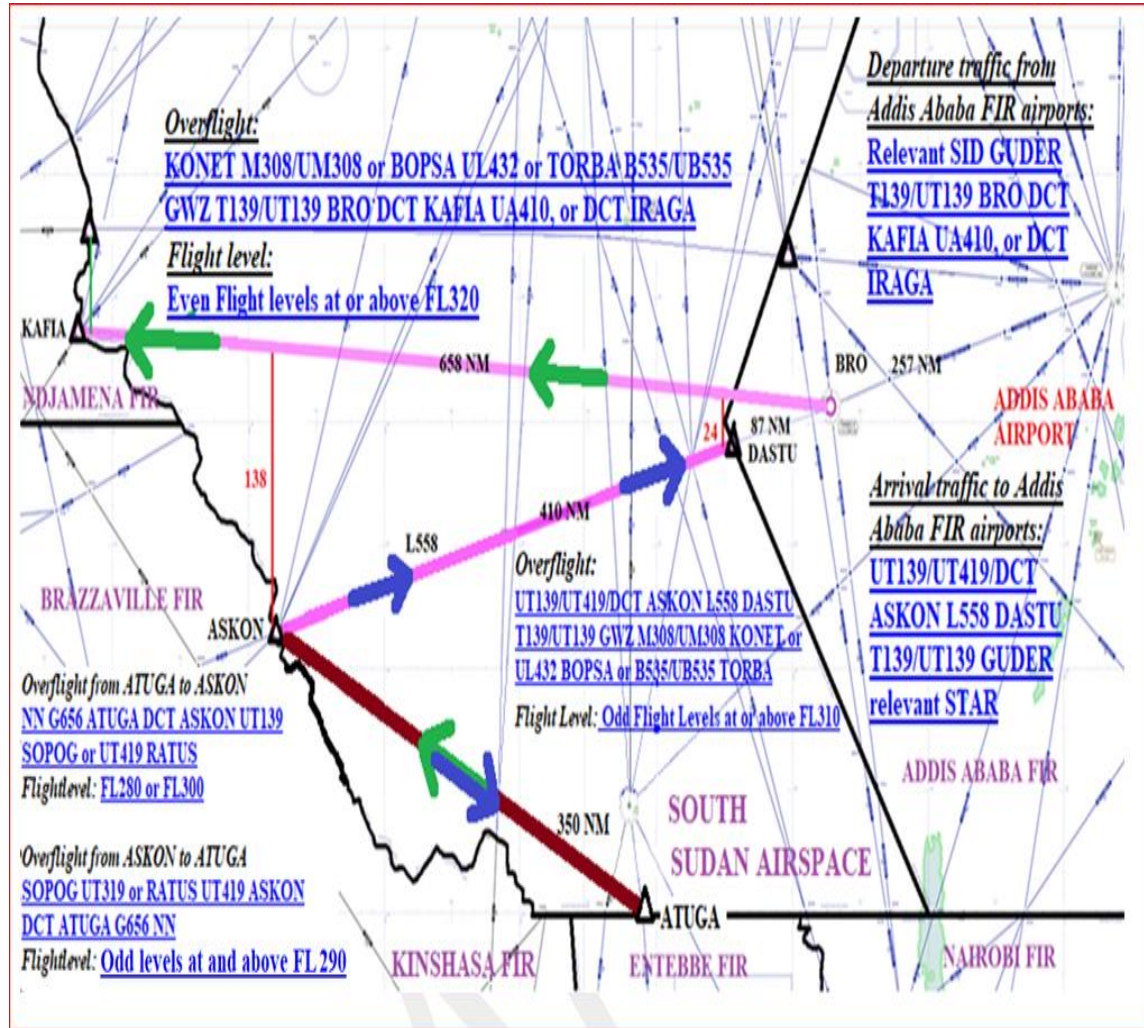
ICAO UNITING AVIATION

## Current contingency arrangement

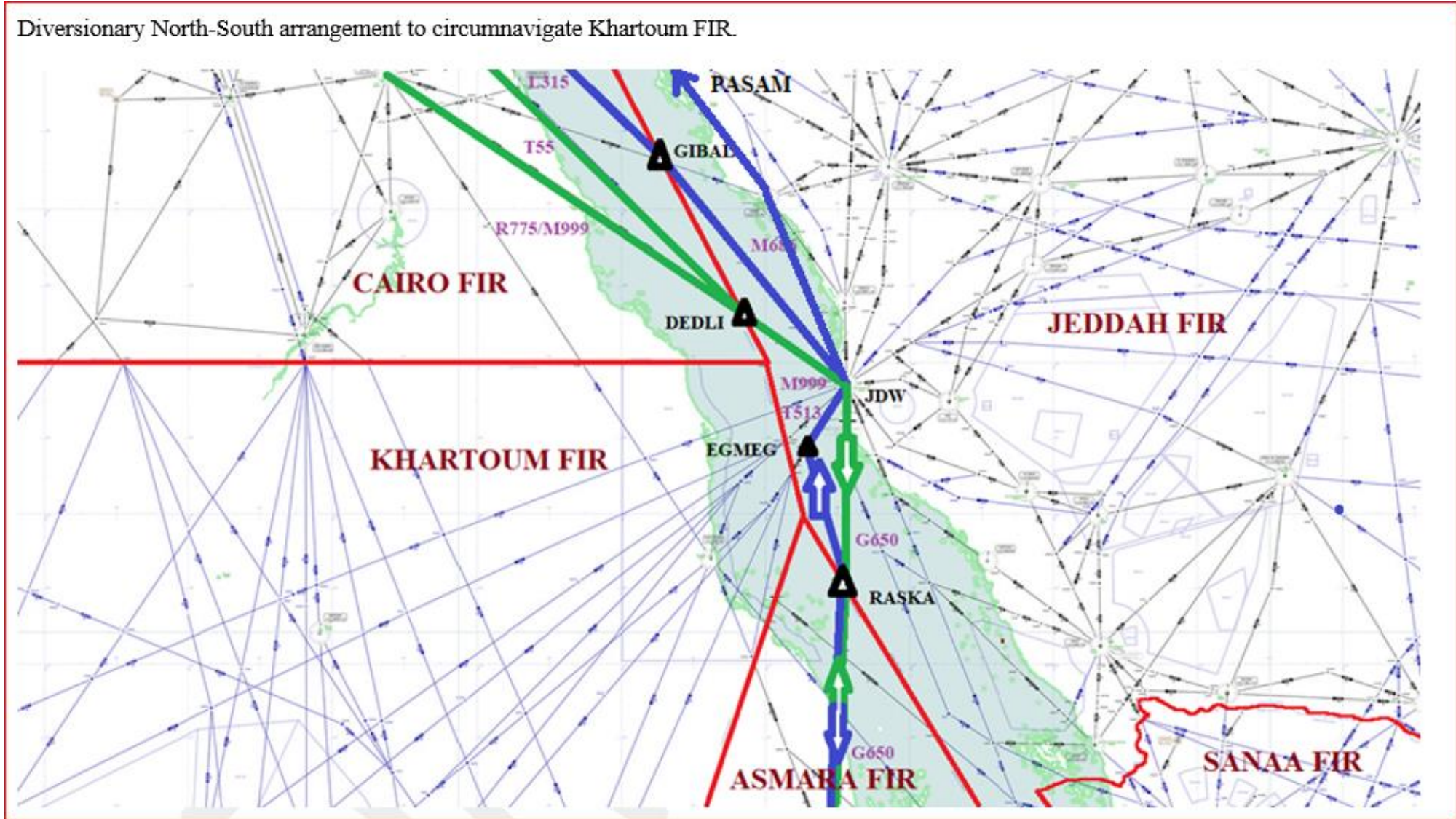
(G0071/25 NOTAMR G0505/24  
Q) OAKX/QARXX/IV/NBO/E/300/510/  
A) OAKX B) 2502141730 C) 2505132359EST  
E) ALL OVERFLIGHTS SHALL USE THE FOLLOWING LATERALLY DE-CONFLICTED HIGH ROUTES (HIGH SECTOR) STARTING AT FL360-FL510 EXCEPT ON M875/L509 ROUTES SHALL USE FL310-FL510 AND P500 SHALL USE FL300-510 TRANSMISSION SHALL TAKE PLACE EVERY 5 MINUTES ON TIBA FREQ 125.2MHZ FOR THE TEMPORARY PURPOSE ONLY.)

