



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY



ATM Contingency Implementation Experiences in the APAC Region

13 July 2026

APAC RACF Workshop

Tokyo, Japan

01
ICAO
provisions
and related
material
concerning
contingency

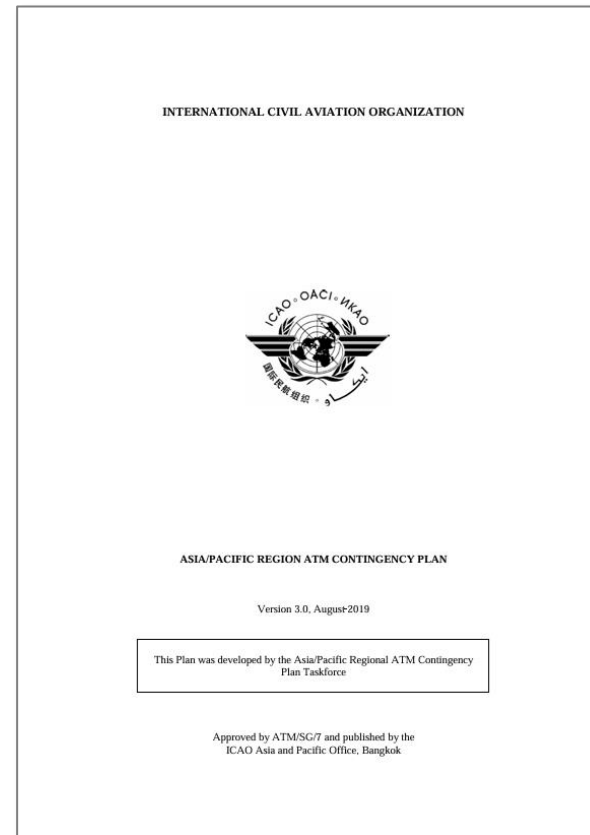
- Annex 11 – *Air Traffic Services*
- PANS-ATM, Doc 4444 – *Air Traffic Management*
- Regional ATM Contingency Plan ver 3.0
- ATM Contingency Plan Monitoring and Reporting Form

ICAO provisions and related material concerning contingency



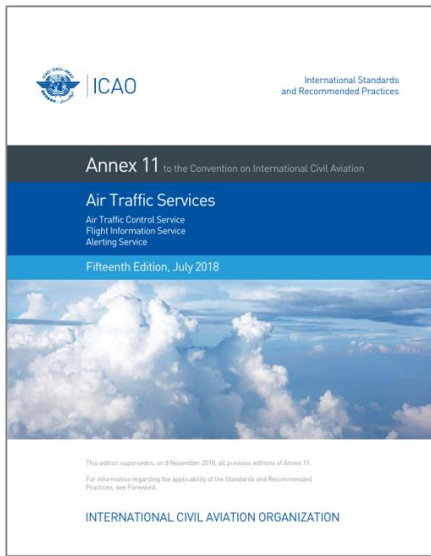
Annex 11

PANS-ATM



migration to the
**APAC Region ATM
Contingency
Framework (RACF)**

Regional ATM Contingency Plan ver 3.0



Annex 11 – Air Traffic Services, Chapter 2

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.

ATTACHMENT C. MATERIAL RELATING TO CONTINGENCY PLANNING

(Chapter 2, 2.32 refers)

1. Introduction
2. Status of contingency plans
3. Responsibility for developing, promulgating and implementing contingency plans
4. Preparatory action
5. Coordination
6. Development, promulgation and application of contingency plans

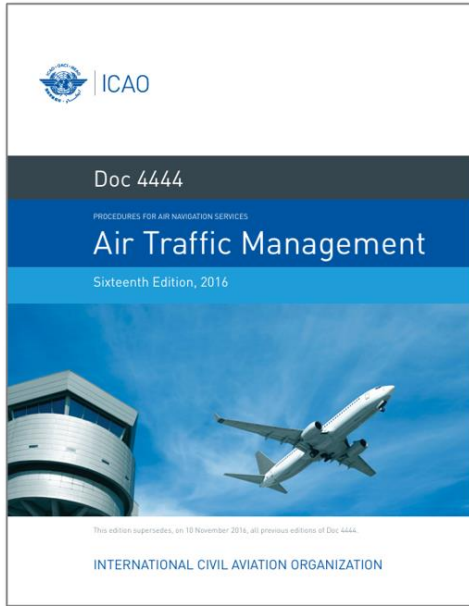
3. Responsibility for developing, promulgating and implementing contingency plans

3.1 The State(s) responsible for providing air traffic services and related supporting services in particular portions of airspace is (are) also responsible, in the event of disruption or potential disruption of these services, for 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.

