



Khartoum FIR

Air Traffic Management Contingency Plan

Amendment 5 (V1.0)

Prepared by: Khartoum FIR Contingency Coordination Team

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FOREWORD

The ICAO MID Regional Office received information on 15 April 2023 regarding the interruption of the provision of air navigation services by the Khartoum ACC (the disruption) due to the security unrest in Sudan.

This Contingency Plan comprises procedures and other arrangements to minimize the impact of this disruption and ensure the continued safety of flight operations, in accordance with the provisions of Annex 11 — *Air Traffic Services*.

Based on the Memorandum of Understanding (MoU, signed by South Sudan and Sudan Civil Aviation Authorities on 16 August 2018), the provision of air traffic services (ATS) in the airspace over South Sudan, above FL245, was assigned to Khartoum ACC, while the airspace FL245 and below is controlled by Juba Approach/Tower unit. The TMA airspace is Class C, with both Class E and G outside the TMA up to FL245.

This Plan has been developed in close coordination with all relevant stakeholders including those responsible for the adjacent FIRs, as well as international organizations and the airspace users concerned.

The Plan will be activated by the promulgation of a set of NOTAMs.

The implementation of this plan shall be continuously monitored by all States concerned. Each State is required to keep the Khartoum FIR Contingency Coordination Team (CCT) informed by providing suitable reports.

All overflight operations within Khartoum FIR shall adhere with the NOTAM published by Sudan in accordance with the effective Khartoum FIR Contingency Plan referred to in the NOTAM and published on the ICAO MID website: <https://www.icao.int/MID/Pages/FIR/Khartoum-FIR-CP.aspx>.

Any further amendments to the current CP should be based on requests to operate within Khartoum FIR. Such requests should be presented to the CCT in order to develop the required technical parts of the CP and to include the relevant information for operators to develop and update their safety assessments. Contact details of the CCT members are available in Appendices 1 and 2.

RECORD OF AMENDMENTS

Amendment Number	Effective Date	Date Entered	Entered By	Paragraph / Reference
1	15 August 2023	10 August 2023	Khartoum FIR CCT	Addition of operations in airspace over the territory of Sudan (paragraph 3.2 and appendix 6)
2	30 November 2023	23 November 2023	Khartoum FIR CCT	Introduction of Flight Information Services within KFOSS above FL245
3	31 July 2024	28 July 2024	Khartoum FIR CCT	North-South overflight routing in Eastern Sudan (paragraph 3.2 and appendix 6)
4	10 May 2025	8 May 2025	Sudan CAA	Removal of contingency arrangements to and from Port Sudan Airport (HSPN)
5	28 May 2025	18 May 2025	Khartoum FIR CCT	Additional routing options (CR7, paragraph 3.1.1 and appendix 5)

SCOPE OF WORK

This contingency plan focuses on optimizing international traffic flow during the contingency situation resulting from the interruption of ATS provided by the Khartoum ACC. Considering the available provision of air navigation services and the availability of diversionary routing schema, operators may elect to circumnavigate the whole or parts of Khartoum FIR or use any of the contingency or diversionary routes, based on the results of safety risk assessments, using the information provided within this plan and other sources.

CHAPTER 1

GENERAL

DEFINITION OF TERMS

- 1.1 To avoid any misinterpretation and confusion, when the following terms are used in this plan, they have the following meanings:

Khartoum airspace: the airspace within Khartoum FIR excluding that defined as South Sudan airspace.

Khartoum FIR: an airspace of defined dimensions expressed in Sudan AIP including the airspace above the territory of Sudan, the airspace above the high seas (Red Sea under the responsibility of Sudan) as well as the airspace above the territory of South Sudan.

Khartoum FIR over South Sudan above FL245 (KFOSS above FL245): the airspace over the territory of South Sudan above FL245.

South Sudan airspace: the airspace of defined dimensions expressed in South Sudan AIP over the territory of South Sudan at FL245 and below.

OBJECTIVE

- 1.2 This Contingency Plan contains arrangements to ensure the continued safety of flight operations during the disruption. The plan has been prepared in accordance with ICAO Annex 11 — *Air Traffic Services*, Chapter 2, paragraph 2.32 and Attachment C to provide the ATS procedures, contingency route structure, and other arrangements, to be used on a temporary basis, while air traffic services are not being provided from Khartoum ACC.

AFFECTED STATES AND FIRs

- 1.3 The adjacent FIRs directly affected by this Contingency Plan are as follows:

- Chad\Njamena (FTTT)
- Democratic Republic of Congo\Kinshasa (FZZA)
- Ethiopia\Addis Ababa (HAAA)
- Egypt\Cairo (HECC)
- Kenya\Nairobi (HKNA)
- Republic of Congo\Brazzaville (FCCC)
- Saudi Arabia\Jeddah FIR (OEJD)
- Uganda\Entebbe (HUEC)

APPLICATION OF THE CONTINGENCY PLAN

- 1.4 The implementation of this plan shall be continuously monitored by all relevant States. Each State is required to keep the CCT informed by providing regular reports including, but not limited to the following:

- status of hotspot areas;

- capacity constraints;
- status of CNS equipment and facilities;
- status of voice communication/coordination and data exchange with adjacent FIRs;
- changes to aeronautical publications;
- any development having an impact on the implementation of the plan; and
- Any observed non-adherence to the plan.

- 1.5 In addition to the above, IATA is responsible for providing the CCT with the required feedback from airspace users.
- 1.6 ATS units are reminded of their obligations under Annex 11, to conduct a safety risk assessment and implement appropriate risk mitigation measures to achieve the best arrangements which will avoid hazards to civil aircraft. Operators are reminded of their obligations under Annex 6 — *Operation of Aircraft*, to conduct a safety risk assessment and take appropriate risk mitigation.

