



ICAO

International Civil Aviation Organization

Thirteenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/13) of APANPIRG

Singapore, 25 – 29 August 2025

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**Agenda Item 6: ATM Coordination (Meetings, Route Development, Contingency Planning)**

**REGIONAL ATM CONTINGENCY PLANNING AND CONTINGENCY OPERATIONS  
UPDATE**

(Presented by the Secretariat)

**SUMMARY**

This paper presents information on ATM contingency planning in the Asia/Pacific Region, including an update of State-reported implementation of the performance expectations of the *Asia/Pacific Region ATM Contingency Plan*. A brief outline of ATM contingency operations in the Asia/Pacific Region since the last report to ATM/SG/12 is also provided.

**1. INTRODUCTION**

1.1 The *Asia/Pacific Region ATM Contingency Plan*, developed by the Regional ATM Contingency Plan Task Force (RACP/TF), was first adopted by the Twenty-Seventh Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/27) in September 2016. Version 3.0 of the *Asia/Pacific Region ATM Contingency Plan* was approved by ATM/SG/7 in August 2019.

1.2 The *Asia/Pacific Region ATM Contingency Plan* and the Regional ATM Contingency Plan Monitoring and Reporting form are available on the ICAO Asia/Pacific Regional Office eDocuments webpage ([APAC Electronic Documents](#)).

1.3 The *Asia/Pacific Region ATM Contingency Plan* is subsidiary to the *Asia/Pacific Seamless ANS Plan*.

**2. DISCUSSION**

2.1 Annex 11 – *Air Traffic Services* contains the following standard relating to ATM Contingency Planning:

**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.*

#### Regional ATM Contingency Plan Performance Expectations

2.2 The *Asia/Pacific Regional ATM Contingency Plan*, as approved by ATM Sub-Group on behalf of APANPIRG, includes in its performance improvement plan the following performance expectations relating to promulgation and reporting of State contingency plans:

7.20 *National ATM Contingency Plans should be promulgated on the website of the Air Navigation Service Provider.*

7.21 *States should report the status of their contingency planning to the ICAO APAC Regional Office, as follows:*

- 1. Promulgation of the national ATM Contingency Plan, together with the hyperlink to the website location of the Plan;*
- 2. State Contingency Points-of-Contact; and*
- 3. The establishment of contingency arrangements with each neighbouring State.*

*Note 1: Information of a sensitive nature such as that related to matters of national security need not be included in promulgated contingency plans.*

*Note 2: the Regional List of State Contingency Points-of-Contact is provided at **Appendix J**.*

*Note 3: APANPIRG Air Navigation Deficiencies may be raised against the provisions of Annex 11 paragraph 2.30 for States that do not report promulgation of their national ATS contingency plan.*

7.22 *States should report the status of implementation of the performance expectations of the Regional ATM Contingency Plan at least once annually, by not later than 31 May each year, using the Regional ATM Contingency Plan Monitoring and Reporting Form.*

2.3 The meeting is reminded that the implementation status reporting schedule for the performance expectations of the *Asia/Pacific Regional ATM Contingency Plan* has, along with those for other ATM-related plans, been revised to not later than 28 February each year. **Conclusion ATM/SG/10-1: Revised Reporting Date for ATM Regional Plans' Implementation Status Monitoring** refers.

2.4 The performance expectations of the *Asia/Pacific Regional ATM Contingency Plan* were expected to be implemented by 10 November 2016, reflecting the ICAO Annex 11 standard requiring that air traffic services (ATS) authorities shall develop and promulgate contingency plans.

