

ICAO APAC Region ATM Contingency Framework (RACF) Workshop

Tokyo, Japan, 13 - 17 July 2026

The workshop results/outcomes are the following:

1. The Workshop commended States, Air Navigation Service Providers (ANSPs), and International Organizations for sharing their Air Traffic Management (ATM) contingency experiences during the workshop.
2. The Workshop was apprised of global developments concerning crisis and contingency management. It was noted that the development of the RACF is part of the programme on the ICAO Global Crisis Management Framework, which covers health and facilitation, disaster risk reduction, aviation security, as well as services, airspace and airport disruptions. The draft ICAO Global Crisis Management Framework was expected to be available by the end of 2026.
3. The Workshop reviewed the draft APAC Region ATM Contingency Framework (RACF), which was developed initially by the APAC ANSP Committee (AAC) Work Stream 3, further reviewed by the APAC/MID RACF Workshop (Bangkok, June 2024), the MID RACF Workshop (Muscat, February 2026), the CAR/SAM Region RACF Workshop (Panama, 1-5 June 2026), and the Secretariat. The RACF was also based on the current regional ATM contingency plans and on existing guidance from the EUR/NAT Regions Doc 031.
4. The Workshop noted that the new APAC RACF would replace the current *Asia/Pacific Region ATM Contingency Plan*, providing that key elements from the plan were migrated to the RACF.
5. The Workshop recognized that implementing a RACF in all ICAO Regions, as practicable, would ensure consistency in preparing, responding to, and managing ATM contingency events more effectively, harmonized, and collaboratively within and across the regions.
6. Recognizing the discrepancies between the regional ATM contingency plans of each region, it was agreed that there is an urgent need for more collaboration and harmonization across the ICAO Regions, considering that the impact of any contingency event on international traffic flows, in most cases, is inter-regional and limited to one specific region.
7. The Workshop emphasized that the best way forward should be the transition to a new regional ATM contingency framework covering air traffic service (ATS), air traffic flow management (ATFM), and airspace management (ASM), and not limited to ATS.
8. The RACF would include common contingency planning concepts, elements, terms or definitions, arrangements, procedures, and scenarios, as well as a contingency risk register.
9. The RACF would assist in providing for the continued safe and orderly flow of international air traffic in the event of disruption or potential disruption of ATS and related supporting services and would ensure cross-border collaboration in managing contingency events.
10. It was emphasized that the framework should be simple and easy to understand and apply.

11. The framework would define the roles, responsibilities and functions of the Contingency Coordination Committee (CCC), ATM Contingency Group (ACG), and Contingency Coordination Team (CCT).
12. The Workshop recommended that the ATM contingency management cycle should consist of four phases: Planning and Preparedness, Response, Recovery, and Post-assessment.
13. The Workshop recognized the need for a regional contingency risk register for events that impose risk on airspace disruption based on the assessment of the potential severity of their impact and probability. The assessment should be conducted periodically, but at least every three years, by a designated regional group. The registry could be provided on a web-based platform or the ICAO Regional Offices website with a hyperlink in the RACF.
14. It was made clear that the term “ATM or ATS contingency plan” refers to the State/ANSP contingency plan in accordance with the requirements of Annex 11, and that the term “ATM contingency procedures and arrangements (CPA)” would refer to measures with cross-border aspects (Level 2 or 3 of the RACF).
15. The Workshop emphasized the need for an ICAO ATM Contingency Online Platform to share information among stakeholders and provide communication, and coordination means for the CCTs, considering the limitations related to the use of the current means.
16. The Workshop noted that the ICAO Regional Office would coordinate further review of the draft APAC RACF, incorporating additional comments from the AFI RACF Workshop (September 2026) and any refinements by ATM/SG, with a view to presenting the final version to APANPIRG for endorsement.
17. The ATM/SG may elect to establish Ad Hoc Group(s) to further work on developments of CPAs and the contingency risk register.
18. ICAO was invited to support States in updating/developing their national ATM contingency plans to comply with the provisions of Annex 11 and implement the RACF.
19. ICAO was also invited to organize more symposia to raise awareness of the new framework, including workshops to support regional implementation.
20. States would be invited/urged to consider ATM contingency management in the context of their national disaster/crisis response and relief mechanisms and to allocate the required resources to support effective implementation, considering the importance of the air transport sector in providing air routes and access to aerodromes for humanitarian missions.
21. States would be invited to ensure the establishment of a Contingency Coordination Committee (CCC) or the functions described in the RACF be incorporated within similar existing entity, if not yet done so.
22. States would be invited to establish, if not yet done so, an ATM Contingency Group (ACG), which will be provided with the required resources and authorized to perform its functions, including those with cross-border coordination and communication aspects.

23. States would be encouraged to ensure the competency of personnel involved in contingency management, including training, as well as conducting contingency management exercises annually to test the system. Cross-border exercises should also be conducted periodically, at least once every three years, or as necessary to test the regional and inter-regional contingency arrangements and procedures that are appropriate to the purpose.

24. The Workshop thanked the efforts of the ICAO Team in organizing the Workshop and the JCAB for hosting this important event.

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