The final version of the contingency plan and its amendments will be posted on the ICAO website: <https://www.icao.int/MID/Pages/FIR/Khartoum-FIR-CP.aspx>.

- 1.7 NOTAMs listed in this document are for reference only and should not be assumed to be current.

OVERFLIGHT PERMISSION

Territory of Sudan

- 1.8 A restricted area, HSR5, is established over the territory of Sudan (NOTAM A0063/25 refers). Aircraft may only overfly restricted area HSR5 using the contingency routes described herein, or for humanitarian and evacuation flights. All flights which are planned to overfly HSR5 require prior permission (PPR) as per Sudan AIP GEN 1.2.

Territory of South Sudan

- 1.9 Rules governing entry to, transit over and departure from the territory of South Sudan are contained in South Sudan AIP GEN 1.2.

INTERCEPTION OF CIVIL AIRCRAFT

- 1.10 Pilots need to continuously guard the IATA In-flight Broadcast Procedure (IFBP) AFI Region designated frequency 126.9 MHz, the emergency frequency 121.5 MHz and the relevant ATS unit frequency required at **Appendix 7** and must keep their transponder operational during flight. Transponders should be set on a discrete code assigned by ATC or, if code not assigned, select code 2000.

CHAPTER 2

DIVERSIONARY ROUTE ARRANGEMENTS

NORTH-SOUTH ROUTES TO AVOID KHARTOUM FIR

- 2.1 While HSR5 is established, the usual traffic exchange points between Cairo and Khartoum FIRs of waypoint: NUBAR, ENABU, ATMUL and SISID cannot be used for overflying traffic (transit). ALEBA remains available as per paragraph 3.2 of this plan. For circumnavigation of the Khartoum FIR, the diversionary route arrangement in **Appendix 4** utilizes the available routes within Jeddah, Asmara, and Addis Ababa FIRs as follows:

- ***Southbound Traffic from Cairo FIR:***

Exit Cairo FIR via DEDLI M999 JDW G650 RASKA.

- ***Northbound traffic from Asmara FIR:***

Exit Asmara FIR via RASKA T513 EGMEG G660 JDW M686 GIBAL or PASAM.

CHAPTER 3

CONTINGENCY ROUTES AND PROCEDURES

3.1 OPERATIONS WITHIN KHARTOUM FIR OVER SOUTH SUDAN (KFOSS) ABOVE FL245

3.1.1 The following contingency routes, shown graphically in **Appendix 5**, are available for en-route traffic:

Contingency route designator	Entry FIR	Route and entry and exit waypoints	Exit FIR	Distance	Minimum flight level	Navigation specification	Airspace classification	Flight level allocation	Direction	Flight planning
Contingency Route 1	Addis Ababa	BRO DCT KAFIA	N'Djamena	658 NM	FL320	RNAV5	Class G	Even flight levels at or above FL320	Westbound only	<i>Departure traffic from Addis Ababa FIR airports:</i> Relevant SID GUDER T139/UT139 BRO DCT KAFIA UA410, or DCT IRAGA <i>Overflights:</i> KONET M308/UM308 or BOPSA UL432 or TORBA B535/UB535 GWZ T139/UT139 BRO DCT KAFIA UA410, or DCT IRAGA
Contingency Route 2	Brazzaville	ASKON L558 DASTU	Addis Ababa	410 NM	FL310			Odd flight levels at or above FL310	Eastbound only	<i>Arrival traffic to Addis Ababa FIR airports:</i> UT139/UT419/DCT ASKON L558 DASTU T139/UT139 GUDER relevant STAR <i>Overflight:</i> UT139/UT419/DCT ASKON L558 DASTU T139/UT139 GWZ M308/UM308 KONET or UL432 BOPSA or B535/UB535 TORBA
Contingency Route 7 (Westbound)	Entebbe	ATUGA DCT ASKON	Brazzaville	350 NM	FL280	RNAV5	Class G	FL280 and FL300	Westbound	NN UG656 ATUGA DCT ASKON UT139 SOPOG or UT419 RATUS

Contingency Route 7 (Eastbound)	Brazzaville	ASKON DCT ATUGA	Entebbe	350 NM	FL290	RNAV5	Class G	Odd flight levels at or above FL290	Eastbound	SOPOG UT139 or RATUS UT419/ ASKON DCT ATUGA UG656 NN
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3.1.2 Within KFOSS above FL245, flight information and alerting services are available H24 from Juba Information on 127.900 MHz.

ATS OPERATIONAL PROCEDURES

Issuing NOTAM

- 3.1.3 The Plan will be activated by promulgation via NOTAM(s) under the authority of the Sudan Civil Aviation Authority, with the agreement of the South Sudan Civil Aviation Authority.

Application of separation

- 3.1.4 Longitudinal separation: A minimum of fifteen (15) minutes constant or increasing separation shall be applied between aircraft operating on the same track and same level on contingency routes in KFOSS above FL245. The transferring ACC is responsible for ensuring that this separation will be maintained through KFOSS above FL245, based on pilot estimates over entry and exit points.

Note: based on Doc 4444, PANS-ATM, 5.4.2.1.1, longitudinal separation between aircraft following the same track may be maintained by application of speed control, including Mach number technique.

Airspace Classification

- 3.1.5 During the application of this contingency arrangement, all airspace within KFOSS above FL245 is **Class G**.

Position Reporting

- 3.1.6 In addition to routine position reports (PANS-ATM, (Doc 4444, 4.11.2) on the Juba Information frequency 127.9 MHz, pilots shall apply the IATA In-flight Broadcast Procedure (IFBP) AFI Region while operating within KFOSS above FL245 on the designated frequency 126.9 MHz, and maintain a listening watch on 121.5 MHz. Aircraft operating at FL245 and below will transmit position reports to Juba APP on 123.9 MHz.

