



ICAO

International Civil Aviation Organization

Fourteenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/14) of APANPIRG

Bangkok, Thailand, 3 – 7 August 2026

## Agenda Item 6: ATM Coordination and Implementation

### 6.3: ATM 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/13 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 ATM/SG/13 recognized the benefits of digitalizing the collection of regional ANS-related monitoring and reporting data to improve efficiency, consistency and ease of data management. Accordingly, the Meeting adopted **Conclusion ATM/SG/13-3: The Use of Digital Form to Collect Annual Regional ANS-related Monitoring and Reporting Data**, agreeing that Microsoft Forms be used as the primary means for collecting annual regional ANS-related plans monitoring and reporting forms and data.

2.5 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

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

- a) 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.
- b) 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.
- c) 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.
- d) 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, Thailand.

2.7 Sixteen States have never provided an implementation status report.

2.8 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*

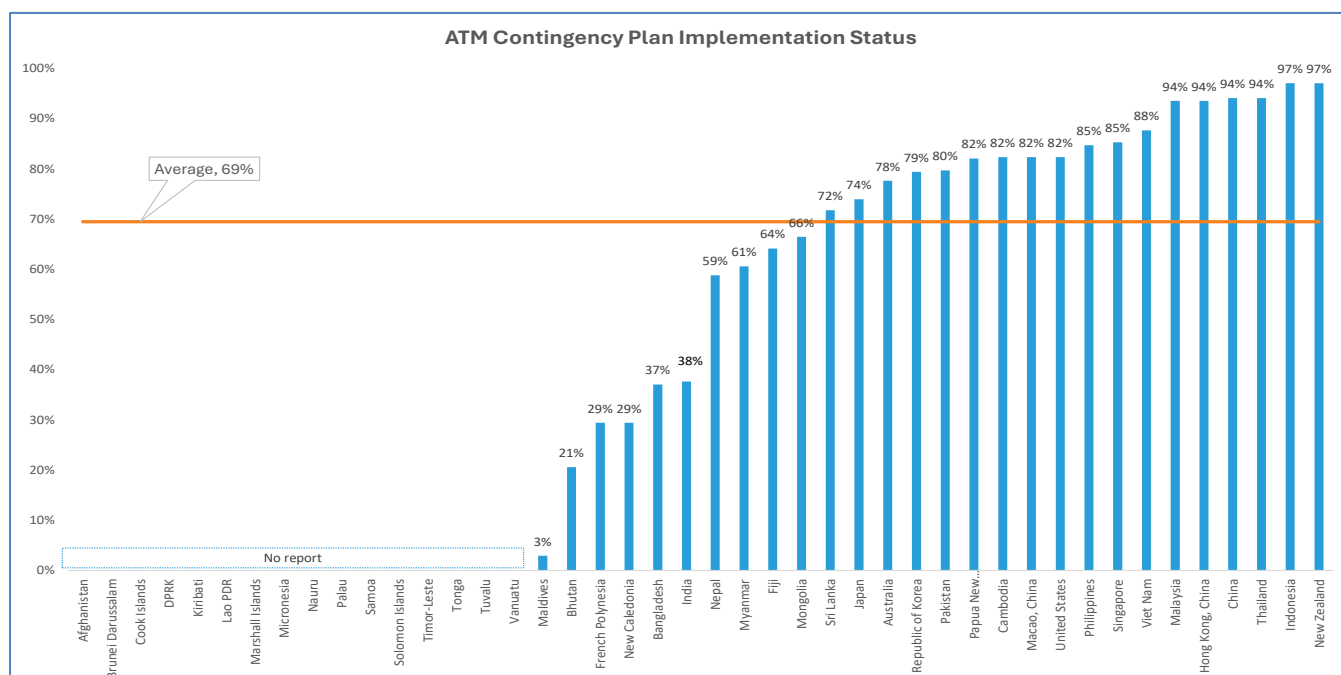
2.9 **Table 1** summarizes *Asia/Pacific Region ATM Contingency Plan* implementation status, as reported to the ICAO Asia/Pacific Regional Office. The collated data provided in States/Administrations reports is provided in **Appendix A**.

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

| Administration    | % Implementation | Implementation Status |
|-------------------|------------------|-----------------------|
| Afghanistan       | <i>no report</i> | Did Not Report        |
| Australia         | 78 ↓             | Marginal              |
| Bangladesh        | 37 ↑             | Incomplete            |
| Bhutan            | 21 ↓             | Incomplete            |
| Brunei Darussalam | <i>no report</i> | Did Not Report        |
| Cambodia          | 82               | Marginal              |
| China             | 94               | Robust                |