3.2 The responsibility for appropriate contingency action in respect of airspace over the high seas continues to rest with the State(s) normally responsible for providing the services until, and unless, that responsibility is temporarily reassigned by ICAO to (an)other State(s).

3.3 Similarly, the responsibility for appropriate contingency action in respect of airspace where the responsibility for providing the services has been delegated by another State continues to rest with the State providing the services until, and unless, the delegating State terminates temporarily the delegation. Upon termination, the delegating State assumes responsibility for appropriate contingency action.

3.4 ICAO will initiate and coordinate appropriate contingency action in the event of disruption of air traffic services and related supporting services affecting international civil aviation operations provided by a State wherein, for some reason, the authorities cannot adequately discharge the responsibility referred to in 3.1. In such circumstances, ICAO will work in coordination with States responsible for airspace adjacent to that affected by the disruption and in close consultation with international organizations concerned. ICAO will also initiate and coordinate appropriate contingency action at the request of States.



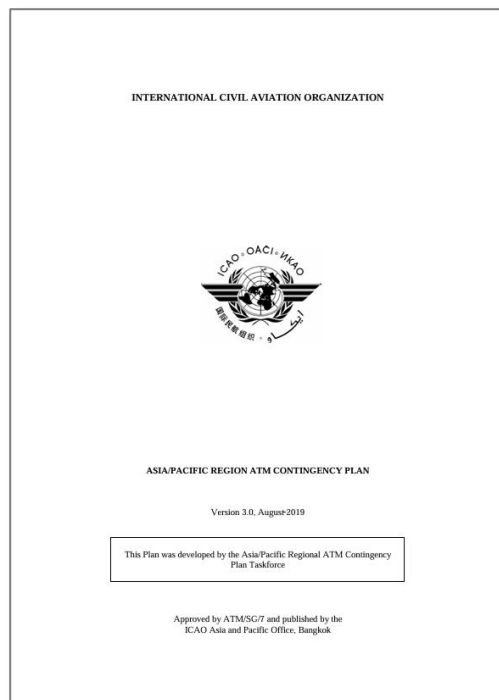
PANS-ATM, Doc 4444 – *Air Traffic Management*

Chapter 15

PROCEDURES RELATED TO EMERGENCIES, COMMUNICATION FAILURE AND CONTINGENCIES

- 15.1 Emergency procedures
- 15.2 Special procedures for in-flight contingencies in oceanic airspace
- 15.3 Air-ground communications failure
- 15.4 Assistance to VFR flights
- 15.5 Other in-flight contingencies
- 15.6 ATC contingencies
- 15.7 Other ATC contingency procedures
- 15.8 Procedures for ATS units when a volcanic ash cloud is reported or forecast

Regional ATM Contingency Plan ver 3.0



- To provide a contingency response framework for Asia/Pacific States to ensure the managed continuation of aircraft operations in affected FIRs, including transiting between unaffected FIRs, during contingency events;
- To ensure timely, harmonized and appropriate responses to all events resulting in disruption to the provision of Air Traffic Services (ATS), or in which ATS is involved, and hence to normal aircraft movement; and
- To provide a greater degree of certainty for airspace and aerodrome users during contingency operations.

ATM CONTINGENCY PLAN MONITORING AND REPORTING FORM

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.

Asia/Pacific Administrations should report their status to the ICAO Asia/Pacific Regional Office at least once annually, **by no later than 28 February each year.**