#### Regional ATM Contingency Plan Status Reporting

2.5 Regional ATM Contingency Plan Monitoring and Reporting status report forms have been received as for the following reporting years:

- a) 2019: Australia, Bangladesh, Hong Kong China, Macao China, France (New Caledonia), Indonesia, Japan, Malaysia, Myanmar, Nepal, Philippines, Singapore, Viet Nam, United States.
- b) 2020: Bangladesh, Cambodia, Hong Kong China, Macao China, Indonesia, Pakistan, Republic of Korea, Thailand, Viet Nam.
- c) 2021: Hong Kong China, Macao China, Indonesia, Myanmar, Nepal Pakistan, Republic of Korea, Singapore, USA, Thailand, Viet Nam.
- d) 2022: Bangladesh, Cambodia, Indonesia, Nepal, Pakistan, Republic of Korea, Thailand, Viet Nam.
- e) 2023: Australia, Bangladesh, Bhutan, Hong Kong China, Macao China, Fiji, French Polynesia, Indonesia, Japan, Malaysia, Mongolia, Myanmar, Nepal, New Zealand, Pakistan, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United States, Viet Nam.
- f) 2024: Australia, Bangladesh, Cambodia, China, Hong Kong China, Macao China, Fiji, Indonesia, Japan, Malaysia, Mongolia, Nepal, New Zealand, Pakistan, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United States, Viet Nam.
- g) 2025: Australia, Bangladesh, Bhutan, Cambodia, Hong Kong China, Macao China, Fiji, Indonesia, Japan, Malaysia, Nepal, New Zealand, Pakistan, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United States, Viet Nam.

2.6 17 States have never provided an implementation status report.

2.7 Using standardized regional criteria first used for assessment of State implementation of the elements of the *Asia/Pacific Performance-Based Navigation (PBN) Implementation Plan*, and now applied to various other regional plans in the ATM, AIM and SAR fields, status reports are assessed by the ICAO Asia/Pacific Regional Office on the basis of the overall implementation of applicable elements of the *Asia/Pacific Region ATM Contingency Plan*.

- a) 90 – 100% = *Robust*
- b) 70 – 89% = *Marginal*
- c) 0 – 69% = *Incomplete*

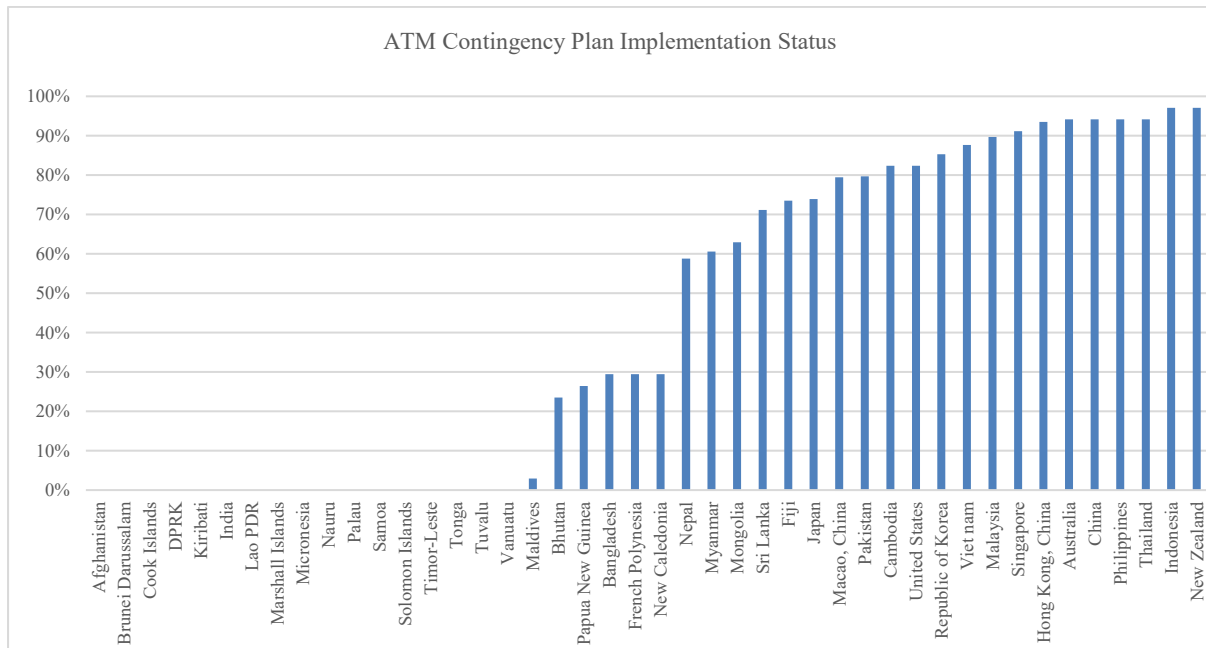
2.8 **Table 1** summarizes *Asia/Pacific Region ATM Contingency Plan* implementation status, as reported to the ICAO Asia/Pacific Regional Office. The collated data provided in States/Administrations reports is provided in **Appendix A**.

