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# MID Region Contingency Planning

Presented by the Secretariat

# Presentation overview

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New Contingency Planning  
framework

02

APAC/MID ATM Contingency  
Planning Workshop

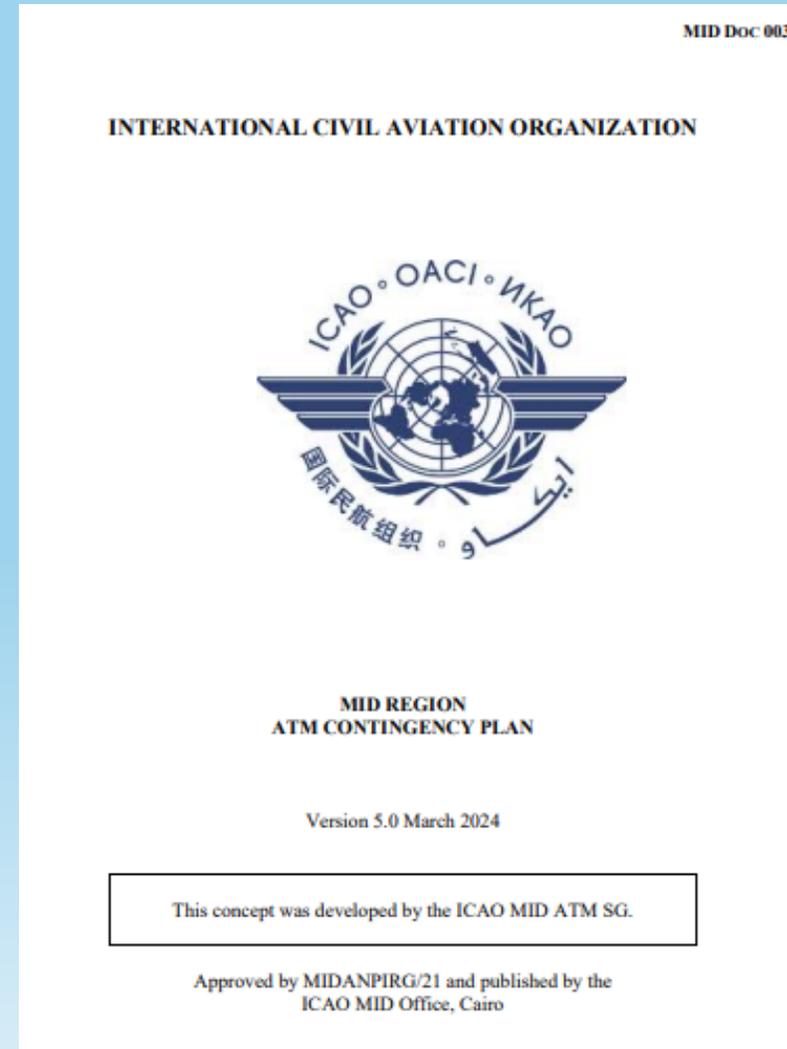
04

MID CCTs

# References:

- ICAO Annexes 2, 3, 6, 10, 11, 15 and 17
- Doc 9554 (Manual Concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations)
- MIDANPIRG/21 meeting report (Abu Dhabi, UAE, 4 – 8 March 2024)
- Outcomes of the ICAO APAC/MID Contingency Planning WS (Bangkok, Thailand, 24 – 27 June 2024)
- ATM SG/10 meeting report (Jeddah, Saudi Arabia, 20 – 23 October 2024)
- MIDANPIRG/22 meeting report (Doha, Qatar, 4 – 8 May 2025)

# 01 MID Doc 003



# MID Doc 003

- The MID Regional ATM Contingency Plan is developed primarily for sharing **information to operators for planning and conducting operations** in MID Region when under the impact of contingency situation. The intent is to provide a description of the arrangements in place to deal with a range of contingency situations.
- This Contingency Plan has been developed by the MID ATM Contingency Planning Action Group and endorsed by the MIDANPIRG.
- The current document V5.0 was endorsed by MIDANPIRG/21, including a list of scenarios, status of Contingency agreements and list Focal Points. In addition, include the process of CCT and notification procedure.

# MID Doc 003

Introduction: purpose, objectives and level of contingency and categories

Requirements, templates, list of Focal Points, notification and NOTAMs templates and reporting forms

ICAO role and common regional procedures and CCT Process

Regional contingency routing options and Guidance material on common contingency issues, including GNSS, cybersecurity, ...

Status of contingency agreements in the MID Region

MID Region ATM volcanic ash contingency plan

# MID Doc 003

- Accordingly, the MIDANPIRG/21 (Abu Dhabi, UAE, 4 – 8 March 2024) commended the work of the Action Group and agreed on the following:

- *MIDANPIRG CONCLUSION 21/17:                      MID REGIONAL ATM CONTINGENCY PLAN (V5.0)*
- *That,*
  - a) the MID Regional ATM Contingency Plan (V5.0), at **Appendix 5J** is endorsed and be published as the MID Regional ATM Contingency Plan (V5.0);*
  - b) ICAO MID Office develop required structure on ICAO MID website and keep it up to date regarding MID States contingency plans, agreement, SOD of CCT meetings, contact list and etc.;*
  - c) based on the guidelines and template provided in regional contingency plan (V5.0), MID States develop their respective contingency plan and arrangement with adjacent FIRs and share them with ICAO MID; and*
  - d) by organizing individual workshops, ICAO MID supports the development of National Contingency Plans by the MID States.*

# 02 APAC/MID ATM Contingency Planning Workshop



[Link: ICAO APAC/MID Contingency planning Workshop](#)

# APAC/MID ATM Contingency Planning Workshop

The Workshop reviewed the regional ATM Contingency Plans and recognized discrepancies on regional level, 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 is, in most cases, inter-regional.

The Workshop proposed that a new Framework “ATM/ATS Contingency Arrangement and Procedures” should include: identification of level of response, Categories and Play Books\*.