<https://forms.office.com/r/K5bJ5WQc7i>

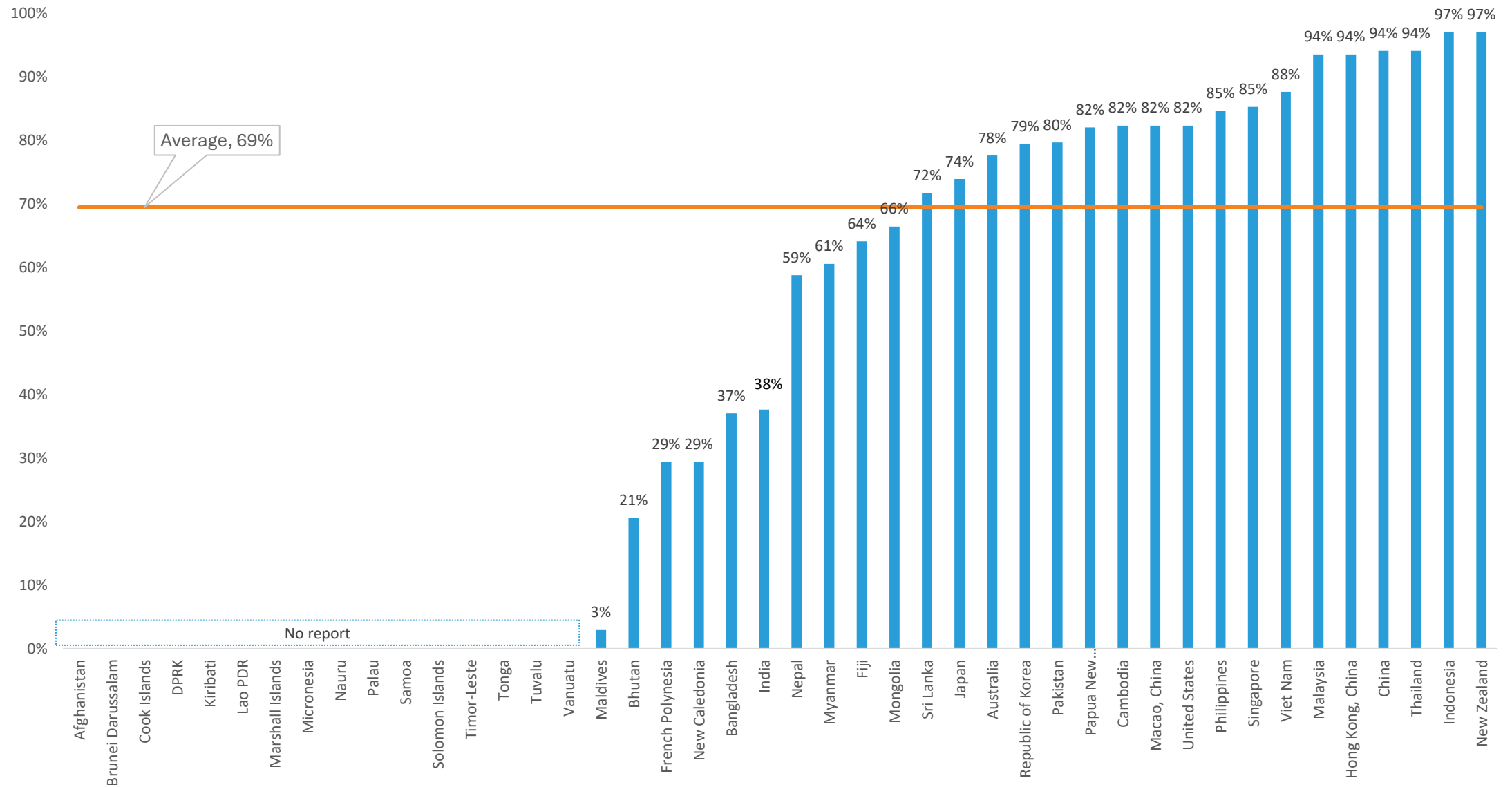
ATM CONTINGENCY PLAN MONITORING AND REPORTING FORM

Regional ATM Contingency Plan monitoring and reporting status report forms have been received for 2026.

Australia, Bangladesh, Bhutan, Cambodia, Hong Kong China, Macao Chian, Fiji, India, Indonesia, Japan, Malaysia, Mongolia, Nepal, New Zealand, Pakistan, Papua New Guinea, Philippines, Republic of Korea, Singapore, Sri Lanka, and Thailand

If not yet submitted, States/Administrations are encouraged to do so at their earliest convenience so that the information may be included in the ATM/SG working paper.

ATM Contingency Plan Implementation Status



02

ICAO APAC/MID ATM Contingency Planning Workshop

ICAO APAC/MID ATM Contingency Planning Workshop and Table Top Exercise (25–28 June 2024)

The workshop aimed to:

- highlight **States' obligations for contingency planning under Annex 11**;
- familiarize participants with the **revised APAC and MID Regional Contingency Plan**;
- review **case studies**, including the impact of **volcanic ash and other operational disruptions**; and
- obtain input to improve the regional contingency plans and support **inter-regional harmonization**.