**Table 1: Reported ATM Contingency Plan Implementation Status**

Administration	% Implementation	Implementation Status
Afghanistan	<i>no report</i>	Did Not Report
Australia	94	Robust
Bangladesh	29	Incomplete
Bhutan	24 ↑	Incomplete
Brunei Darussalam	<i>no report</i>	Did Not Report
Cambodia	82 ↑	Marginal
China	94	Robust
Hong Kong, China	94	Robust

Administration	% Implementation	Implementation Status
Macao, China	79	Marginal
Cook Islands	<i>no report</i>	Did Not Report
DPR Korea	<i>no report</i>	Did Not Report
Fiji	74 ↑	Marginal
France (French Polynesia)	29	Incomplete
India	<i>no report</i>	Did Not Report
Indonesia	97	Robust
Japan	74	Marginal
Kiribati	<i>no report</i>	Did Not Report
Lao PDR	<i>no report</i>	Did Not Report
Malaysia	90 ↑	Robust
Maldives	3	Incomplete
Marshall Islands	<i>no report</i>	Did Not Report
Micronesia	<i>no report</i>	Did Not Report
Mongolia	63	Incomplete
Myanmar	61	Incomplete
Nauru	<i>no report</i>	Did Not Report
Nepal	59 ↑	Incomplete
New Caledonia	29	Incomplete
New Zealand	97 ↑	Robust
Pakistan	80 ↑	Marginal
Palau	<i>no report</i>	Did Not Report
Papua New Guinea	26	Incomplete
Philippines	94 ↑	Robust
Republic of Korea	85 ↑	Marginal
Samoa	<i>no report</i>	Did Not Report
Singapore	91	Robust
Solomon Islands	<i>no report</i>	Did Not Report
Sri Lanka	71 ↑	Marginal
Timor-Leste	<i>no report</i>	Did Not Report
Tonga	<i>no report</i>	Did Not Report
Thailand	94	Robust
Tuvalu	<i>no report</i>	Did Not Report
United States	82	Marginal
Vanuatu	<i>no report</i>	Did Not Report
Viet Nam	88 ↑	Marginal

2.9 **Figure 1** illustrates overall reported implementation status.



**Figure 1: Regional ATM Contingency Plan Overall Implementation Status (31 July 2025)**

2.10 The meeting is reminded that the ICAO Asia/Pacific Regional Office is expected to annually report the receipt, or non-receipt, of completed Regional ATM Contingency Plan Monitoring and Reporting status, in accordance with the performance expectations of the *Asia/Pacific Region ATM Contingency Plan*, for consideration for addition to the APANPIRG ANS Deficiencies List. This is related to ICAO Annex 11 section 2.32.

2.11 States/Administrations that have failed to provide any status reports are particularly urged to do so. Any status updates received during the ATM/SG/13 meeting will be reflected in the meeting report.

#### East Asia and North Pacific Contingency Coordination Team

2.12 The East Asia and North Pacific Contingency Coordination Team (CCT) was established in 2007 as a coordination mechanism involving States and international organizations in the event of a major disruptions or emergencies that may affect the safety of civil air navigation operations within the relevant airspace.

2.13 Currently, the Points of Contact (POC) list for the East Asia and North Pacific CCT is maintained separately from the consolidated ATM Points of Contact list (refer to the details provided in a separate working paper under Agenda Item 8).

2.14 To promote streamlined communication, minimize the risk of missed or duplicated messages, and ensure that the appropriate contacts are reached promptly, ICAO proposes the maintenance of a single, consolidated ATM Points of Contact list.