\* *Play Book: list of potential scenarios with preset and already agreed arrangements (response actions).*

# APAC/MID ATM Contingency Planning Workshop

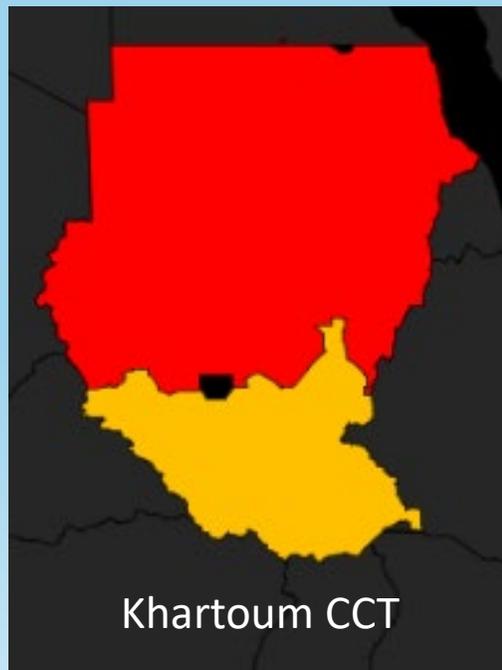
The new proposed regional ATM contingency framework, covering air traffic service (ATS), air traffic flow management (ATFM), and airspace management (ASM).

This framework would include common contingency planning elements, terms and definitions, arrangements, procedures, and scenarios, as well as a risk register.

The new framework would define the roles, responsibilities and functions of the Contingency Coordination Committee (CCC), ATM Contingency Group (ACG) and Contingency Coordination Team (CCT).

States were urged to conduct training for the personnel involved in contingency management and conduct regular contingency management exercises.

# 04 MID CCTs



# Contingency Coordination Team (CCT)

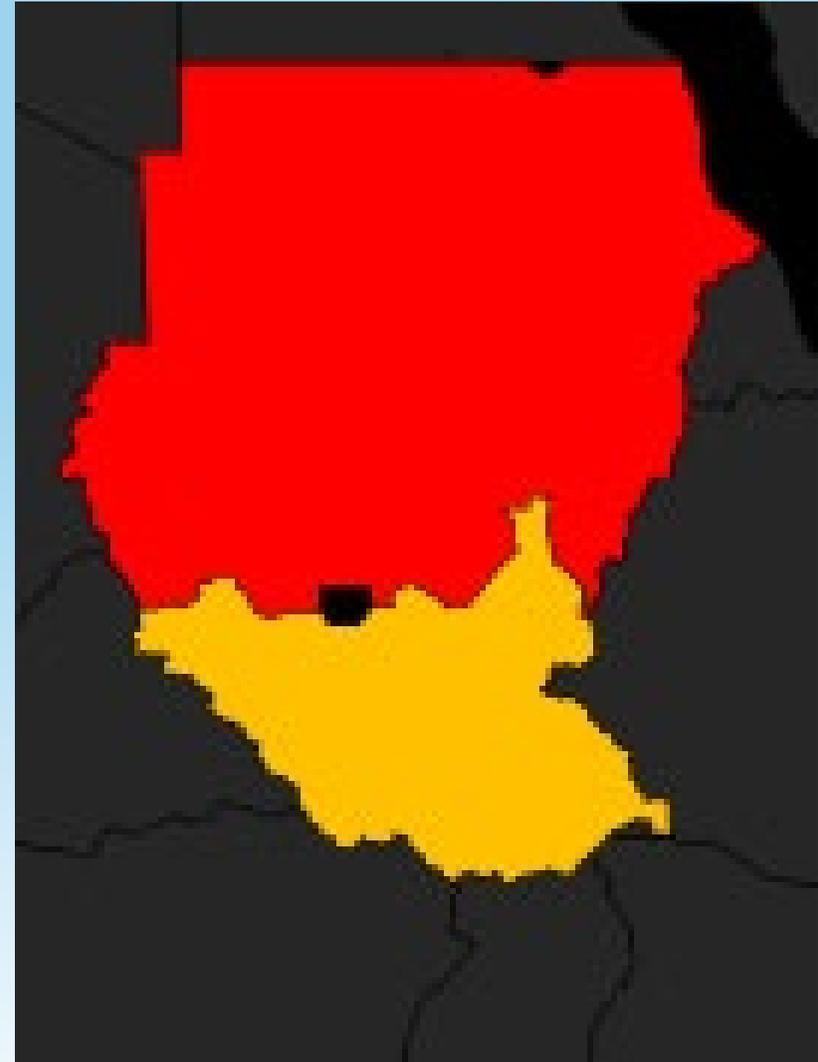
- **Currently, there are two CCTs activated within the MID Region:**
  - Khartoum FIR CCT (since 17 April 2023)
  - Geopolitical tension in the MID Region (since 11 April 2024)
- The CCT process is described in the Regional ATM Contingency Plans, **Aiming to enhance and expedite regional response to contingency (or possible contingency) events**, that might disrupt the provision of ATS and supporting services; to ensure the continuation of international traffic flow (reference An. 11). Supporting swift exchange of relevant information between States/ANSPs, international and regional organizations, air operators and humanitarian air services.

# CCTs: Khartoum FIR ATM Contingency

- **April 2023**

The ICAO MID Regional Office received **information on 15 April 2023** regarding the interruption of ANS provisions within Khartoum FIR due to the **security unrest in Sudan**.