ICAO APAC/MID ATM Contingency Planning Workshop and Table Top Exercise (25–28 June 2024)

The workshop provided a forum to identify **recommendations for strengthening contingency management** and improving regional contingency arrangements.

Discussions were based on the **draft APAC Region Contingency Framework** developed by **AAC Work Stream 3 in collaboration with ICAO ANB**.

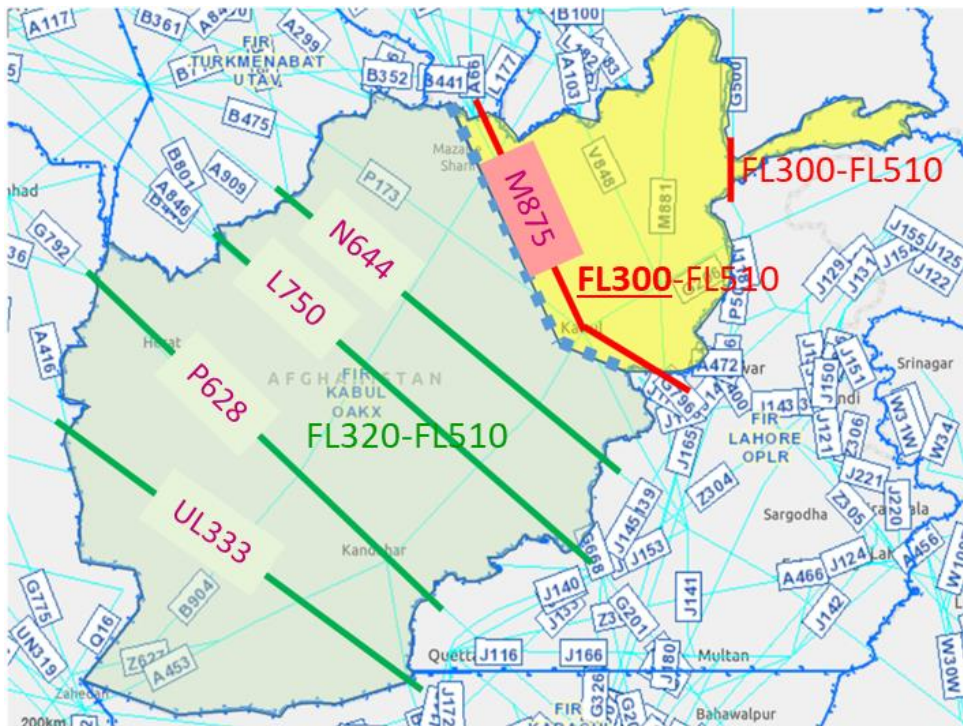
The workshop **tentatively adopted the draft framework**, subject to further updates to the current Regional ATM Contingency Plan.

The draft framework is currently under review by **ICAO ANB and Regional Offices** to harmonize contingency arrangements across regions.

03 Contingency response

- Afghanistan ATM Contingency: ongoing since 2021
- Myanmar Contingency: 2021
- India-Pakistan Airspace Contingency: 2024 and 2025
- Taipei FIR Contingency: 2022
- Cambodia-Thailand Political Conflict: 2025
- Middle East region
- African region
- Natural disasters

Afghanistan ATM Contingency (Kabul FIR)



(G0220/26 NOTAMR G0127/26

Q) OAKX/QARXX/IV/NBO/E/300/510/

A) OAKX B) 2606120525 C) 2609082359EST

E) ALL OVERFLIGHTS SHALL USE THE FOLLOWING **LATERALLY DE-CONFLICTED** HIGH ROUTES (HIGH SECTOR) STARTING AT

FL320-FL510 EXCEPT ON M875/L509 ROUTES SHALL USE FL300-FL510 AND P500 SHALL USE FL300-FL510

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 (FL300-FL510)
3. LEMOD-N644-DOBAT (FL320-FL510)
4. RANAH-L750-BIROS (FL320-FL510)
5. PAMTU-P628-ASLUM (FL320-FL510)
6. SOKAM-UL333-SERKA (FL320-FL510).