Note. – IATA IFBP can be found at: <https://tinyurl.com/IATA-AFI-IFBP>

Procedures for domestic South Sudan operations and flights to/from airports inside South Sudan.

- 3.1.7 Domestic operations within South Sudan and international flights to and from airports located inside South Sudan airspace shall follow instructions from the appropriate ATS unit and remain below FL245, with the following exception:
- flight planned to Juba aerodrome via Entebbe FIR and aircraft departing Juba airport via Entebbe FIR, shall follow instructions/clearances issued by Juba Approach or Entebbe ACC.

Overflying traffic

- 3.1.8 For traffic transiting KFOSS above FL245, on the contingency routes, the last ACC sector controlling aircraft prior to entry into KFOSS above FL245 is required to take the following actions:
- a) a minimum of fifteen (15) minute longitudinal separation constant or increasing shall be applied between aircraft on same track and same level;
 - b) inform the pilot prior to entry of KFOSS above FL245 that the IATA IFBP and airspace Class G prevails over South Sudan above FL245 and that flight information service is available from Juba Information on 127.9 MHz;
 - c) pass to Juba Information, the pilot estimated time over the entry point of the airspace over South Sudan, assigned flight level, speed restrictions (if any) and SSR code;
 - d) instruct the pilots to maintain the last assigned flight level and speed while overflying KFOSS above FL245, except in emergency; and
 - e) avoid changing flight level of aircraft within 10 minutes flight time of entering KFOSS above FL245.
- 3.1.9 For traffic transiting KFOSS above FL245, on the contingency routes, Juba Information is required to take the following actions:
- a) pass to Addis Ababa ACC, Brazzaville ACC or Entebbe ACC, as appropriate, the pilot estimated time over the exit point of the airspace over South Sudan, assigned flight level, speed restrictions (if any) and SSR code, and any deviation from the contingency route (if any); and
 - b) provide the pilots with the Addis Ababa ACC, Brazzaville ACC or Entebbe ACC frequency, as appropriate, at least 10 minutes prior to entering their airspace.

PILOTS AND OPERATORS PROCEDURES

Filing of flight plans

- 3.1.10 Flight planning requirements in KFOSS above FL245 are to be followed as per normal flight planning requirements contained in the Sudan Aeronautical Information Publication (AIP).
- 3.1.11 For flight planning purposes, international departures, arrivals and domestic flights, operating from/to airports located within South Sudan airspace shall plan levels FL240 or below, except those international operations where departure or arrival aerodrome is Juba, and flight plan route is via Entebbe FIR.

Pilot operating procedures

- 3.1.12 The variable nature of operations during a contingency situation mean that pilots must maintain a high level of alertness while operating in any portion of KFOSS above FL245 and must be prepared to take appropriate action to ensure the safety of their flight.
- 3.1.13 Aircraft operating in KFOSS above FL245 shall comply with the following procedures:

- a) adhere to contingency route scheme in paragraph 3.1.1 and shown at **Appendix 5**;
- b) apply Strategic Lateral Offset Procedures (SLOP) (PANS-ATM, 16.5);
- c) Airborne Collision Avoidance System (ACAS) meets RVSM requirements and is operational;
- d) should have ADS-B operational;
- e) navigation and anti-collision lights on;
- f) maintain the assigned flight level and, if applicable, speed, during entire flight within KFOSS above FL245 except in cases of emergency;
- g) the last assigned SSR Code shall be maintained or, if no SSR Code has been assigned, the SSR Code 2000 shall be set;
- h) aircraft are required to reach the flight level last assigned by the transferring ACC at least 10 minutes before entering KFOSS above FL245, or as otherwise instructed by the transferring ACC;
- i) pilots are required to include in their last position report prior to entering the KFOSS above FL245, the estimated time over the entry point and exit point of KFOSS above FL245;
- j) pilot must contact the ensuing ACC at least 10 minutes prior to entering their airspace;
- k) in addition to routine position reports (PANS-ATM, 4.11.2) on the Juba Information frequency 127.9 MHz, pilots shall follow the IATA In-flight Broadcast Procedure (IFBP) AFI Region on the designated frequency 126.9 MHz and maintain a listening watch on 121.5 MHz;
- l) should an aircraft need to make an emergency descent, this should be performed in accordance with the PANS-ATM, 15.1.4; and
- m) contact with Juba APP should only be initiated in the event of an emergency, and descent below FL245 becomes necessary.

3.1.14 If the aircraft is required to deviate from track to avoid adverse meteorological conditions over KFOSS above FL245, until such time as an ATC clearance is received, the pilot shall take the following actions:

- a) if possible, deviate away from an organized track or route system;
- b) inform Juba Information on 127.9 MHz;
- c) watch for conflicting traffic both visually and by reference to ACAS;
- d) keep all aircraft exterior lights on;
- e) for deviations of less than 10 NM remain at the level assigned by ATC;
- f) for deviations greater than 10 NM, when the aircraft is approximately 10 NM from track, initiate a level change in accordance with table below; and
- g) when returning to track, be at assigned flight level when the aircraft is within approximately 10 NM of the centre line.

Route centre line track	Deviations > 19 km (10 NM)	Level change
EAST 000° – 179° magnetic	LEFT RIGHT	DESCEND 90 m (300 ft) CLIMB 90 m (300 ft)
WEST 180° – 359° magnetic	LEFT RIGHT	CLIMB 90 m (300 ft) DESCEND 90 m (300 ft)

Collision avoidance

3.1.15 If a pilot determines that immediate action is necessary to avoid an imminent collision risk, and this cannot be achieved in accordance with right-of-way provisions, the pilot should:

- a) unless an alternative maneuver appears more appropriate, climb or descent 500ft;
- b) display all available aircraft lighting which would improve visual detection;
- c) as soon as possible, reply to the broadcast advising action being taken;
- d) notify the action taken on the Juba Information frequency 127.9 MHz; and
- e) as soon as the situation has been rectified, resume last assigned flight level, notifying the action on the Juba Information frequency 127.9 MHz.