2.15 ATM/SG is invited to consider the following Conclusion:

**Conclusion ATM/SG/13-X: Consolidation of the East Asia and North Pacific Contingency Coordination Team POC Details with the ATM Points of Contact List**

That,

1. the contact details of the East Asia and North Pacific Contingency Coordination Team POC be consolidated with the ATM Points of Contact List; and
2. concerned States and international organizations ensure that their contact details are current and verified.

Kabul FIR Contingency Operations Updates

2.16 The Kabul Flight Information Region (FIR) CCT has been in place since August 2021 due to the continued unavailability of en-route ATS in the FIR. Some limited ATS is available at selected aerodromes.

2.17 Regular meetings of the CCT are held by video teleconference and supplemented by bilateral fortnightly meetings between Afghanistan and the ICAO Asia/Pacific Regional Office.

*Revised Kabul FIR Contingency Arrangement*

2.18 Recognizing the need to enhance the airspace capacity to accommodate increased in traffic operating through Kabul FIR, coordination meetings were convened on 2 and 14 July 2025, involving the concerned States and ICAO. These meetings concurred on a phased implementation of the revised Kabul FIR contingency arrangement (see **Table 2**).

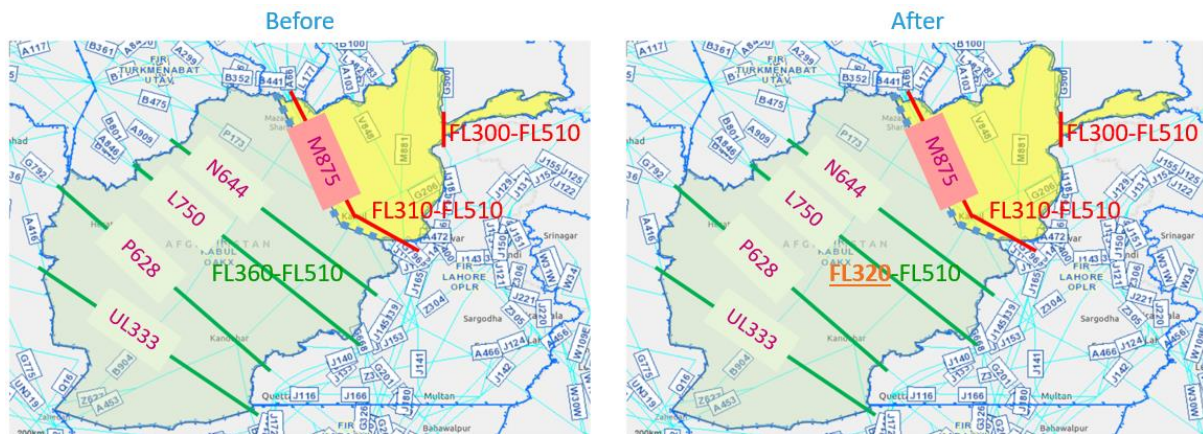
**Table 2: Phased Implementation of the Revised Kabul FIR Contingency Arrangement**

Phase	Tasks	Target Date
Phase 1	Implementation of revised flight level arrangements for four ATS routes (UL333, P628, L750 and N644) - Addition of FL320, FL330, FL340 and FL350	End of July 2025
Phase 2	Implementation of revised flight level arrangements for ATS route M875 - Addition of FL300	End of August 2025
Phase 3	Implementation of a new contingency route proposal, subject to agreement by the concerned States	To be determined

2.19 It is to be noted that upon the implementation of Phase 1 of the revised Kabul FIR contingency arrangement, all traffic arriving at and departing from Kabul FIR shall operate at flight level FL290 or below within the FIR.

2.20 The coordination meeting also discussed the possibility of potential reductions in longitudinal separation and/or spacing during Phase 3.

2.21 **Figure 2** illustrates the comparison of flight levels arrangements before and after the implementation of Phase 1 of the revised Kabul FIR contingency arrangement, which took effect on 11 August 2025, at 1930 UTC.



**Figure 2: Revised Kabul FIR Contingency Arrangements – Phase 1 Implementation**

2.22 Following Phase 1 implementation, the Kabul FIR remains classified as Class G airspace, with no provision of ATS for en-route operations. Accordingly, it remains the responsibility of individual airlines to conduct their own risk assessments prior to operating flights through the area.