04

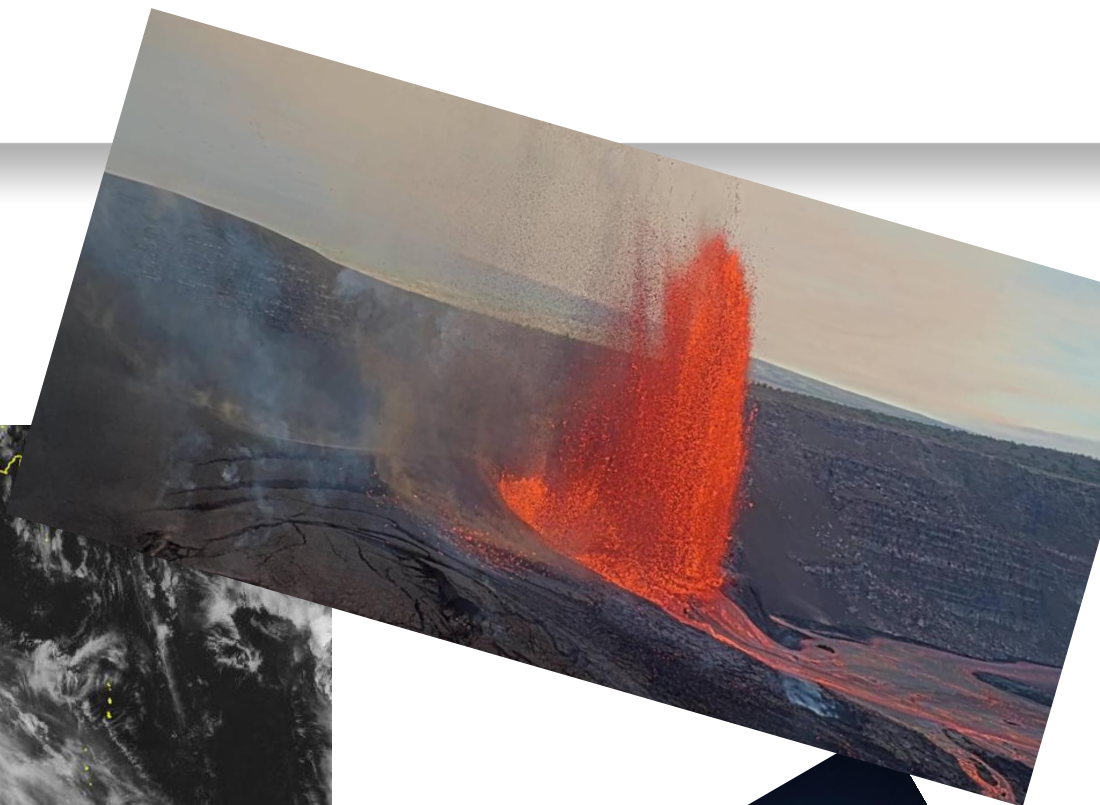
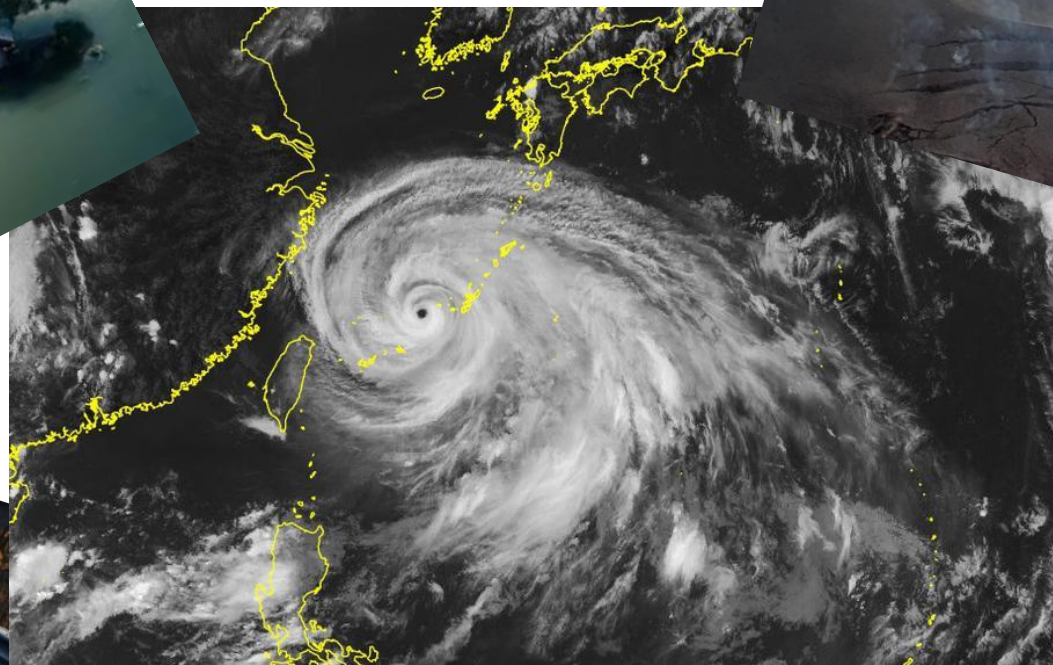