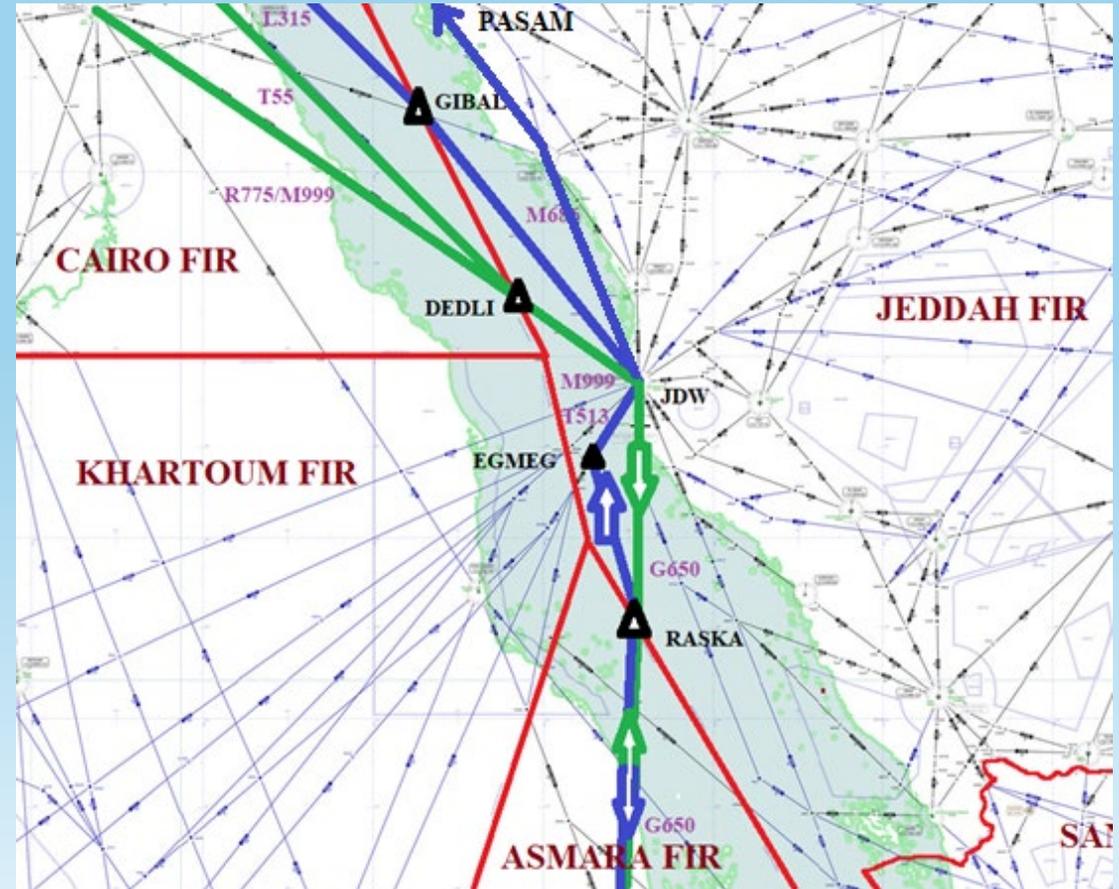
The ICAO Regional Offices immediately notified the **adjacent States, IATA AME/Airspace Users**. Consequently, **Khartoum FIR CCT was activated**.



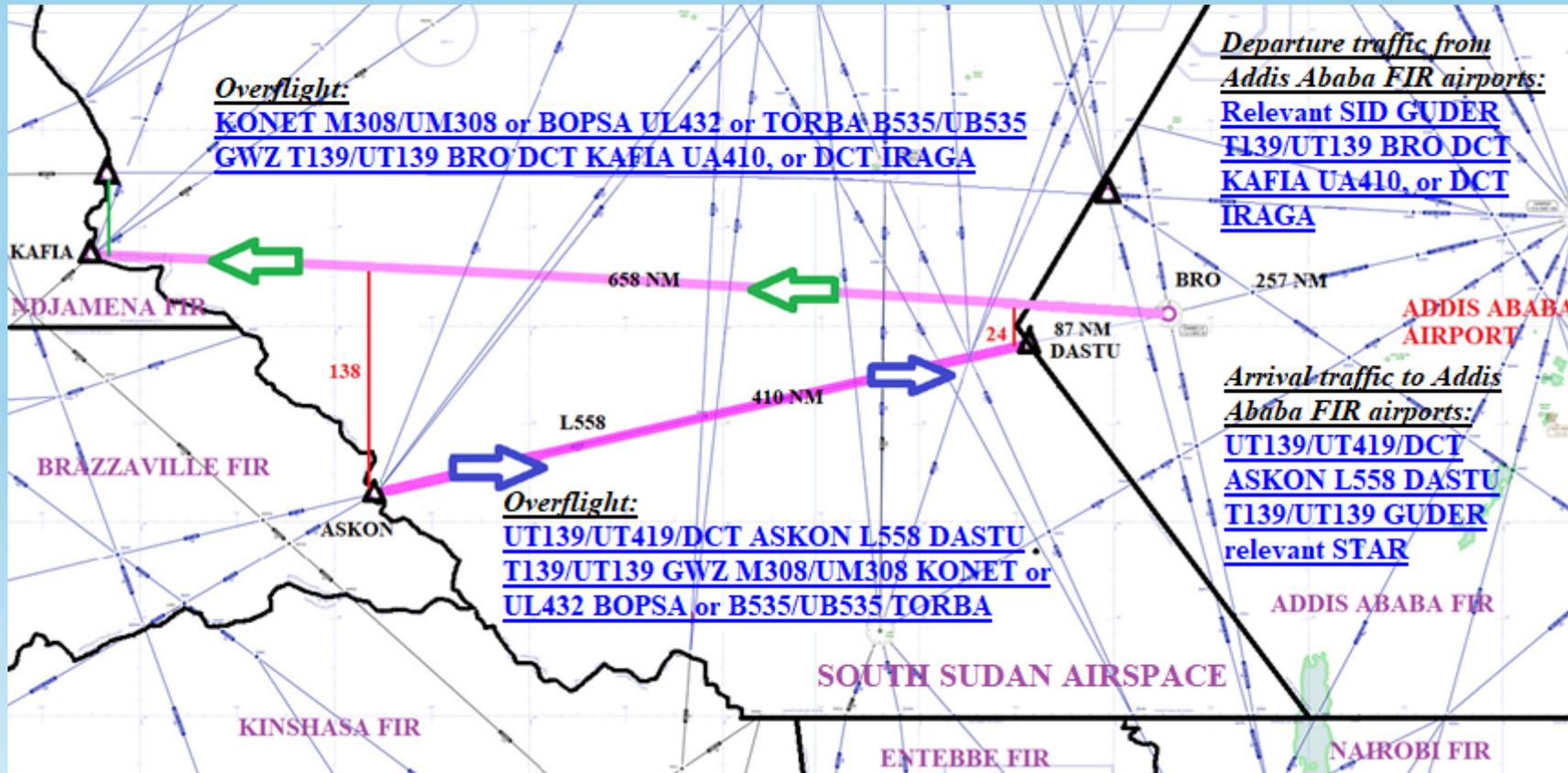
# CCTs: Khartoum FIR ATM Contingency

- **April 2023**

NOTAMs has been issued by Egypt on behalf of Sudan, and **diversionary routing options** were published, through Jeddah FIR.