#### *Resumption of BOBCAT ATFM Procedures*

2.23 The Kabul FIR CCT teleconference (23 April 2025) and Bay of Bengal Cooperative ATFM System (BOBCAT) Resumption Side Meeting during the Fifteenth Meeting of the Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/15, Bangkok, Thailand, from 28 April to 02 May 2025) agreed to the resumption of the BOBCAT ATFM procedures to support the ongoing Kabul FIR contingency arrangement, to alleviate operational and environmental impact while en-route ATC services remained unavailable.

2.24 Effective from 4 September 2025, all westbound flights intending to enter the Kabul FIR between 2000 UTC and 2359 UTC daily on affected ATS routes and flight levels shall comply with the BOBCAT ATFM procedures contained in relevant States' Aeronautical Information Publication (AIP). This includes a mandatory requirement for all flights to obtain a specific ATFM slot allocation, i.e. Calculated Take-off Time (CTOT), Calculated Time Over (CTO) at Kabul FIR entry waypoint, allocated flight level and allocated ATS route, from the Bangkok Air Traffic Flow Management Unit (ATFMU) for entry into Kabul FIR during the period mentioned above.

2.25 Bangkok ATFMU is responsible for providing BOBCAT ATFM services for westbound flights intending to transit Kabul FIR between 2000 UTC and 2359 UTC daily. The service provided includes calculation, promulgation, and management of mandatory CTOT and flight level, ATS route, and CTO at entry waypoint for entry into Kabul FIR for each affected flight.

2.26 The objectives of this ATFM services are to:

- reduce ground and enroute delays;
- maximize capacity and optimize air traffic flow through Kabul FIR;
- provide an informed choice of routing and flight level selection;
- alleviate unplanned in-flight re-routing and technical stops; and
- assist regional air navigation service providers (ANSPs) in planning for and managing workload in handling increased air traffic flow through Kabul FIR.



### India-Pakistan Airspace CCT – Lessons Learned

2.27 A CCT was established by the ICAO Asia/Pacific Regional Office for closure of ATS route segments within the Indian and Pakistan airspaces due to military exchanges. The CCT was informed that approximately 250 daily flights were affected, with many flights diverted to the Arabian Sea. This resulted in an increased flight time of approximately 1.5 hours and higher operating costs for airspace users. Additionally, some flights were canceled or delayed, adversely impacting passenger experience and causing an increased workload for flight dispatchers.

2.28 Fortunately, despite the overload experienced by air traffic controllers and pilots, the States at the interface with India and Pakistan responded promptly and implemented ATM contingency arrangements, including ATFM measures and rerouting.

2.29 An important lesson learnt from the contingency operation was the need for the concerned States to maintain close and regular communication with the ICAO Regional Office, as the CCT was dependent on up-to-date information which could be used by States, ANSPs and airspace users to plan their contingency actions. In this case, India and Pakistan were urged to provide more regular status reports and pre-NOTAM information on any planned changes, and even ‘no change’ reports as this information was not regularly forthcoming from the State for much of the contingency operation.

2.30 Another important lesson was the need to ensure that both civil and military authorities understood the State’s international obligations to comply with the Convention on International Civil Aviation. It should be recalled that:

- a) ATS authorities shall establish and maintain close cooperation with military authorities;
- b) the coordination of activities potentially hazardous to civil aircraft shall be effected in accordance with ICAO Annex 11 section 2.19, and early enough to permit timely promulgation of information regarding the activities in accordance with *Procedures for Air Navigation Services — Aeronautical Information Management* (PANS-AIM, Doc 10066). The objective of the coordination shall be to achieve the best arrangements which will avoid hazards to civil aircraft and minimize interference with the normal operations of such aircraft;
- c) in situations of contingency, States experiencing an issue with their airspace or ATS availability/safety were required to ensure that a contingency service is provided in accordance with the provisions of ICAO Annex 11, section 2.32, or delegate its responsibility to a State that can support the continued flow of international air traffic; and
- d) that no aircraft could be denied access to airspace over high seas.