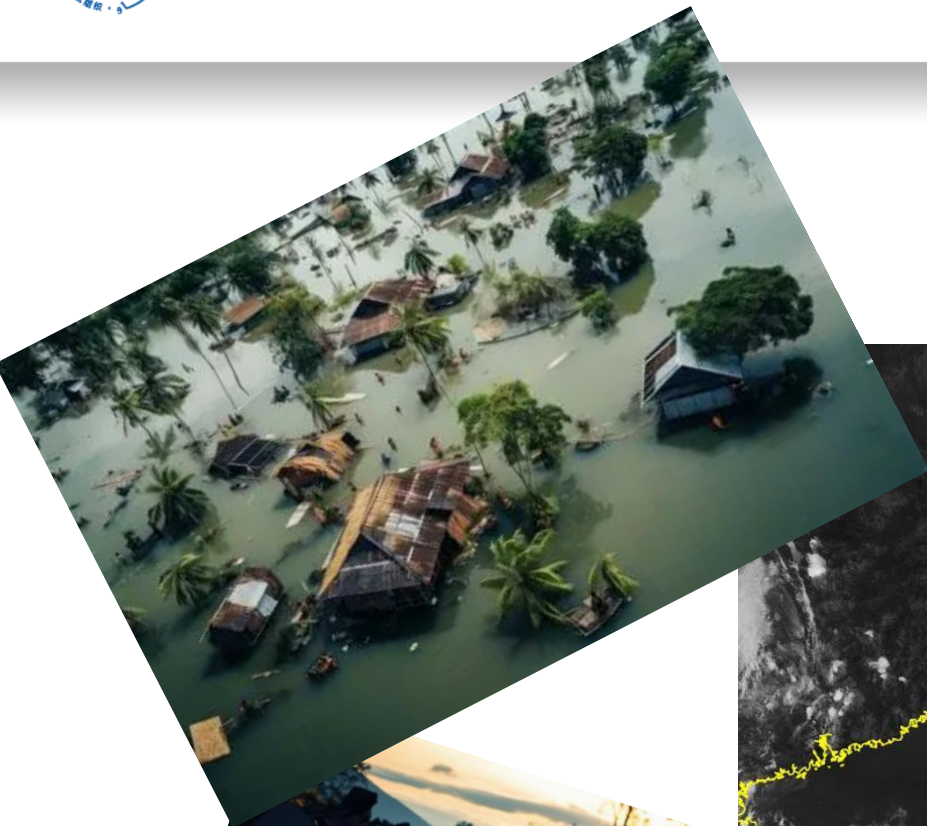
Natural disaster response