1. FIRUZ-P500-MOTMO(FL300-FL510)
2. AMDAR-M875-TAPIS-L509-LAJAK(FL310-FL510)
3. LEMOD-N644-DOBAT(FL360-FL510)
4. RANAH-L750-BIROS(FL360-FL510)
5. PAMTU-P628-ASLUM(FL360-FL510)
6. SOKAM-UL333-SERKA(FL360-FL510.)

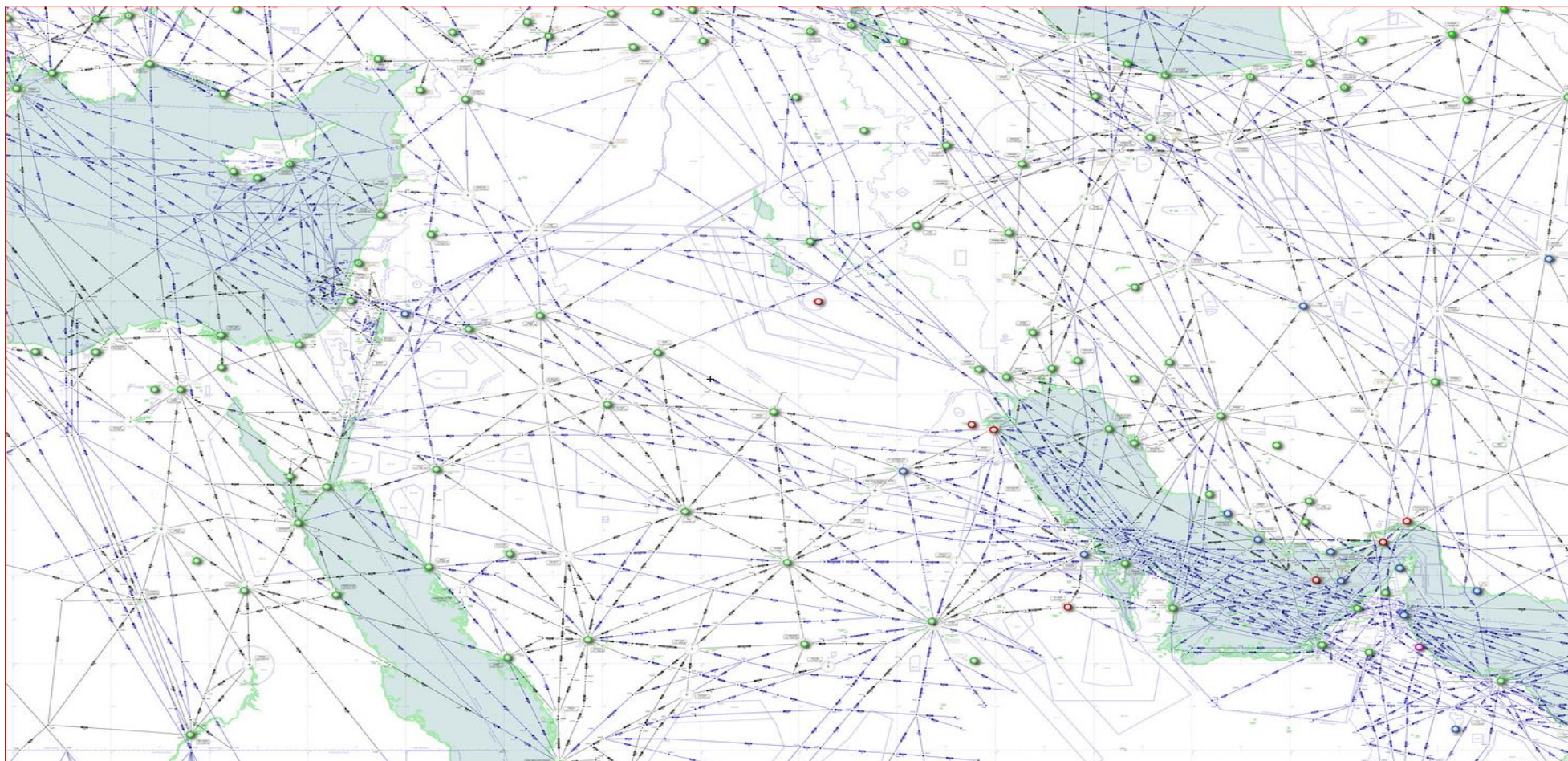
# AFI Region Contingencies



# Khartoum FIR CP reviewed post 4<sup>th</sup> May 2025 (presented at the 23 CCT meeting)



## ATS Route Network in the MID region

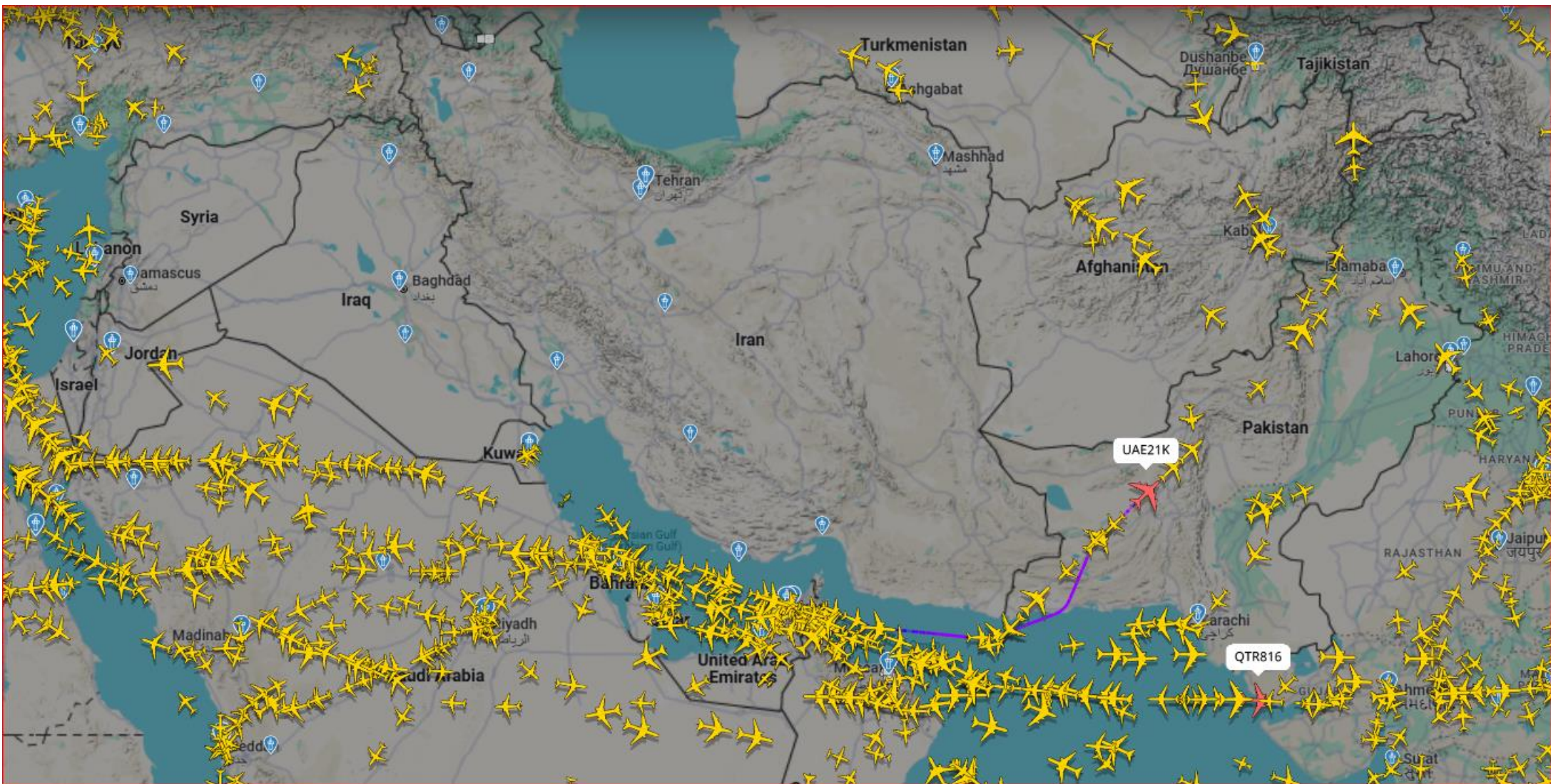


# Traffic re-routing – 21 Jun 25 at 1730 EAT

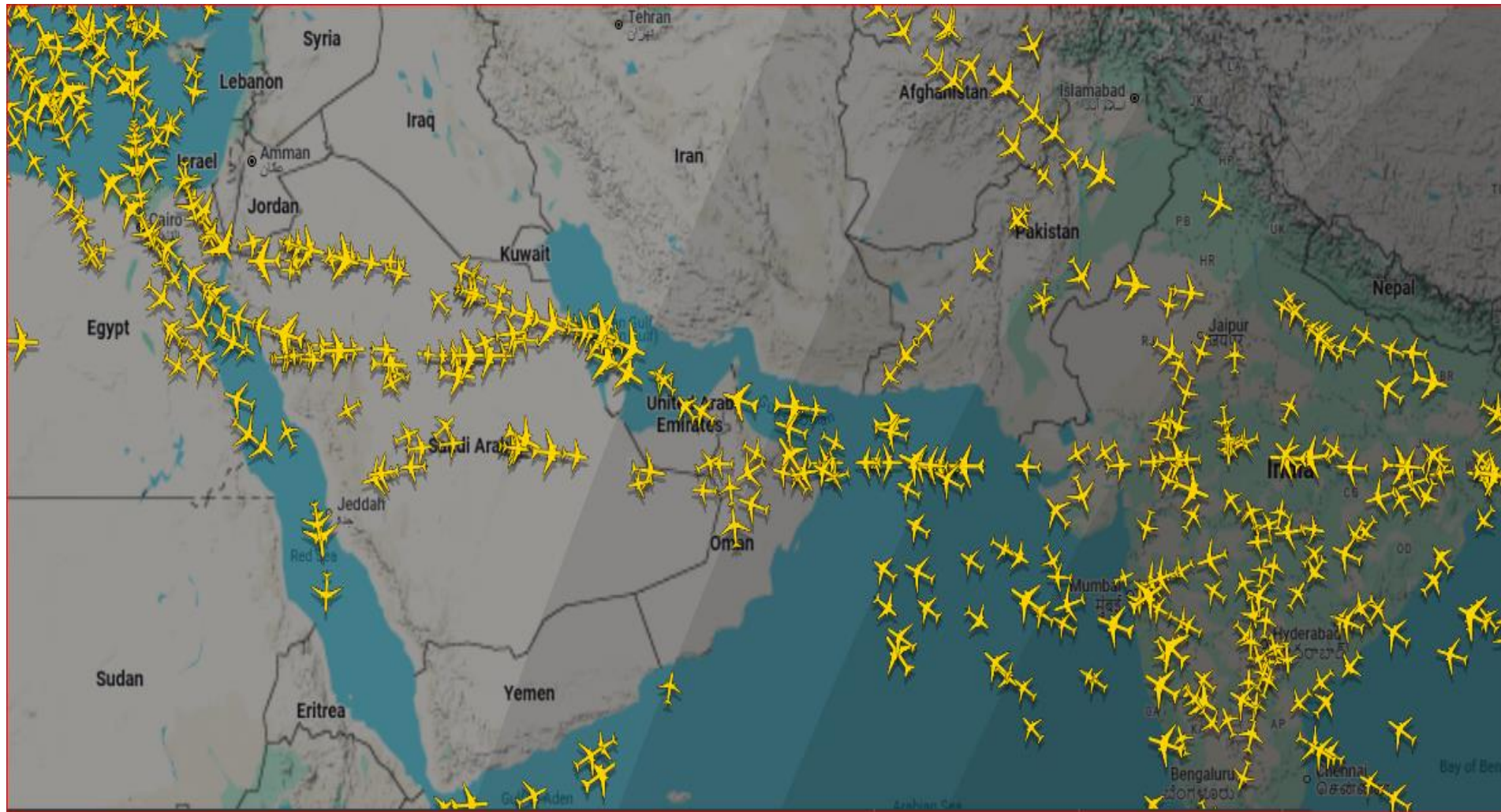




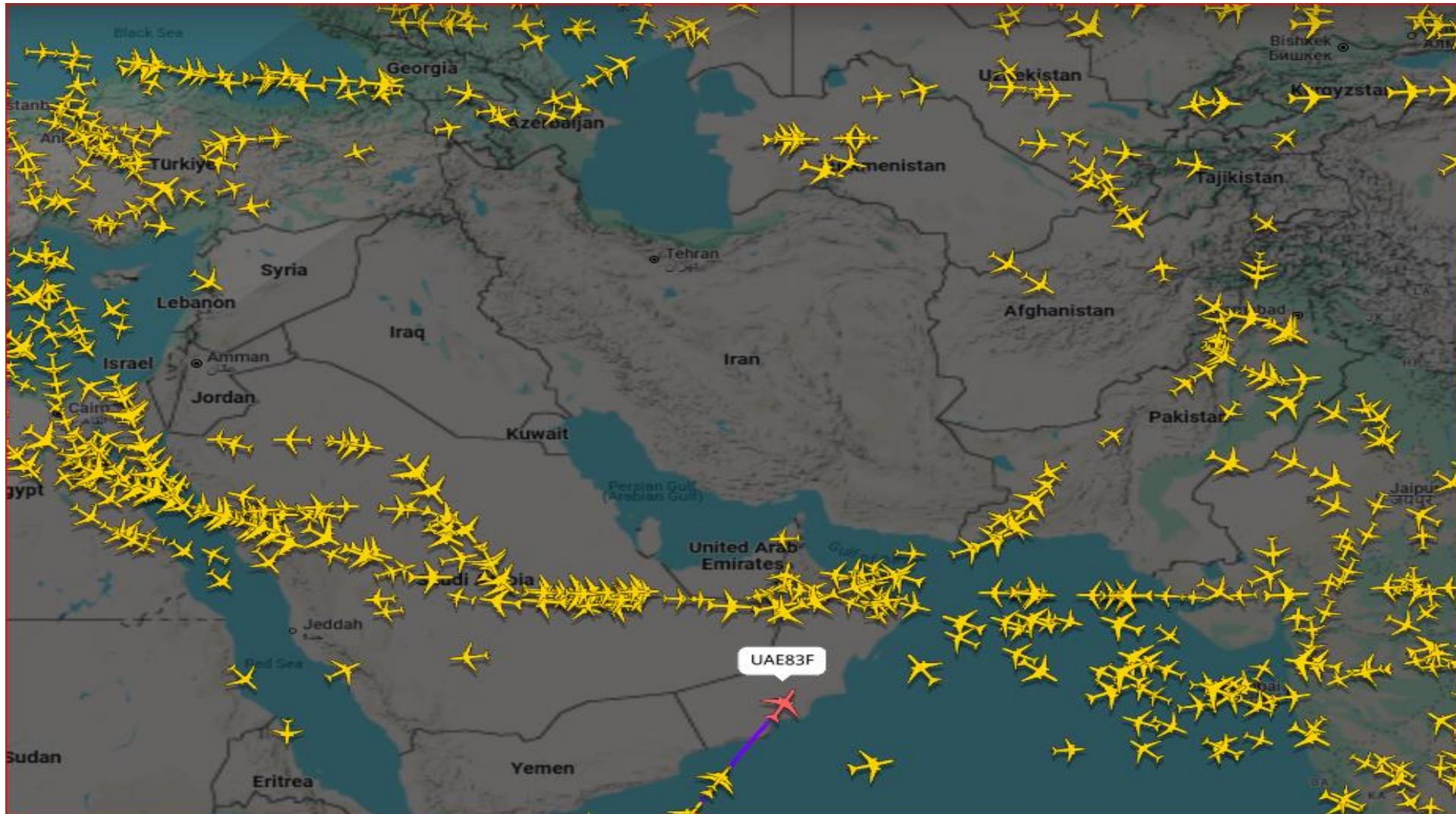
23 Jun 2025 at 1200UTC



23 Jun 25 - 1530 UTC



23 Jun 25 - 1830 UTC



23 Jun 25 - 2330 UTC



24 Jun 25 - 0600 UTC



## Developing a contingency arrangement

- ✓ Safety Risk Assessment