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

3.1 The meeting is invited to:

- a) note the performance expectations of the *Asia/Pacific Region ATM Contingency Plan* relating to promulgation and reporting;
- b) submit the *Regional ATM Contingency Plan Monitoring and Reporting Form* to ICAO Asia/Pacific Regional Office, at least once annually, by not later than 28 February;
- c) agree to **Conclusion ATM/SG/13-X: Consolidating the East Asia and North Pacific Contingency Coordination Team POC List with ATM Points of Contact List**;
- d) comply with the Annex 11 provisions and *Asia/Pacific Region ATM Contingency Plan* elements for contingency operations and cooperate with CCT when formed;



- e) update the ATM Points of Contact (provided in a separate working paper to this meeting), particularly for States/Administrations' ATC and CCT points of contact; and
- f) discuss any relevant matters as appropriate.

<b>Conclusion ATM/SG/13-X: Consolidation of the East Asia and North Pacific Contingency Coordination Team POC Details with the ATM Points of Contact List</b>		
What:	That,	Expected impact:
1.	the contact details of the East Asia and North Pacific Contingency Coordination Team POC be consolidated with the ATM Points of Contact List; and	<input type="checkbox"/> Political / Global
2.	concerned States and international organizations ensure that their contact details are current and verified.	<input type="checkbox"/> Inter-regional
		<input type="checkbox"/> Economic
		<input type="checkbox"/> Environmental
		<input checked="" type="checkbox"/> Ops/Technical
Why:	To promote streamlined communication, minimize the risk of missed or duplicated messages, and ensure that the appropriate contacts are reached promptly.	Follow-up: <input checked="" type="checkbox"/> Required from States
When:	29-Aug-25	Status: Draft to be adopted by Subgroup
Who:	<input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

ASIA/PACIFIC REGION CONTINGENCY PLAN IMPLEMENTATION STATUS

The following indicators are based on the Performance Improvement Plan of the Asia/Pacific Regional Contingency Plan, which should be read in conjunction with this form. The information provided will be used by the relevant Regional bodies to assess individual Administration and overall regional compliance with the Contingency Plan, and may be used by Administrations to internally evaluate their implementation status.