- **ICAO Asia and Pacific reaffirms its commitment to assisting States in ensuring the safe and orderly continuation of air operations during and after natural disasters** (such as earthquakes, tropical cyclones, volcanic eruptions, floods, and tsunamis).
- **Strong coordination and prompt information exchange** among States, ANSPs, airports, airlines, and regional partners are vital for effective disaster response.
- **Safety remains the foremost priority**, underpinned by resilient ATS and aerodrome operations as well as regularly updated contingency plans.
- States are urged to issue **NOTAMs and operational updates without delay** in the aftermath of disaster events.
- **ICAO APAC stands prepared to support coordination efforts and provide technical guidance** whenever appropriate and upon request.



ICAO BANGKOK

UNITING AVIATION



Hayli Gubbi

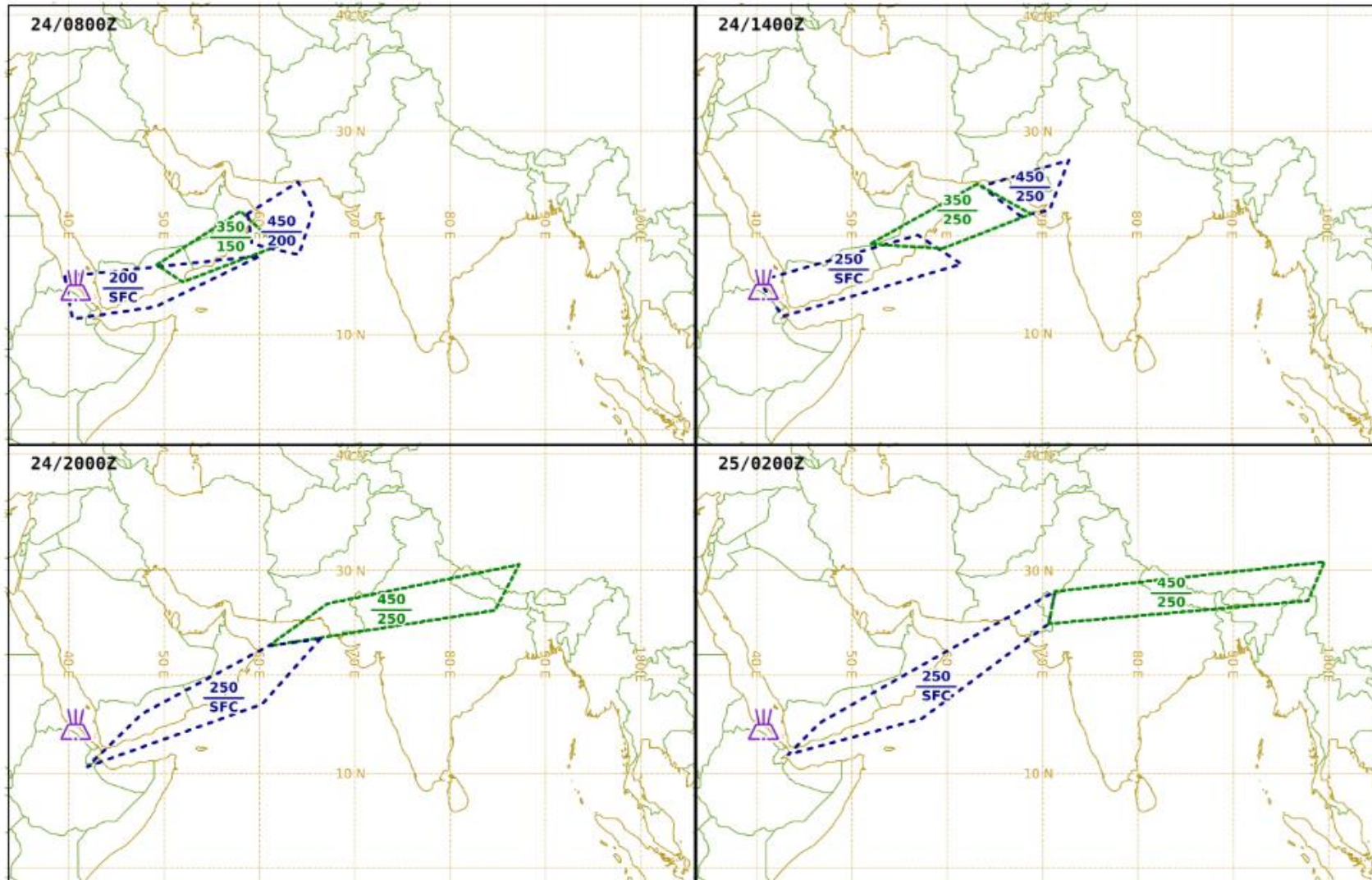
ERUPTION at 20251123/0830Z
located in the Afar Region of Ethiopia,
at approximately 13.51 N 40.72 E



The Hayli Gubbi volcano erupted for the first time in at least 12,000 years

(source: ABC News)

Advisories



(source: Toulouse VAAC)

05 Interregional cooperation

For an ICAO Regional Office, interregional cooperation is essential to maintain safety, efficiency, and interoperability of the global air navigation system, while supporting States in meeting ICAO Standards and achieving seamless international operations.

- **Ensuring global harmonization of ATM and safety standards**
- **Managing cross-regional traffic flows and interfaces**
- **Strengthening regional and global safety oversight**
- **Supporting seamless ANS and implementation of global initiatives**
- **Improving crisis response and resilience**
- **Efficient use of resources and capacity development**

Interregional cooperation



- Contingency-related activities
- Project 30/10
- FF-ICE

Thank You