3.2 OPERATIONS IN AIRSPACE OVER THE TERRITORY OF SUDAN

3.2.1 A restricted area, HSR5, is established over the territory of Sudan (NOTAM A0063/25 refers). Aircraft may only overfly restricted area HSR5 using the contingency routes described herein, or for humanitarian and evacuation flights.

Identification, Name and lateral limits	Upper Limits ----- Lower limits	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)	REMARKS
HSR5 The territory of Sudan within the Khartoum FIR	UNL ----- GND	H24 Contingency operations. Commercial operations may only overfly restricted area HSR5 using contingency route 6 shown at Appendix 6 or for humanitarian and evacuation flights.	Prior permission required.

3.2.2 All flights planning to enter HSR5 require prior permission (PPR) as per Sudan AIP GEN 1.2.

3.2.3 The following bi-directional contingency route, shown graphically in **Appendix 6**, is available for traffic overflying the territory of Sudan:

Contingency route designator	Entry FIR	Route and entry and exit waypoints	Exit FIR	Minimum flight level	Flight level allocation	Direction	Navigation specification	Airspace classification	Flight planning
Contingency Route 6	Addis Ababa HAAA	ALRAP DCT KSL DCT PSD P751 ALEBA	Cairo HECC	FL320	Even flight levels	Northbound	RNAV5	Class F	AMUDO ALRAP DCT KSL DCT PSD P751 ALEBA UMINI
	Cairo HECC	ALEBA P751 PSD DCT KSL DCT ALRAP	Addis Ababa HAAA	FL330	Odd flight levels	Southbound			UMINI ALEBA P751 PSD DCT KSL DCT ALRAP AMUDO

Note.— overflights operating on Contingency Route 6 are expected to remain level rather than climb or descend at KSL and PSD in accordance with the tables of cruising levels shown in Appendix 3 to Annex 2 – Rules of the Air.

ATS OPERATIONAL PROCEDURES

Issuing NOTAM

- 3.2.5 The Plan will be activated by promulgation via NOTAM(s) under the authority of the Sudan Civil Aviation Authority, in coordination with the adjacent States.

Application of separation

- 3.2.6 Longitudinal separation: A minimum of ten (10) minutes constant or increasing separation shall be applied between aircraft operating on the same track and same level.
- ***Note:** based on Doc 4444, PANS-ATM, 5.4.2.1.1, longitudinal separation between aircraft following the same track may be maintained by application of speed control, including Mach number technique.*

Airspace Classification

- 3.2.7 During the application of this contingency arrangement, all airspace within restricted area HSR5, excluding the Port Sudan CTR and TMA, is **Class F**.

Position Reporting

- 3.2.8 In addition to routine position reports (PANS-ATM, (Doc 4444, 4.11.2) on the Port Sudan frequency 127.5 MHz, pilots shall apply the IATA In-flight Broadcast Procedure (IFBP) AFI Region while operating within HSR5 on the designated frequency 126.9 MHz, and maintain a listening watch on 121.5 MHz.

Note. – IATA IFBP can be found at: <https://tinyurl.com/IATA-AFI-IFBP>

Overflying traffic

- 3.2.9 For traffic overflying HSR5 on the contingency routes, the last ACC sector controlling aircraft prior to entry into HSR5 is required to take the following actions:
- a) a minimum of ten (10) minute longitudinal separation constant or increasing shall be applied between aircraft on same track and same level;
 - b) inform the pilot prior to entry of HSR5 that the IATA IFBP and airspace Class F prevails within HSR5 and that advisory service is available from Port Sudan on 127.5 MHz;
 - c) pass to Port Sudan, the pilot estimated time over the entry point of HSR5, assigned flight level, speed restrictions (if any) and SSR code;
 - d) instruct the pilots to maintain the last assigned flight level and speed while overflying HSR5, except in emergency; and
 - e) avoid changing flight level of aircraft within 10 minutes flight time of entering HSR5.

Note.— overflights operating on Contingency Route 6 are expected to remain level rather than climb or descend at KSL and PSD in accordance with the tables of cruising levels shown in Appendix 3 to Annex 2 – Rules of the Air

3.2.10 For traffic transiting HSR5 on the contingency routes, Port Sudan is required to take the following actions:

- a) pass to Addis Ababa ACC or Cairo ACC, as appropriate, the pilot estimated time over the exit point of HSR5, assigned flight level, speed restrictions (if any) and SSR code, and any deviation from the contingency route (if any); and
- b) provide the pilots with the Addis Ababa ACC or Cairo ACC frequency, as appropriate, at least 10 minutes prior to entering their airspace.

PILOTS AND OPERATORS PROCEDURES

Filing of flight plans

3.2.11 Flight planning requirements in the restricted area are to be followed as per normal flight planning requirements contained in the Sudan AIP.

3.2.12 For flight planning purposes Overflight traffic from Addis Ababa FIR to Cairo FIR shall plan even levels FL320 and above. Overflight traffic from Cairo FIR to Addis Ababa FIR shall plan odd levels FL330 and above.

Pilot operating procedures

3.2.13 The variable nature of operations during a contingency situation requires the pilots to maintain a high level of alertness while operating in any portion of restricted area HSR5 and must be prepared to take appropriate action to ensure the safety of their flight.