Indicate whether your Administration has:		Afghanistan	Australia	Bangladesh	Bhutan	Brunei Darussalam	Cambodia	China	Hong Kong, China	Macao, China	Cook Islands	DPR K	Fiji	French Polynesia	India	Indonesia	Japan	Kiribati	Lao PDR	Malaysia	Maldives	Marshall Islands	Micronesia
1.	Established an ATM contingency Central Coordinating Committee, its terms of reference and procedures for activating the ATM Operational Contingency Group function.		100%	100%	50%		50%	100%	100%	100%			100%	0%		100%	50%			100%	0%		
2.	Developed contingency plans for Category A, B and C contingency events, for all ATS units.		100%	0%	50%		100%	100%	100%	100%			50%	100%		100%	100%			75%	50%		
3.	Developed human performance-based training and procedures for response to ATM contingency operations, for all ATS staff.		100%	0%	0%		100%	100%	100%	100%			100%	20%		100%	50%			100%	0%		
4.	Implemented a program of regular desktop and inter-unit coordinated contingency exercises of all Level 1 contingency plans.		100%	0%	0%		100%	100%	100%	100%			100%	30%		100%	100%			75%	0%		
5.	Implemented process to review and analyze the outcomes of any testing, pre-activation or activation of a contingency plan, or any contingency exercise.		100%	0%	0%		100%	100%	100%	100%			100%	100%		100%	100%			75%	0%		
6.	Published details of ATS contingency routes and flight level allocation schemes in AIP.		0%	0%	0%		100%	100%	70%	100%			50%	0%		100%	0%			50%	0%		
7.	Made relevant sections of contingency plans available on the public internet website of the ANSP.		100%	100%	50%		50%	100%	100%	0%			0%	0%		100%	0%			100%	0%		
8.	Formalized Level 2 (inter-State) contingency arrangements for all relevant Level 1 contingency plans.		100%	0%	50%		100%	100%	70%	100%			50%	0%		100%	57%			100%	0%		
9.	Hammonized, where practicable, contingency ATS routes and flight level allocation schemes with those of neighbouring States.		100%	100%	0%		100%	50%	50%	100%			0%	50%		50%	100%			50%	0%		
10.	Ensured regulatory provisions relating to flight into airspace affected by volcanic ash are in accordance with the guidance provided ini ICAO Doc 9974 - Flight Safety and Volcanic Ash.		100%	0%	100%		100%	100%	100%	50%			50%	0%		100%	0%			100%	0%		
11.	Developed airspace and airport management policies and procedures for response to volcanic ash cloud, in accordance with the provisions of Doc 9974 and ICAO Doc 4444 - PANS-ATM 15.8.1c and Note 2.		100%	0%	0%		100%	100%	100%	100%			100%	0%		100%	100%			100%	0%		
12.	Developed and maintained a list of relevant volcanoes as specified in the Smithsonian Institution List of Volcanoes of the World for VAAC Use, available at <a href="http://www.volcano.si.edu/projects/vaac-data/">http://www.volcano.si.edu/projects/vaac-data/</a>		100%	0%	0%		100%	100%	100%	0%			100%	0%		100%	100%			100%	0%		
13.	Made available a series of templates for different stages of volcanic activity, to assist Meterological Watch Office (MWO) and Aeronautical Information Service (AIS) staff in expediting the issuance of relevant MET and AIS messages.		100%	0%	0%		50%	100%	100%	100%			100%	0%		100%	100%			100%	0%		
14.	Conducted, at least annually, multi-lateral volcanic ash cloud exercises.		100%	0%	0%		50%	50%	100%	0%			100%	0%		100%	100%			100%	0%		
15.	Established a mechanism to provide regular and timely updates of information to all stakeholders during a volcanic eruption and/or ash cloud event.		100%	0%	50%		50%	100%	100%	100%			100%	100%		100%	100%			100%	0%		
16.	Established an internal crisis management centre to support the collaborative and timely sharin gof information such as volcanic eruptions that will have a significant impact on airport and/or airspace management.		100%	100%	0%		50%	100%	100%	100%			50%	100%		100%	100%			100%	0%		
17.	Reported the status of contingency planning and contingency points-of-contact to the ICAO APAC Regional Office.		100%	100%	50%		100%	100%	100%	100%			100%	0%		100%	100%			100%	0%		
Total (of 17)		0.0	16.0	5.0	4.0	0.0	14.0	16.0	15.9	13.5	0.0	0.0	12.5	5.0	0.0	16.5	12.6	0.0	0.0	15.3	0.5	0.0	0.0
Implementation %		0%	94%	29%	24%	0%	82%	94%	94%	79%	0%	0%	74%	29%	0%	97%	74%	0%	0%	90%	3%	0%	0%

Updated as of 31 July 2025  
\*2025 Update - Higher than the previous year  
\*2025 Update - Less than the previous year  
\*2025 Update - No Change

ASIA/PACIFIC REGION CONTINGENCY PLAN IMPLEMENTATION STATUS

The following indicators are based on the Performance Improvement Plan of the Asia/Pacific Regional Contingency Plan, which should be read in conjunction with this form. The information provided will be used by the relevant Regional bodies to assess individual Administration and overall regional compliance with the Contingency Plan, and may be used by Administrations to internally evaluate their implementation status.