- ✓ Drafting of Contingency arrangement; CR, FLAS, identification of Hot Spot
- ✓ Amendment/development of Coord. Procedures.
- ✓ Awareness training to the ATC personnel
- ✓ Air operators' assessments and crew briefings
- ✓ NOTAM arrangements

***(Commencement of the Plan based on harmonised implementation)***

Row	Task	Status	Remark
1.	Development of Khartoum ATM Contingency Plan (Amend 4).	Completed	
1.	Contingency plan reviewed and agreed by CCT.	Completed	Side meeting organized with Brazzaville, Entebbe and Juba/Khartoum on 16 April 2025
1.	Communications between Brazzaville and Juba.	Completed	Confirmed by both parties during the side meeting of 16 April 2025
1.	Communications between Entebbe and Juba.	Completed	Confirmed by both parties during the side meeting of 16 April 2025
1.	Letters of Procedure (LoPs) between Brazzaville and Juba.	Ongoing	Pending signature by both parties
1.	Special Letters of Procedure (LoPs) between Brazzaville and Entebbe.	Ongoing	Pending signature by both parties
1.	Letters of Procedure (LoPs) between Entebbe and Juba.	Completed	Confirmed by both parties during the side meeting of 16 April 2025
1.	ATCOs/FICo in the relevant ACCs trained and able to accommodate traffic based on contingency plan (prior to date promulgated in the above mentioned NOTAM)	Brazzaville: Done Entebbe: Juba/Khartoum: Done	Evidence provided by Brazzaville and Juba
1.	Safety risk assessments by ANSPs concerned.	Brazzaville: Entebbe: Juba/Khartoum:	
1.	Date and time of implementation agreed.		