# CCTs: Khartoum FIR ATM Contingency



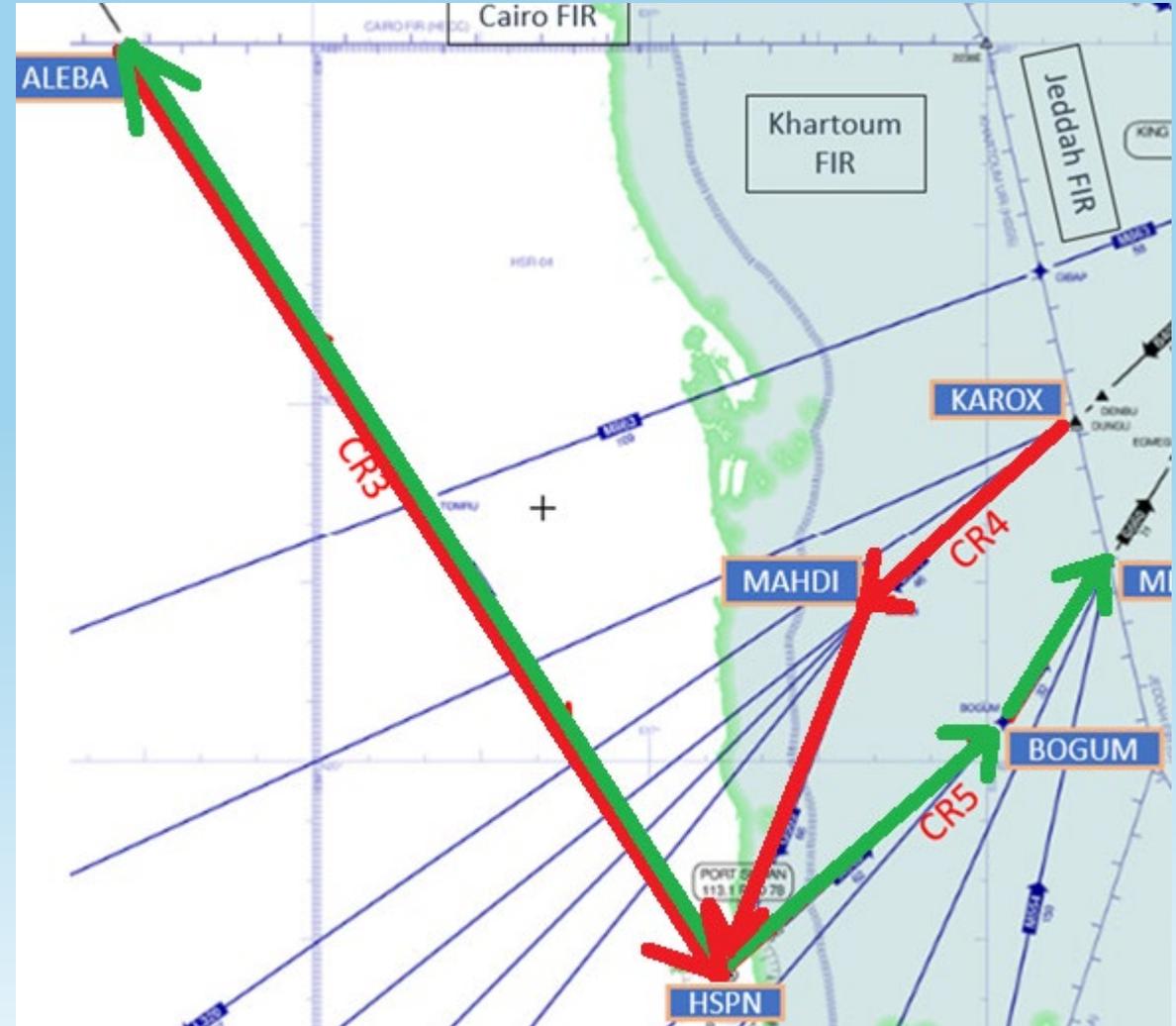
- **May 2023 (CP Version 1.0)**

The CCT members agreed on Contingency Routing within **KFOSS245+ (CR1 and CR2)**, and the first Khartoum FIR Contingency Plan was developed, effective 0001 on **22 May 2023**.

# CCTs: Khartoum FIR ATM Contingency

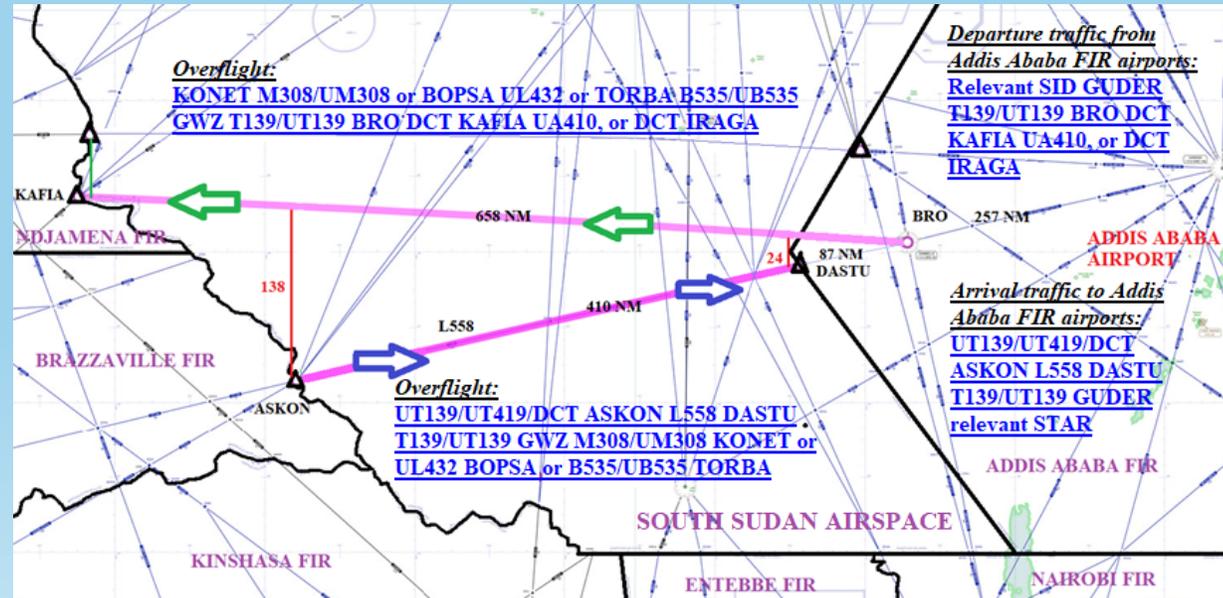
- **August 2023**  
**(CP Version 1.0, AMND 1.0)**

The CCT received operational requests (mainly from local operators in Sudan) to operate from/to **Port Sudan Airport (HSPN)**. The CCT reviewed the proposals and developed the required parts within the Contingency Plan to include arrival and departure routing options to connect HSPN with the ATS route structure within Cairo and Jeddah FIRs. Effective 0701 on **15 August 2023**.