3.2.14 Aircraft operating in restricted area HSR5 shall comply with the following procedures:

- a) adhere to the contingency route scheme in paragraph 3.2.1, and shown at **Appendix 6**, as appropriate;
- b) apply Strategic Lateral Offset Procedures (SLOP) (PANS-ATM, 16.5);
- c) Airborne Collision Avoidance System (ACAS) meets RVSM requirements and is operational;
- d) should have ADS-B operational;
- e) navigation and anti-collision lights on;
- f) the last assigned SSR Code shall be maintained or, if no SSR Code has been assigned, the SSR Code 2000 shall be set;
- g) aircraft are required to reach the flight level last assigned by the transferring ACC at least 10 minutes before ALEBA and /or ALRAP, as appropriate, or as otherwise instructed by the transferring ACC;
- h) pilots must contact the ensuing ACC at least 10 minutes prior to entering their airspace;
- i) in addition to routine position reports (PANS-ATM, 4.11.2) on the Khartoum frequency 127.5 MHz, pilots shall follow the IATA In-flight Broadcast Procedure (IFBP) AFI Region on the designated frequency 126.9 MHz and maintain a listening watch on 121.5 MHz;

- j) should an aircraft need to make an emergency descent, this should be performed in accordance with the PANS-ATM, 15.1.4; and
- k) aircraft operating on contingency route 6 shall maintain the assigned flight level and, if applicable, speed, during the entire flight within HSR5 except in cases of emergency.

3.2.15 CNS and ATS available at Port Sudan:

a) NAVAIDs

ID	Station Name	Aid	Purpose	Operability status
PIS	Port Sudan	ILS/DME RWY35	APP	
PSD	Port Sudan	VOR/DME	AE	

b) Communications

Type	Call sign and operational hours	Details
VHF	Port Sudan Tower H24	128.1
VHF	Port Sudan Approach H24	128.1
VHF	Khartoum EAST SECTOR Advisory H24	127.5
Hotline		
Land line	+249311829899 +249311820045	

c) Surveillance

Surveillance Radar (Mode S) is installed and in operation in Port Sudan, the coverage is 250NM from Port Sudan aerodrome.

d) ATS airspaces:

Name Lateral Limits Vertical limits Class of Airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/purpose	Remarks
Port Sudan TMA Circle of 45 NM of radius with center at VOR/DME/PORT SUDAN (19°24'04"N, 037°14'30"E) <u>FL 195</u> 3500FT CLASS B	Port Sudan Approach	Port Sudan Approach English H24	128.1MHz	
Khartoum FIR	Port Sudan Approach	Port Sudan Approach	127.5MHz	

<u>FL 285</u> GND CLASS F <u>UNL</u> FL285 CLASS F		English 1. Route P751 ALEBA PSD 2. Route ALEBA P751 PSD KSL ALRAP H24		
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e) Aerodrome services:

Aerodrome Geographical and administrative data are available in Sudan AIP AD 2 HSPN. Due to limited parking facilities, pre-coordination with the Sudan CAA and the airport operator is required.

APPENDIX 1

CONTACT DETAILS OF ADJACENT FIRs

	NAME	TITLE	TEL NO.	E-MAIL	REMARK
Addis Ababa (HAAA)-Ethiopia					
1	Mr. Yohannes Abera	Director ATM, ECAA	M: +251 912601499 Tel: +251911250149	yohannes_abera@yahoo.com yohannes@ecaa.gov.et	ESAF
Asmara (HHAA)-Eritrea					
2					ESAF
Brazzaville (FCCC)					
3	Mr. TCHISSAMBOU M'BOUNDOU JOACHIM	ASECNA DG REPRESENTATIVE IN CONGO	M/W: +242053779510	TCHISSAMBOUM'BOUNDOUJo a@asecna.org	WACAF
4	BALOUNDA Gildas Guennole	ACC Manager, Ndjamena	M/W: +242 05 377 9562	BALOUNDGil@asecna.org	WACAF
Cairo (HECC)-Egypt					
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7	Mr. Ammar Sayed Abdelbaky	ANS/AIS Specialist		ammararra@gmail.com	
Entebbe (HUEC)-Uganda					
8	Mr. Geoffrey Okot	Manager ATM, Uganda CAA	M: +256755534343 Tel: +256414320368	gokot@caa.co.ug	ESAF
Jeddah (OEJD)-Saudi Arabia					
9	Mr. Alwaleed Abdulaziz	Air Traffic Standards Manager - GACA	T: +966 566662992 M: +966 115253597	aenezi@gaca.gov.sa	MID
10	Mr. Khalid Al Harbi	Head of Airspace policies	T: +966 56 542 6837	khhaltharbi@gaca.gov.sa	
11	Terad Al Ghamedi		M.: 966566555707	TAJALGHAMDI@sans.com.sa	

KHARTOUM FIR CONTINGENCY PLAN

Khartoum (HSSS)-Sudan					
12	Mr. Imadedin Mohamed	Rep of Sudan in ICAO	+1 (438) 462-1110	ielhag@icao-delegations.org	MID
13	Mr. Yasir Rabih Hassan	Professional Affairs Director	T: +249 183784925 M: +249 123 288053 M: +2499 123 75269	yasirrabih20@gmail.com yasirrabih20@yahoo.com	
14	Mohamed Eltayeb Ahmed	ANS Directorate	M: +249912921131	meltayeb@scaa.gov.sd	
Juba – South Sudan					
15	Mr. Lemi Lawiya	Manager ATS	M: +211921010102	lawiyalemi@yahoo.com	ESAF
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Tripoli (HLLL)					
22					MID

APPENDIX 2

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KHARTOUM FIR CONTINGENCY PLAN

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KHARTOUM FIR CONTINGENCY PLAN

