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ICAO

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

Singapore, 25 – 29 August 2025

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

PROPOSAL FOR THE DEVELOPMENT OF A LEVEL 2 ATM CONTINGENCY PLAN IN THE NORTHEAST ASIA

(Presented by Republic of Korea)

SUMMARY

This paper proposes to initiate cooperative efforts to develop a coordinated Level 2 ATM Contingency Plan among neighboring States – namely, the Republic of Korea (ROK), China and Japan - in accordance with ICAO provisions and APAC regional initiatives.

1. INTRODUCTION

1.1 In accordance with ICAO Annex 11 paragraph 2.32, all Contracting States are required to 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 must be developed 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.

1.2 According to the *Asia/Pacific Region ATM Contingency Plan (Version 3.0, August 2019)* paragraph 7.8, States are encouraged to formalize a Level 2 ATM Contingency Plan where the pre-activation or activation of a Level 1 ATM contingency plan would impact upon air traffic services within the area of responsibility of a neighbouring States. This necessitates bilateral or multilateral coordination to ensure a harmonized and timely response to such cross-border disruption of air traffic services.

1.3 The Republic of Korea (ROK) aims to establish a mutually coordinated response framework with adjacent Flight Information Regions (FIRs) through close cooperation, in order to ensure a safe and predictable provision of air traffic services during contingency. This initiative aligns with ongoing regional efforts, as several APAC States have already formalized their Level 2 ATM Contingency Plans with neighboring FIRs.

2. DISCUSSION

2.1 During the Third Asia Pacific Air Navigation Service Provider Committee (AAC/3) held in Chengdu, China, from 8 to 10 July 2024, the Republic of Korea approached to the delegations from China and Japan and proposed to establish Level 2 ATM Contingency Plan to comply with ICAO requirements.

2.2 As a follow-up of AAC/3, the cooperation meeting between Incheon ACC and Fukuoka ACC was held in Fukuoka, Japan from 31 July to 1 August to discuss a Level 2 ATM Contingency Plan. Both ACCs understood the need for the plan and agreed to establish the contingency routes, in principle.

2.3 The Republic of Korea also proposed the development of ATS contingency routes for a Level 2 ATM Contingency Plan at the 10th Korea-China CNS/ATM Coordination Meeting held in Shanghai, China, from 9 to 12 September 2024. China suggested including contingency routes in the Letter of Agreement (LOA) between ACCs.

2.4 The Republic of Korea has contributed to regional cooperation by participating in the Contingency Work-stream under the AAC. However, there has been no progress so far in establishing a Level 2 ATM Contingency Plan in the Northeast Asia region.

2.5 Considering the growing need for harmonized contingency arrangements in the Asia and Pacific region, it seems to be the right time for the States related to begin coordination and cooperation to develop contingency routes and levels for a Level 2 ATM Contingency Plan in the Northeast Asia Region.

2.6 In this regard, the Republic of Korea proposes contingency routes for the Incheon FIR, as shown in **Figure 1**. Considering that a Level 2 ATM Contingency Plan is intended for the disruption of air traffic services within the Incheon FIR, it proposes segregated entry and exit points at the FIR boundary rather than single point, to ensure safety and efficiency during the contingency situation.

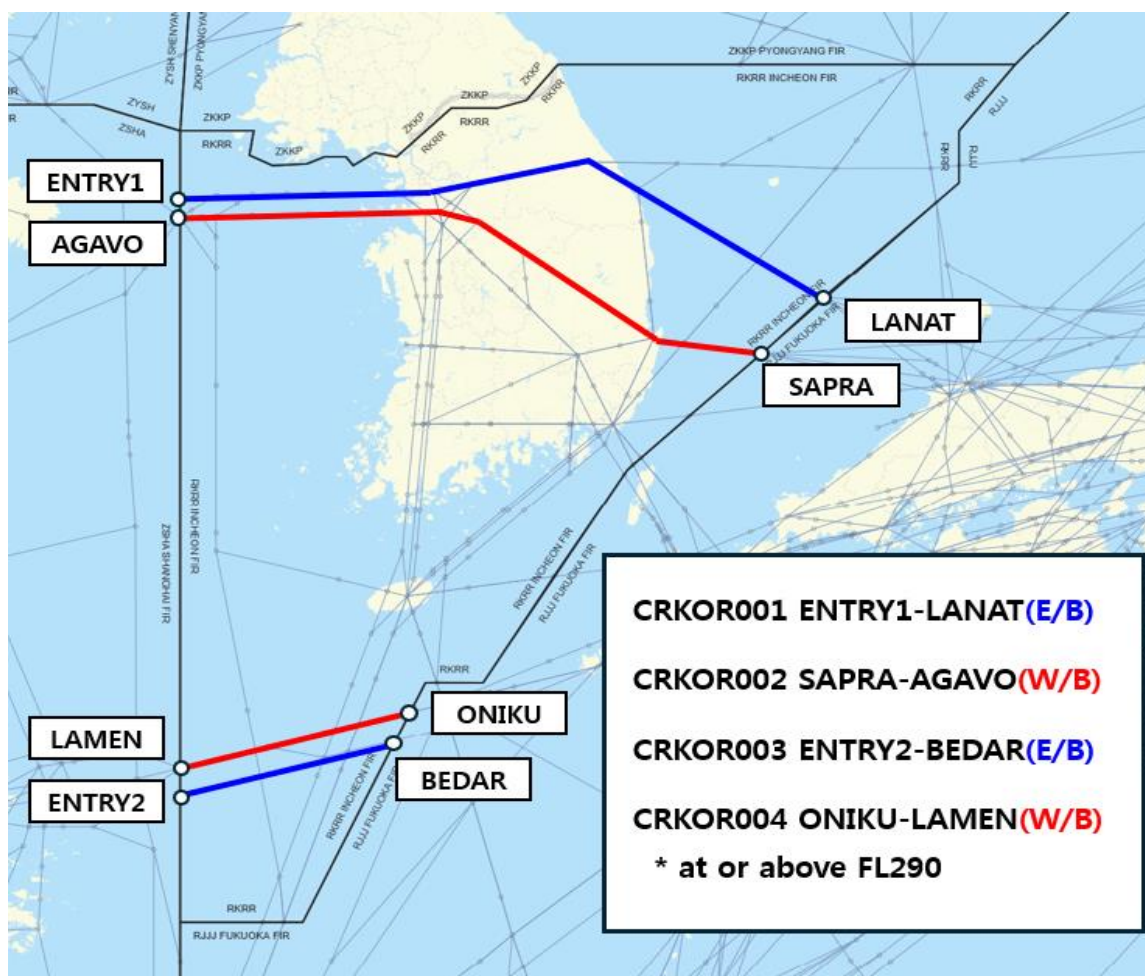


Figure 1: Proposed Contingency Route Structure and FLAS by ROK

2.7 Once agreed with China and Japan on the contingency route structure and Flight Level Allocation Scheme (FLAS), the ROK will develop a Level 2 ATM Contingency Plan based on the agreements, which will be incorporated into the *Asia/Pacific Region ATM Contingency Plan*. It is understood that China and Japan also have strong interests in sharing preparedness and establishing cross-border response mechanisms for ATM contingency situations.

2.8 In this reason, the ROK expects that this proposal will facilitate the discussion on the development of ATM Contingency Plans in Northeast Asia, ultimately leading to the joint development of contingency plans that reflect the technical and operational requirements of each State.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) encourage relevant States to progress discussions to establish a Level 2 ATM Contingency Plan in the Northeast Asia; and
- c) discuss any relevant matters as appropriate.

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