# CCTs: Khartoum FIR ATM Contingency

- November 2023  
(CP Version 1.0, AMND 2.0)

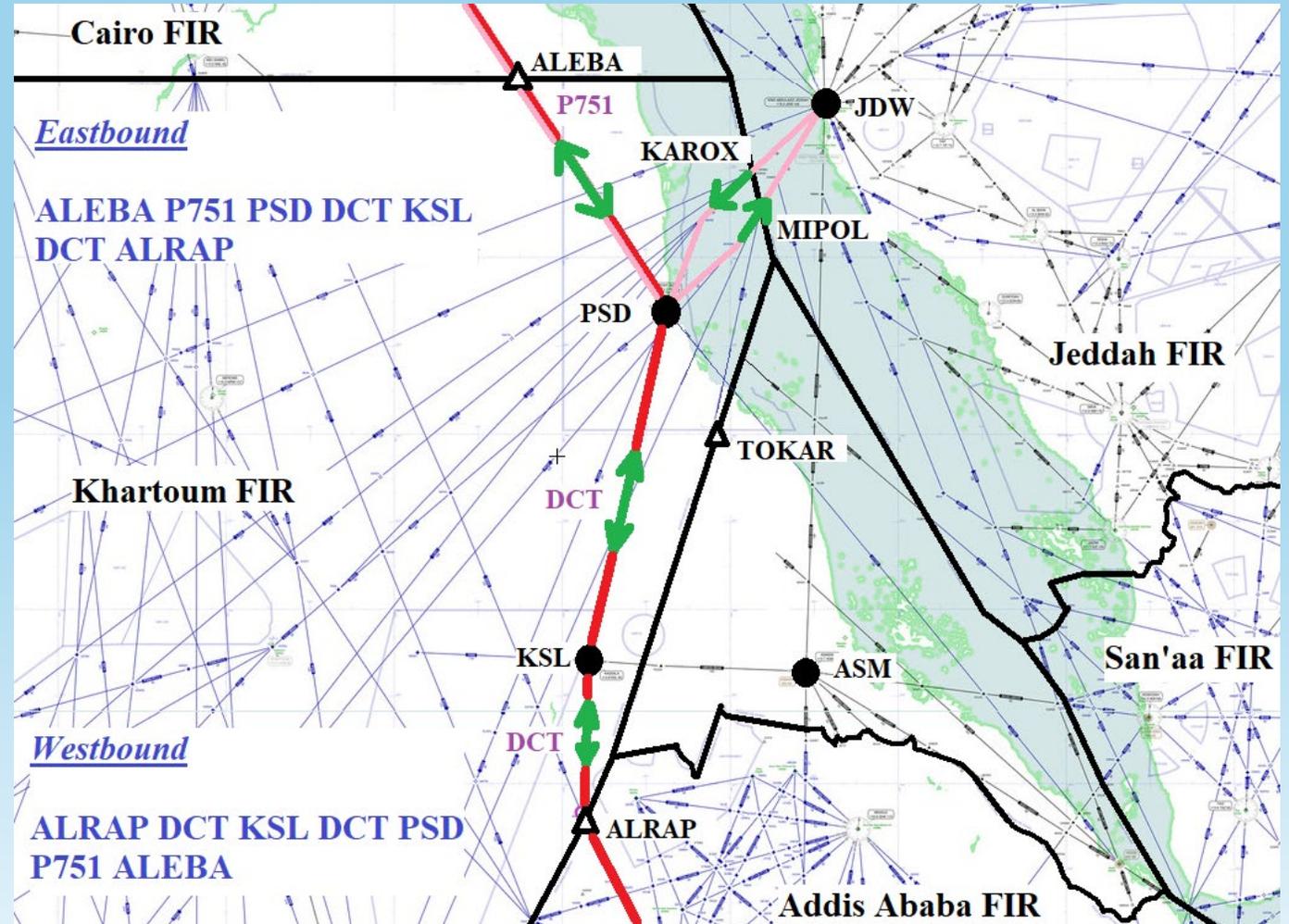


The CCT reviewed the capabilities and capacity presented by **South Sudan** to provide **Flight Information** and **Alerting Service** within KFOSS245+ by Juba Information with the support of Sudan. Amendment 2 of the CP were developed, effective 0400 on **30 November 2023**.

# CCTs: Khartoum FIR ATM Contingency

- July 2024  
(CP Version 1.0, AMND 3.0)

Based on operational requests received from **Airspace users**, the CCT reviewed and agreed on the **additional contingency routing** at the eastern part of Khartoum FIR for **OVF traffic**.