APPENDIX 3

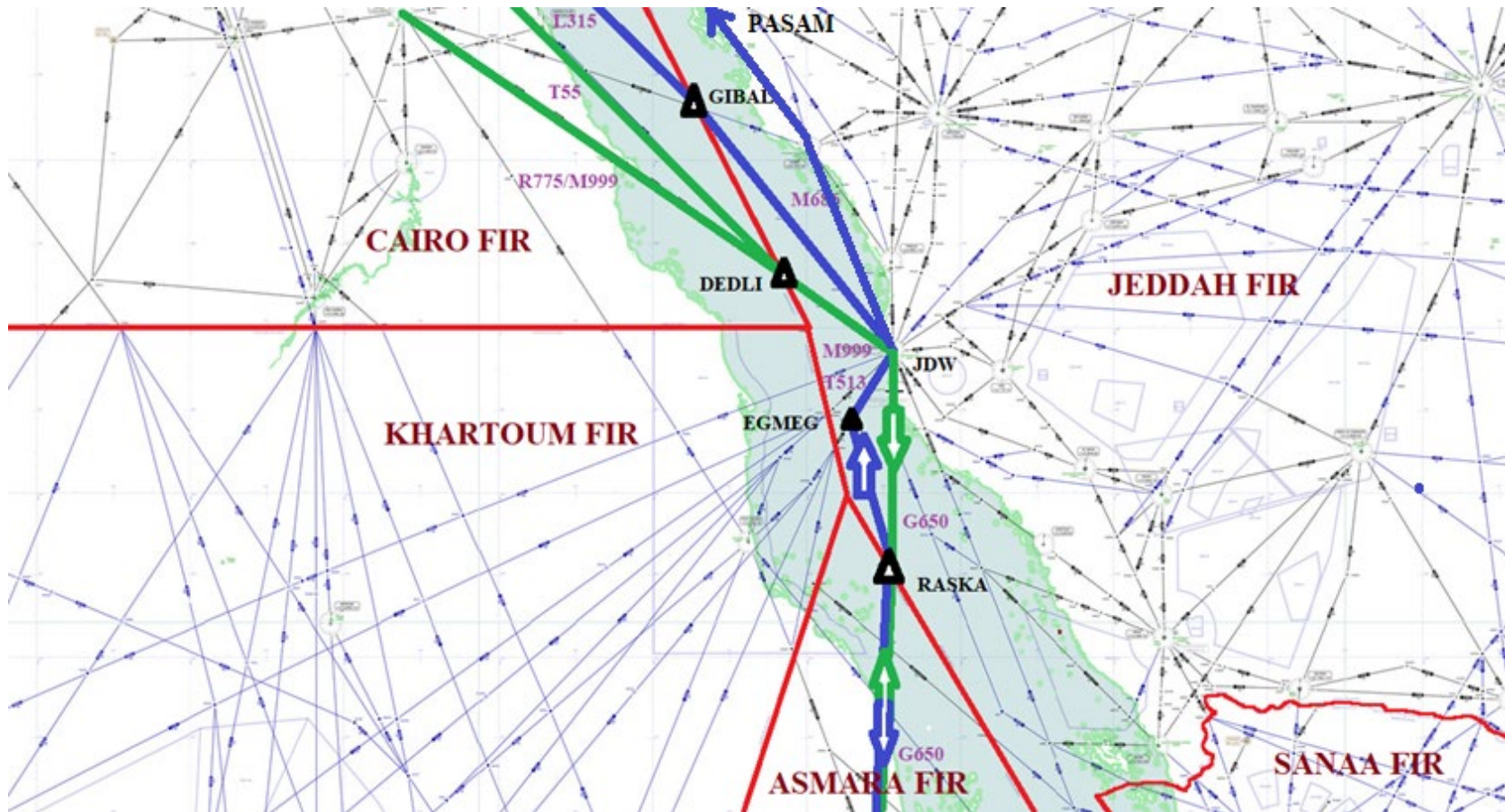
CONTACT DETAILS OF SUDAN COORDINATING GROUP