Indicate whether your Administration has:		Mongolia	Myanmar	Nauru	Nepal	New Caledonia	New Zealand	Pakistan	Palau	Papua New Guinea	Philippines	Republic of Korea	Samoa	Singapore	Solomon Islands	Sri Lanka	Timor-Leste	Tonga	Thailand	Tuvalu	United States	Vanuatu	Viet nam
1.	Established an ATM contingency Central Coordinating Committee, its terms of reference and procedures for activating the ATM Operational Contingency Group function.	100%	100%		100%	0%	100%	100%		0%	100%	100%		100%		100%			100%		100%		100%
2.	Developed contingency plans for Category A, B and C contingency events, for all ATS units.	10%	100%		100%	100%	100%	75%		50%	100%	100%		100%		100%			50%		100%		100%
3.	Developed human performance-based training and procedures for response to ATM contingency operations, for all ATS staff.	100%	90%		100%	100%	100%	100%		50%	100%	100%		100%		60%			100%		100%		100%
4.	Implemented a program of regular desktop and inter-unit coordinated contingency exercises of all Level 1 contingency plans.	50%	90%		50%	0%	100%	100%		0%	100%	100%		100%		80%			100%		100%		100%
5.	Implemented process to review and analyze the outcomes of any testing, pre-activation or activation of a contingency plan, or any contingency exercise.	100%	100%		50%	100%	100%	100%		0%	50%	100%		100%		80%			100%		100%		70%
6.	Published details of ATS contingency routes and flight level allocation schemes in AIP.	100%	100%		0%	0%	100%	100%		0%	100%	50%		50%		0%			100%		0%		100%
7.	Made relevant sections of contingency plans available on the public internet website of the ANSP.	100%	100%		0%	0%	100%	100%		0%	100%	100%		100%		50%			100%		0%		100%
8.	Formalized Level 2 (inter-State) contingency arrangements for all relevant Level 1 contingency plans.	20%	100%		50%	0%	50%	50%		0%	75%	0%		50%		100%			100%		50%		60%
9.	Hamonized, where practicable, contingency ATS routes and flight level allocation schemes with those of neighbouring States.	100%	100%		50%	0%	100%	0%		50%	75%	0%		50%		80%			100%		50%		60%
10.	Ensured regulatory provisions relating to flight into airspace affected by volcanic ash are in accordance with the guidance provided in ICAO Doc 9974 - Flight Safety and Volcanic Ash.	80%	0%		100%	50%	100%	20%		0%	100%	100%		100%		0%			100%		100%		100%
11.	Developed airspace and airport management policies and procedures for response to volcanic ash cloud, in accordance with the provisions of Doc 9974 and ICAO Doc 4444 - PANS-ATM 15.8.1c and Note 2.	80%	50%		100%	50%	100%	60%		0%	100%	100%		100%		100%			100%		100%		100%
12.	Developed and maintained a list of relevant volcanoes as specified in the Smithsonian Institution List of Volcanoes of the World for VAAC Use, available at <a href="http://www.volcano.si.edu/projects/vaac-data/">http://www.volcano.si.edu/projects/vaac-data/</a>	0%	0%		100%	0%	100%	50%		100%	100%	100%		100%		100%			100%		100%		100%
13.	Made available a series of templates for different stages of volcanic activity, to assist Meteorological Watch Office (MWO) and Aeronautical Information Service (AIS) staff in expediting the issuance of relevant MET and AIS messages.	0%	0%		0%	0%	100%	100%		50%	100%	100%		100%		50%			100%		100%		100%
14.	Conducted, at least annually, multi-lateral volcanic ash cloud exercises.	0%	0%		0%	0%	100%	100%		50%	100%	100%		100%		50%			100%		100%		0%
15.	Established a mechanism to provide regular and timely updates of information to all stakeholders during a volcanic eruption and/or ash cloud event.	50%	0%		100%	0%	100%	100%		50%	100%	100%		100%		100%			100%		100%		100%
16.	Established an internal crisis management centre to support the collaborative and timely sharing of information such as volcanic eruptions that will have a significant impact on airport and/or airspace management.	100%	0%		0%	100%	100%	100%		50%	100%	100%		100%		60%			50%		100%		100%
17.	Reported the status of contingency planning and contingency points-of-contact to the ICAO APAC Regional Office.	80%	100%		100%	0%	100%	100%		0%	100%	100%		100%		100%			100%		100%		100%
Total (of 17)		10.7	10.3	0.0	10.0	5.0	16.5	13.6	0.0	4.5	16.0	14.5	0.0	15.5	0.0	12.1	0.0	0.0	16.0	0.0	14.0	0.0	14.9
Implementation %		63%	61%	0%	59%	29%	97%	80%	0%	26%	94%	85%	0%	91%	0%	71%	0%	0%	94%	0%	82%	0%	88%

Updated as of 31 July 2025

\*2025 Update - Higher than the previous year

\*2025 Update - Less than the previous year

\*2025 Update - No Change