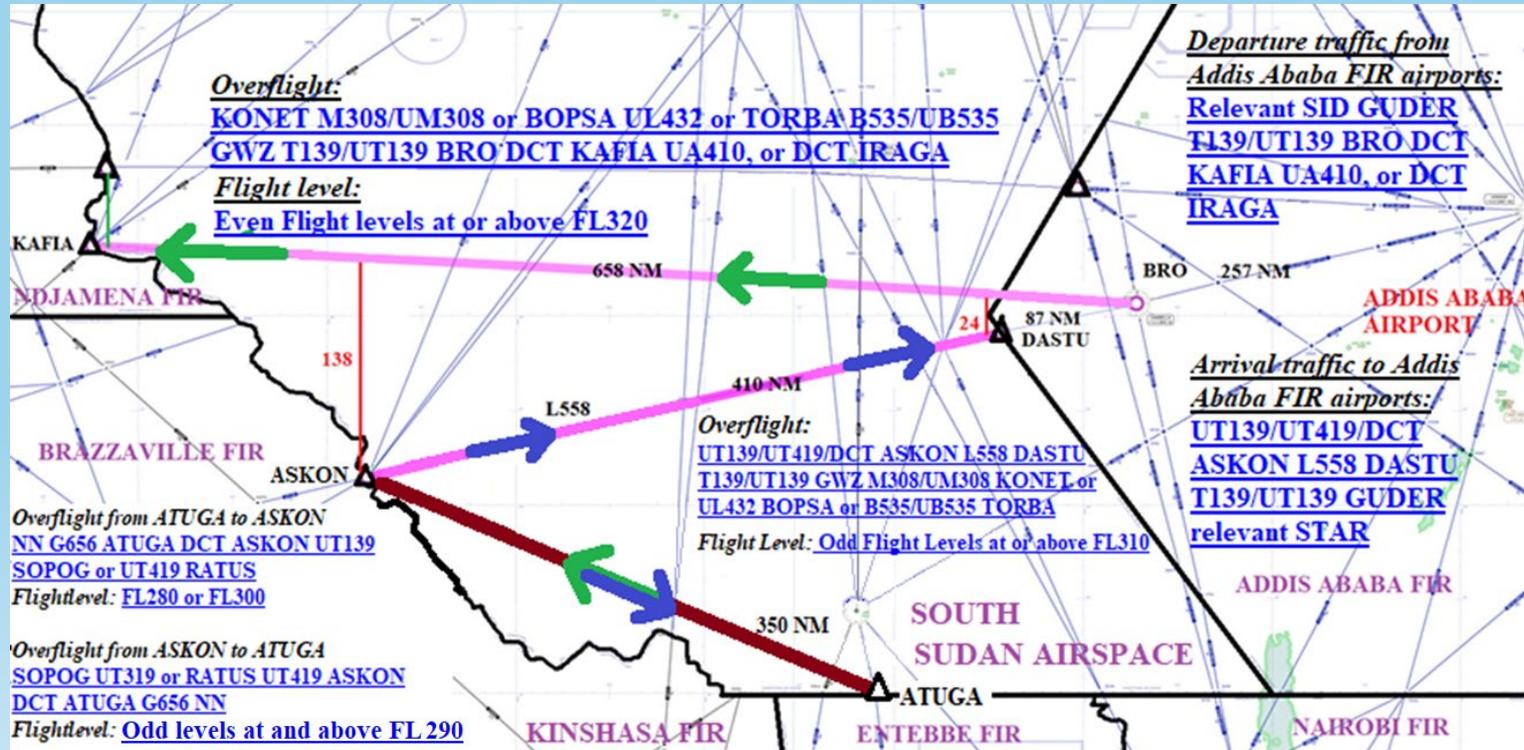


# CCTs: Khartoum FIR ATM Contingency

- **May 2025**  
**(CP Version 1.0, AMND 4.0)**

As agreed with Sudan CAA (SCAA), CCT agreed to **remove Port Sudan operation** from **Contingency Plan**. Amendment 4 implemented on **10 May 2025**.

# CCTs: Khartoum FIR ATM Contingency



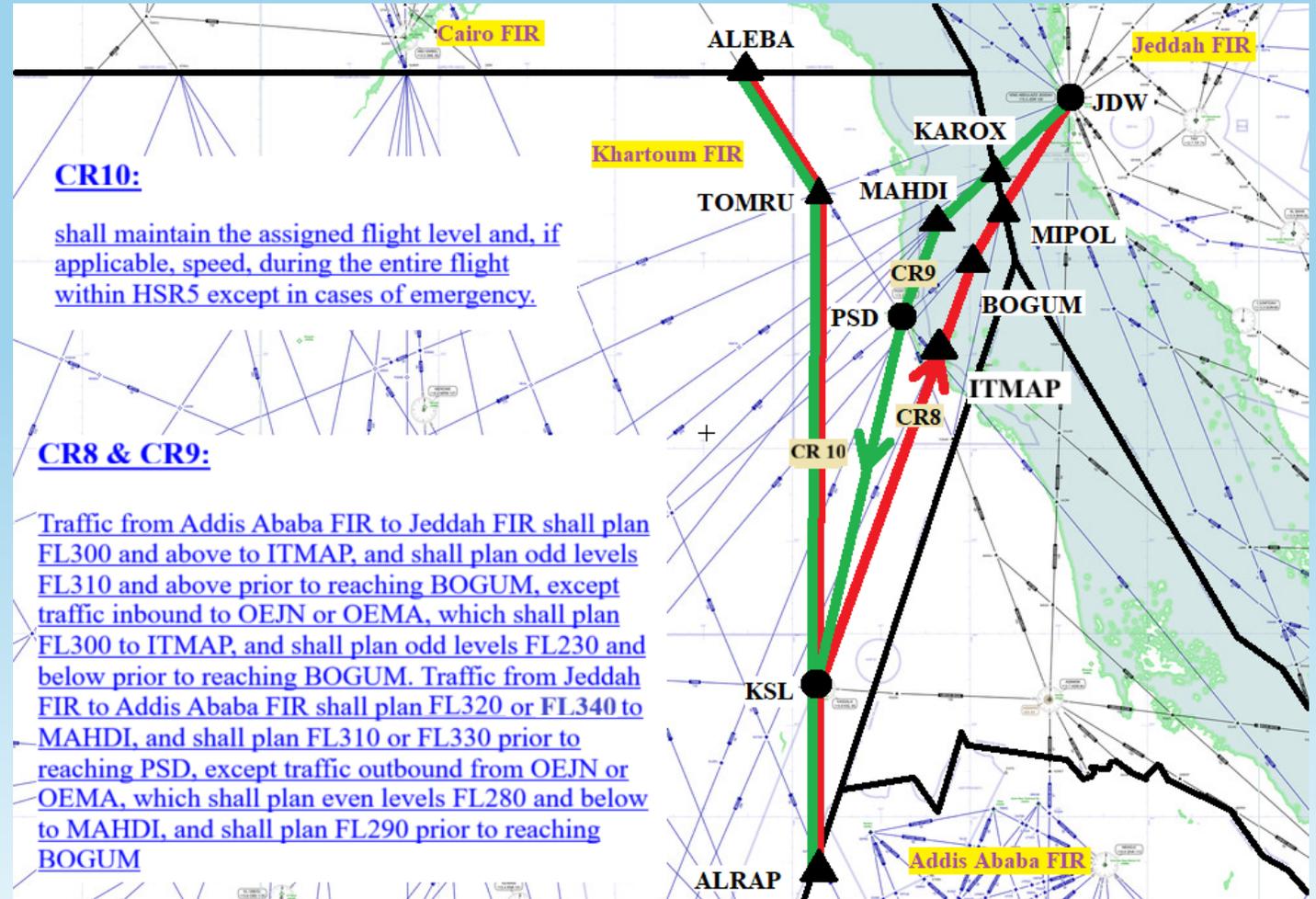
- **May 2025 (CP Version 1.0, AMND 5.0)**

Another CCT meeting was conducted to discuss **additional routing options** within **KFOSS245+** Airspace, based on the received **operational requests** and developments on the ground on **28 May 2025**.