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APPENDIX 4

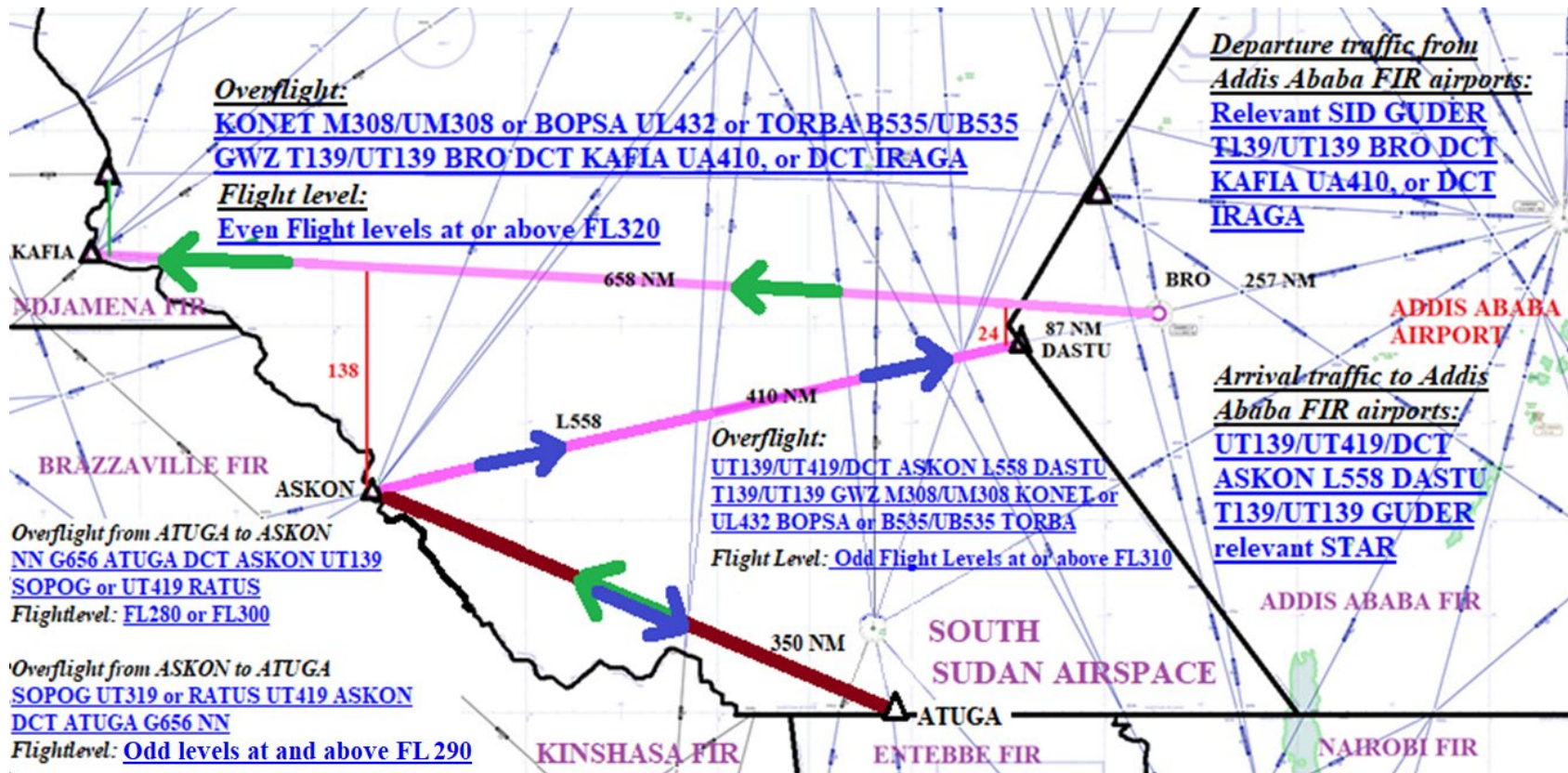
DIVERSIONARY ROUTE ARRANGEMENT CHART

Diversionary North-South arrangement to circumnavigate Khartoum FIR.



