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*International Civil Aviation Organization***Thirty-Sixth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/36)***Bangkok, Thailand, 24 to 26 November 2025***Agenda Item 3: Performance Framework for Regional Air Navigation Planning and Implementation****3.2: ATM****PROPOSAL FOR THE REVIEW OF THE REGION ATM CONTINGENCY PLAN***(Presented by Japan)***SUMMARY**

This paper highlights the necessity of reviewing and updating the Asia/Pacific (APAC) Region ATM Contingency Plan. The objective is to ensure the plan remains relevant, effective, and aligned with current operational risks and regional coordination needs.

*Strategic Objectives:*

A: ***Safety*** – Enhance global civil aviation safety

B: ***Air Navigation Capacity and Efficiency*** — Increase the capacity and improve the efficiency of the global aviation system

**1. INTRODUCTION**

1.1 In APAC region, the APAC Seamless ANS Plan was developed based on the APAC Air Navigation Plan, and the APAC Region ATM Contingency Plan (Version 3.0, August 2019) was developed under the APAC Seamless ANS Plan. The document provides guidance on developing contingency plans to ensure the continuity of ATM operations during emergencies.

1.2 The APAC ANSPs Committee (AAC) Work Stream 3 has reviewed the APAC Region ATM Contingency Plan and developed the draft Region ATM Contingency Framework (RACF), which was subsequently presented at the ICAO APAC/MID ATM Contingency Planning Workshop held in Bangkok, Thailand, 25 - 28 June 2024.

1.3 In recent years, ensuring the operation of airports and air routes has become indispensable for protecting the lives and property of the public against increasingly severe natural disasters.

## 2. DISCUSSION

2.1 The APAC Region ATM Contingency Plan only briefly describes that the use of temporary facilities will be considered in the event of a disaster, but does not include specific details on what kind of temporary facilities would be required. Including details on emergency facilities (e.g., ATC tower, radar facility) and transportable facilities (e.g., VOR/DME, ILS, SSR) as possible options.

2.2 Airports can serve as transportation hubs in disaster-affected areas, and the early resumption of commercial operations contributes to regional reconstruction. Based on Japan's experience, it is effective to prepare emergency air security equipment, such as emergency facilities and transportable facilities in advance and to deploy and utilise them appropriately in the event of a disaster.



Figure. 1 Emergency ATC tower



Figure. 2 and 3 Emergency radar facility (antenna and control room)



VOR/DME



SSR



ILS

Figure. 4, 5 and 6 Transportable facilities



Figure 7,8 and 9 Unloading Scene of transportable facilities

These equipment units are designed for ground transport using multiple 12-ton trucks, and emergency-use systems such as the mobile ATC tower and radar can be airlifted by transport aircraft (e.g., CH-47, C-130) in case of emergency.

2.3 At DGCA/60 held in Sendai, Japan, the importance of emergency equipment was agreed upon by participating countries as proposed by Japan, and has been included as an action item in DGCA/60 (Action Item 60/19 refers).

2.4 Japan has previously introduced the usefulness of emergency facilities at CNS SG/27 & 28 (CNS SG/27 IP/06, CNS SG/28 IP/07) meetings. Based on our experience during the Great East Japan Earthquake, including the devastating tsunami, we believe it is important to share these lessons not only within the APAC region but also as a common understanding worldwide.

### **3. ACTION BY THE MEETING**

3.1 The Meeting is invited to:

- a) Encourage States and Administrations to acknowledge the importance of emergency facilities (e.g., ATC towers, radar systems) and transportable navigation aids (e.g., VOR/DME, ILS, SSR) in the event of a contingency such as a natural disaster, for the early restoration of airports that could serve as transportation hubs in the affected area and for the subsequent resumption of commercial operations to support reconstruction;
- b) Invite States to share insights from their experiences with natural disasters, such as specific emergency facilities based on our experiences, so that these lessons may contribute meaningfully to future revisions of the Asia/Pacific Region ATM Contingency Plan through ICAO Regional Offices; and
- c) Request ICAO APAC Office to coordinate a regional consensus and to align it with global trends, given that the current review is conducted among a limited States.

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