# CCTs: Khartoum FIR ATM Contingency

- December 2025  
(CP Version 1.0, AMND 6.0)

The CCT agreed on the implementation of Amendment 6, including **additional routes** connectivity and **further alignment** on **9 December 2025**



# CCTs: MID Political Tension CCT

← Summary-1-1

**Summary**

NOTAM #: A1409/24  
Class: International  
Status: Active  
Issue Date UTC: 04/20/2024 1334  
Start Date UTC: 04/20/2024 1331  
End Date UTC: 04/25/2024 2030EST  
A1409/24 NOTAMN Q) OIIX/QAFXX/E/000/999/ A) OIIX B) 2404201331 C) 2404252030 EST E) THE FOLLOWING TEMP TRAFFIC ORIENTATION SCHEME (TOS) WITHIN OIIX IS AVAILABLE FOR FLIGHTS FM OMAE FIR TO LTAA FIR GABKO M317/M318 RADEB N440 MOBON DCT RERET DCT DASEL Z720 RST L333 DASIS.

NOTAM #: A1410/24  
Class: International  
Status: Active  
Issue Date UTC: 04/20/2024 1334  
Start Date UTC: 04/20/2024 1334  
End Date UTC: 04/25/2024 2030EST  
A1410/24 NOTAMN Q) OIIX/QAFXX/E/000/999/ A) OIIX B) 2404201334 C) 2404252030 EST E) THE FOLLOWING TEMP TRAFFIC ORIENTATION SCHEME (TOS) WITHIN OIIX IS AVAILABLE FOR FLIGHTS FM OMAE FIR TO UBBA FIR GABKO M317/M318 RADEB N440 MOBON DCT RERET DCT DASEL N319/P367 ULDS.

NOTAM #: A1411/24  
Class: International  
Status: Active  
Issue Date UTC: 04/20/2024 1337  
Start Date UTC: 04/20/2024 1336  
End Date UTC: 04/25/2024 2030EST  
A1411/24 NOTAMN Q) OIIX/QAFXX/E/000/999/ A) OIIX B) 2404201336 C) 2404252030 EST E) THE FOLLOWING TEMP TRAFFIC ORIENTATION SCHEME (TOS) WITHIN OIIX IS AVAILABLE FOR FLIGHTS FM OMAE FIR TO UDDD FIR GABKO M317/M318 RADEB N440 MOBON DCT RERET DCT DASEL Z720 RST L333 BUDED R654 MAGRI.

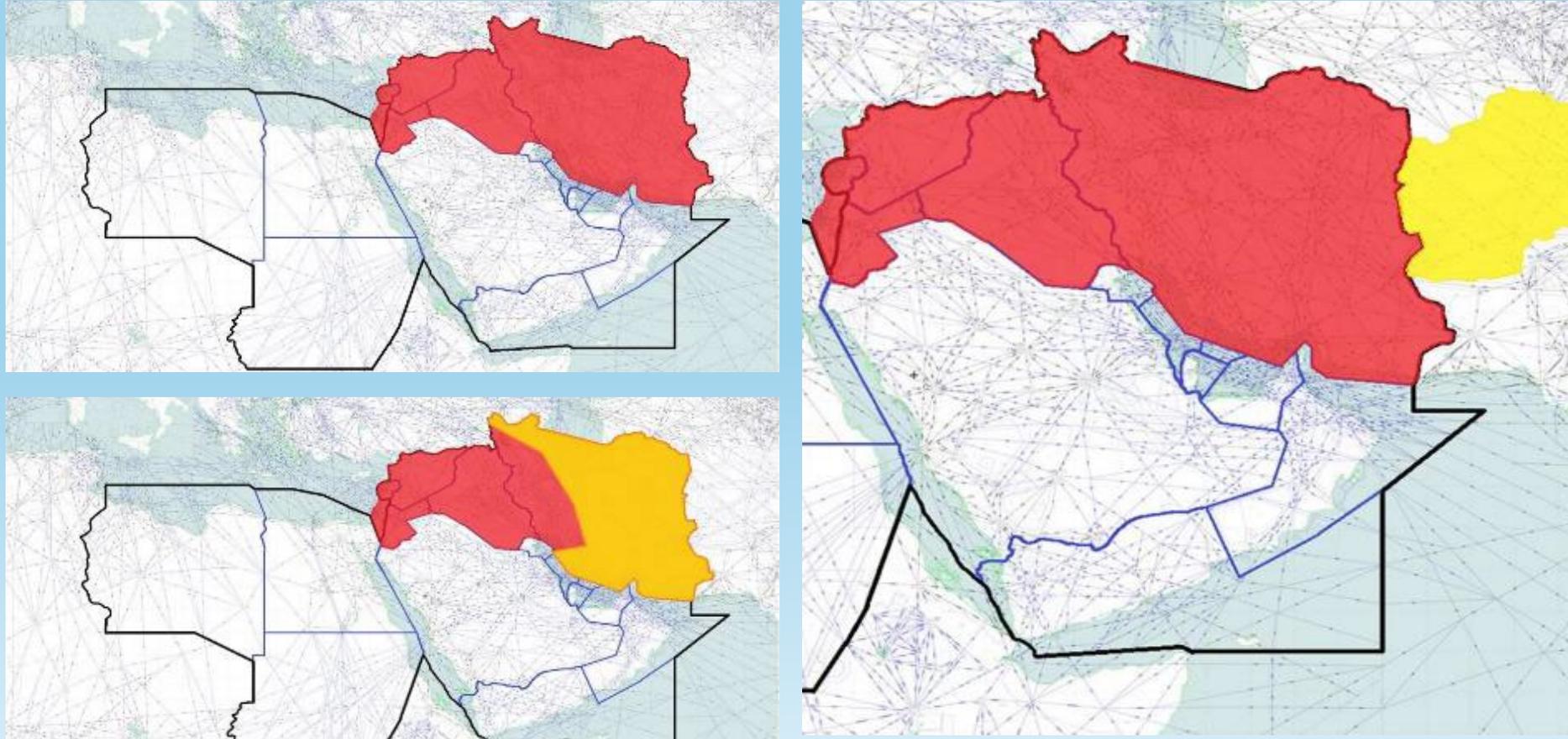
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Class: International  
Status: Active  
Issue Date UTC: 04/20/2024 1338  
Start Date UTC: 04/20/2024 1338  
End Date UTC: 04/25/2024 2030EST  
A1412/24 NOTAMN Q) OIIX/QAFXX/E/000/999/ A) OIIX B) 2404201338 C) 2404252030 EST E) THE FOLLOWING TEMP TRAFFIC ORIENTATION SCHEME (TOS) WITHIN OIIX IS AVAILABLE FOR FLIGHTS FM UDDD FIR TO OMAE FIR MAGRI R654 GODNA P146 RST L333 NSH R794 DHN DCT LORIX Z5 LAR B541 ORSAR.