| Administration            | % Implementation | Implementation Status |
|---------------------------|------------------|-----------------------|
| Hong Kong China           | 94               | Robust                |
| Macao China               | 82 ↑             | Marginal              |
| Cook Islands              | <i>no report</i> | Did Not Report        |
| DPR Korea                 | <i>no report</i> | Did Not Report        |
| Fiji                      | 64 ↓             | Incomplete            |
| France (French Polynesia) | 29               | Incomplete            |
| India                     | 38               | Incomplete            |
| Indonesia                 | 97               | Robust                |
| Japan                     | 74               | Marginal              |
| Kiribati                  | <i>no report</i> | Did Not Report        |
| Lao PDR                   | <i>no report</i> | Did Not Report        |
| Malaysia                  | 94 ↑             | Robust                |
| Maldives                  | 3                | Incomplete            |
| Marshall Islands          | <i>no report</i> | Did Not Report        |
| Micronesia                | <i>no report</i> | Did Not Report        |
| Mongolia                  | 66 ↑             | 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          | 82 ↑             | Marginal              |
| Philippines               | 85 ↓             | Marginal              |
| Republic of Korea         | 79 ↓             | Marginal              |
| Samoa                     | <i>no report</i> | Did Not Report        |
| Singapore                 | 85 ↓             | Marginal              |
| Solomon Islands           | <i>no report</i> | Did Not Report        |
| Sri Lanka                 | 72 ↑             | 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              |

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



**Figure 1: Regional ATM Contingency Plan Overall Implementation Status (31 July 2026)**

2.11 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.

2.12 States/Administrations that have failed to provide any status reports are particularly urged to do so. Any status updates received during the ATM/SG/14 meeting will be reflected in the meeting report.

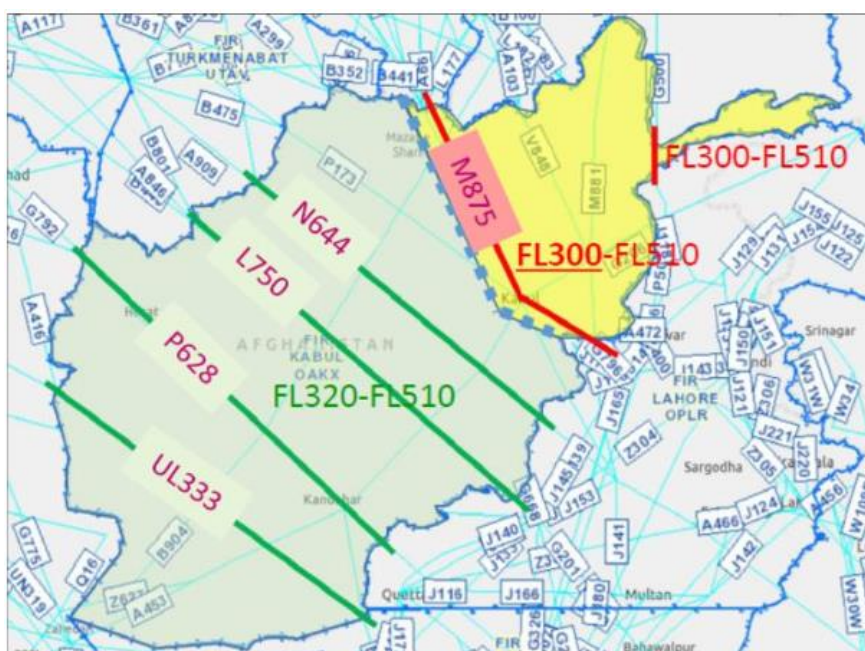
#### Kabul FIR Contingency Operations Updates

2.13 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.

2.14 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*

2.15 **Figure 2** illustrates the flight level arrangements following the implementation of Phase 2 of the revised Kabul FIR contingency arrangement.



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

2.16 Following Phase 2 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*

2.17 the BOBCAT ATFM procedures were resumed on 4 September 2025 in support of the Kabul FIR contingency arrangement. Accordingly, flights operating on affected ATS routes and flight levels are required to comply with the BOBCAT procedures, including obtaining an ATFM slot allocation (CTOT, CTO, allocated flight level and ATS route) from the Bangkok ATFMU.

2.18 Detailed information on the operational history of BOBCAT is provided in an Information Paper (IP) submitted by Thailand, which will be presented following this Working Paper.

#### ICAO APAC Region ATM Contingency Framework (RACF) Workshop

2.19 In accordance with the provisions of Annex 11, States are required to establish ATM contingency plans to ensure the continued safety of international civil aviation during disruptions to ATS and related supporting services. To support this objective, the ICAO APAC Region ATM Contingency Framework (RACF) Workshop was held in Tokyo, Japan, from 13 to 17 July 2026. Building on the outcomes of the APAC/MID (2024), MID (2026) and CAR/SAM (2026) RACF workshops, participants reviewed and finalized the draft Asia/Pacific Regional ATM Contingency Framework (RACF) to replace the current Asia/Pacific Region ATM Contingency Plan Version 3.0 and promote harmonized contingency management across ICAO Regions.

2.20 The Workshop also advanced regional coordination on Space Object Launch and Re-entry Activities in support of ATM/SG Task List Action Item 13/8. The Workshop outcomes related to the adoption of the Asia/Pacific Regional ATM Contingency Framework (RACF), including the proposed replacement of the current Asia/Pacific Region ATM Contingency Plan Version 3.0, are presented in a separate Working Paper for the Meeting's consideration.

### **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) 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
- d) discuss any relevant matters as appropriate.

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