1.	NOTAM(s) promulgated, with contingency plan activation date/time incorporated, as well as suitable information and procedures to be followed		Operators require minimum 48 hours before effective date to complete safety risk assessments.
1.	Flight crew briefed on operational requirements based on contingency plan measures. Operators to have completed safety risk assessments, and updated Part Cs.		Can only be commenced once activation NOTAMs have been promulgated.
1.	Go - No go decision		

- **Notification**
  - Inadequate or NIL notice
  - Often no NOTAM to brief the airspace users
- **Unlawful Interference**
  - Communication, Navigational aids etc
  - Onboard equipment (jamming. Spoofing etc)
  - Cyber attacks on ATM system
- **Delays to flight**
  - Due to unknown, flights grounded, re-routing, cancellations
  - Congestion in some airspace or airports
  - Overload on the ATM system
- **Coordination**
  - Inter State/FIR/ATS units
  - Inter ICAO Regional offices and HQs
  - Civil/Military coordination
  - Inter-Agency/organisation
- **Personnel**
  - Extra personnel in ATS Units
- **Time Consuming**
  - Takes priority and all else put aside
  - 24/7 engagement
- **Humanitarian Flights**

- ✓ Arrangement for Contingency planning; Updated National Contingency Plans
- ✓ Arrangement for immediate Notification of anticipated or known conflict; internal or external
- ✓ Good Civil/ Military Coordination – cooperation
- ✓ States/organisation participation in Coordination Meetings; information sharing (Annex 11 and 17 )
- ✓ State participation in workshop of forums that promote collaboration to mitigate impact of conflict.

## Collaboration, Cooperation and Coordination





Thank You!