**⚠ MID Political tension CCT** ✎

Group · 52 members

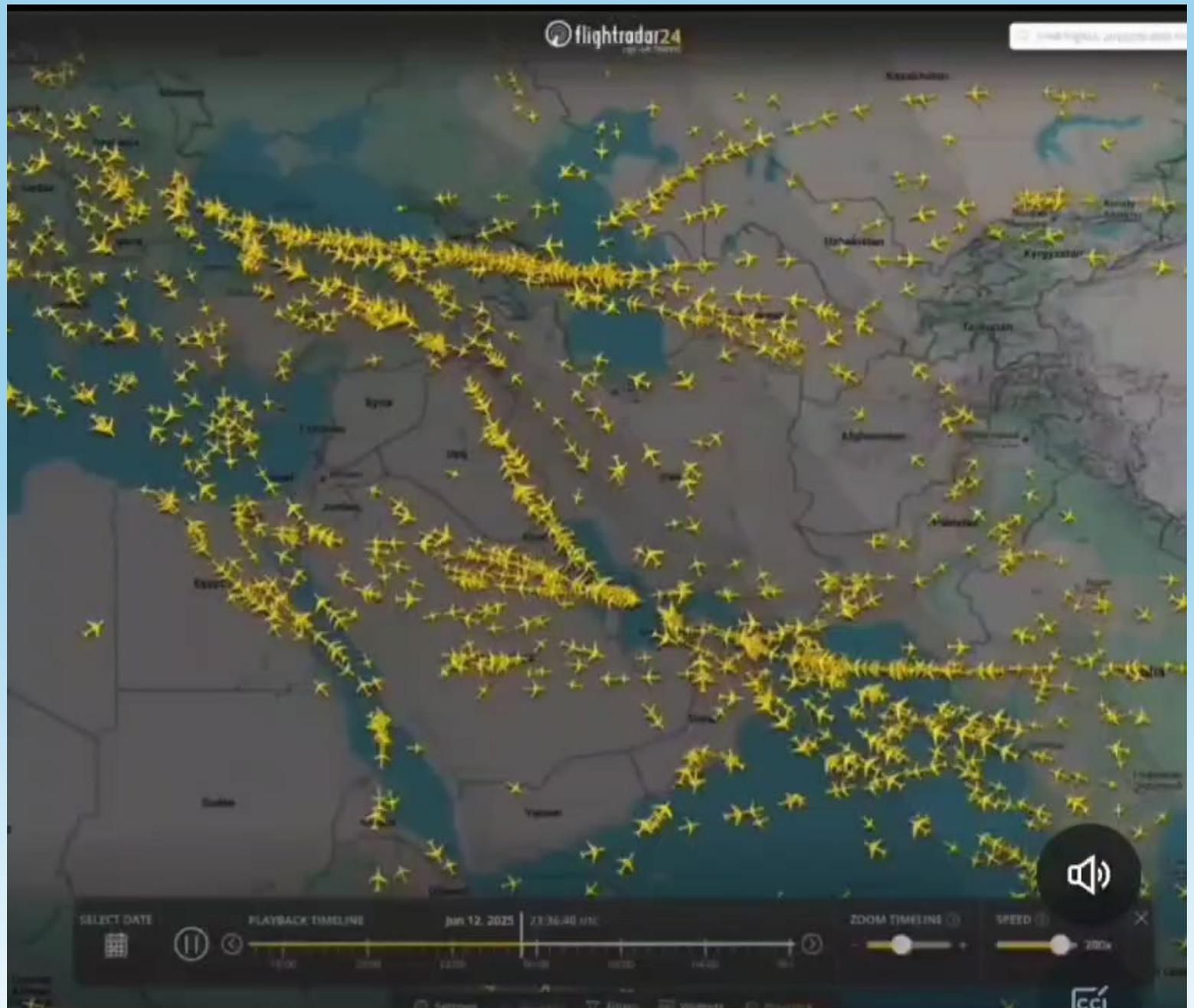
# CCTs: MID Political Tension CCT



All diagrams, charts and images used in this file are not necessary reflecting the exact National territories or FIR boundaries; It is solely used for the purpose of general illustration of the situation from the perspective of international air traffic flow streams.

Source, [SkyVector: Flight Planning / Aeronautical Charts](#)

- **11 - 19 April 2024**
- **01 - 26 Oct 2024**
- **13 - 24 June 2025**



# National ATM Contingency Plan

The meeting may wish to recall that the MIDANPIRG/22 endorsed the Conclusion emanating from the ATM SG/10 meeting, as follows:

***MIDANPIRG CONCLUSION 22/14: NATIONAL ATM CONTINGENCY PLAN/ARRANGEMENT***

*That,*

- a) ICAO MID Office assist MID States, where required; in the development of their National ATM Contingency Plans in a harmonized manner by organizing tailored workshops for each State upon request;*
- b) States be encouraged to coordinate with IATA and Airspace Users on the planning and implementation of contingency measures within the National ATM Contingency Plans; and*
- c) IATA provide the operational data and users' requirements to enable proper planning.*

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# Thank You