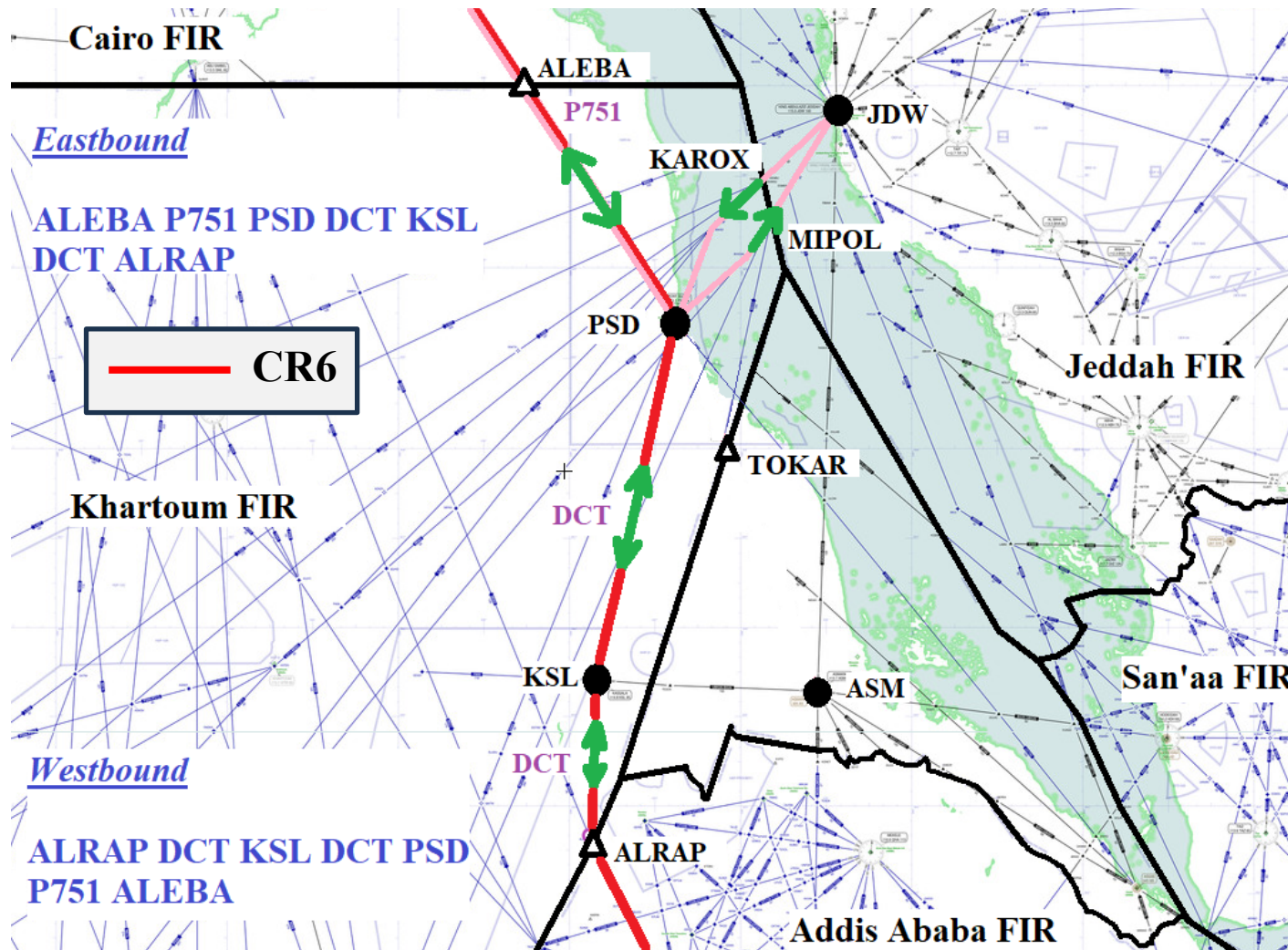
APPENDIX 5

EAST-WEST ARRANGEMENT THROUGH KFOSS ABOVE FL245



APPENDIX 6

OPERATIONS IN AIRSPACE OVER THE TERRITORY OF SUDAN



KHARTOUM FIR CONTINGENCY PLAN

APPENDIX 7

ATS UNIT FREQUENCIES

LIST OF AVAILABLE FREQUENCIES IN ORDER						
ATS UNIT		RTF CALL SIGN	Operational Hours	FREQUENCY		Tel NO
Relevant Sector	Khartoum ACC	Information	0	Main		
				Stand by		
				Emergency		
	Port Sudan	TWR and APP	H24	Main	128.1 MHz	+(249)120033980
				Stand by	118.1 MHz	
				Emergency	121.5 MHz	
		Khartoum Advisory	H24	Main	127.5 MHz	+(249)110016338
				Stand by	125.4 MHz	
Adjacent FIRs relevant sector	Addis Ababa ACC		H24	Main	125.100 MHz	
				Stand by	125.200 MHz 11300 KHz 5517 KHz	
				Emergency		
	Brazzaville ACC			Main	121.100 MHz <u>127.1 MHz</u> <u>8903 KHz</u>	INMARSAT – 467602 & 467603
				Stand by	128.900 MHz 13294 KHz 5493KHz, 8873 KHz	
				Alternate	CPDLC: FCCC for FANS equipped aircraft	
				Emergency		
	Cairo ACC	Cairo	24 H	Main	129.4 MHz	(+202) 22678883 (+202) 22667925
				Stand by	130.9 MHz 134.500 MHz 124.575 MHz	

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				Emergency	121.5 MHz HF 11300	
	Entebbe ACC			Main	128.500 Mhz	(+256) 414 320907 (+256) 312 800 890 (+256) 312 352541
				Stand by	11300 KHz	
				Emergency	121.500 Mhz	
	Jeddah ACC	Jeddah Upper West	H24	Main	125.45 MHz	(+966) 126855006 (+966) 126855007
				Emergency	121.5 Mhz	
	Kinshasa ACC			Main	126.1Mhz	
				Stand by	8903 Khz, 13294 Khz 5493 Khz	
				Emergency		
	Nairobi ACC		H24	Main	121.300 Mhz	
				Stand by		
				Emergency	121.500 Mhz / 11300 KHz	
				Alternate	CPDLC: HKNA for FANS equipped aircraft	
	Ndamena ACC		H24	Main	128.100 MHz	INMARSAT – 467001 & 467002
				Stand by	8873 Khz, 8903Khz, 13294Khz 2878 Khz	
				Emergency	120.500 MHz	
				Alternate	CPDLC: FTTT for FANS equipped aircraft	
				Satellite	SATCOM 467003/467004	
Other ATS Unit Within South Sudan airspace	Juba APP			Main	123.900 MHz	
				Stand by	118.400 MHz	
				Emergency	121.500 MHz	
	Juba Information	Juba Information	H24	Main	127.900 Mhz	

KHARTOUM FIR CONTINGENCY PLAN

APPENDIX 8

CONTINGENCY PLAN AMENDMENT 5 IMPLEMENTATION CHECKLIST

Row	Task	Status	Remark
1.	Development of Contingency Plan	Completed	
2.	Contingency plan reviewed and agreed by CCT.	Done	CCT/23 meeting (Virtual, 21 May 2025)
3.	Safety risk assessments by ANSPs concerned completed.	Khartoum/Juba: Done Entebbe: Done Brazzaville: Done	Results of Safety Risk Assessment by Sudan emailed on 25 May 2025; that the measures are meeting the safety objectives.
4.	Communications between Entebbe ACC and Juba FIC	Completed	Confirmed by both parties during the side meeting of 16 April 2025
5.	Communications between Brazzaville ACC and Entebbe ACC		
6.	Communications between Brazzaville and Juba FIC	Completed	Confirmed by both parties during the side meeting of 16 April 2025
7.	Letter of Procedure (LoPs) between Entebbe and Juba established and signed	Completed	Confirmed by both parties during the side meeting of 16 April 2025
8.	Letter of Procedure (LoPs) between Brazzaville and Entebbe established and signed	Completed	LOP Signed on 7 May 2025
9.	Letter of Procedure (LoPs) between Brazzaville and Juba established and signed	Completed	LOP Signed on 7 May 2025
10.	ATCOs in the relevant ACCs trained and able to accommodate traffic based on contingency plan (prior to date promulgated in the above mentioned NOTAM)	Juba: Done Entebbe: Done Brazzaville: Done	
11.	NOTAM(s) promulgated, with contingency plan activation date/time incorporated, as well as suitable information and procedures to be followed		
12.	Flight crew subject to operations within Khartoum FIR are briefed to handle operational requirements based on contingency plan. Operators to have completed safety risk assessments, and updated Part Cs.	Done	
13.	Date and time of implementation agreed	21 May 2025	
14.	Go - No go decision	25 May 2025	Via email 25 May 2025
15.	Effective Date	28 May 2025	NOTAM A0063/25 refers