



SANS Business Continuity Journey

Oman – Muscat | ICAO SCM and RACF Workshop

01-05/Feb/2026





SANS

Business Continuity Management



SANS OJED FIR Overview - 2025

MANAGING SKIES
SECURING LIVES

SAUDI ARABIA AVIATION MILESTONE

1,000,000+
FLIGHTS ACHIEVED - CELEBRATING
GROWTH & CONNECTIVITY



≈ 289K Overflying Flights



≈ 730K DEP, ARR, DOM



29
Airports

14
Controlled
Airports

5
AFIS
Airports

10
Uncontrolled
Airports

Operated By



02 Area Control Centers
More than 17 Area Sectors



04 Approach Units
More than 10 Approach Sectors



14 Tower Control Units



05 Aerodrome FIS Units



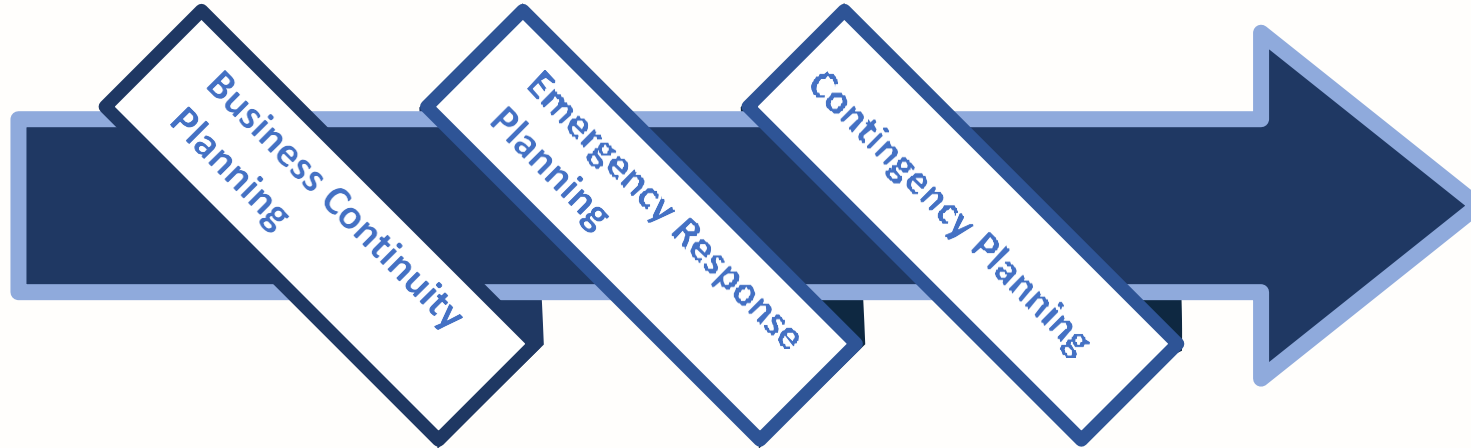
2 Million Square Kilometers

SANS Introduction

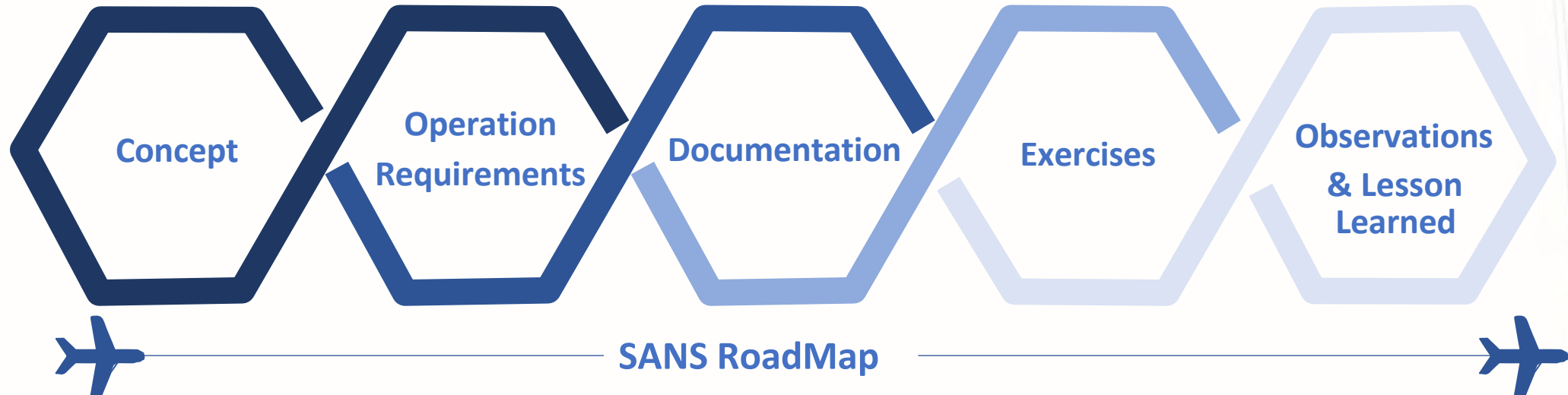
MANAGING SKIES
SECURING LIVES



Certified
22301 BCMS

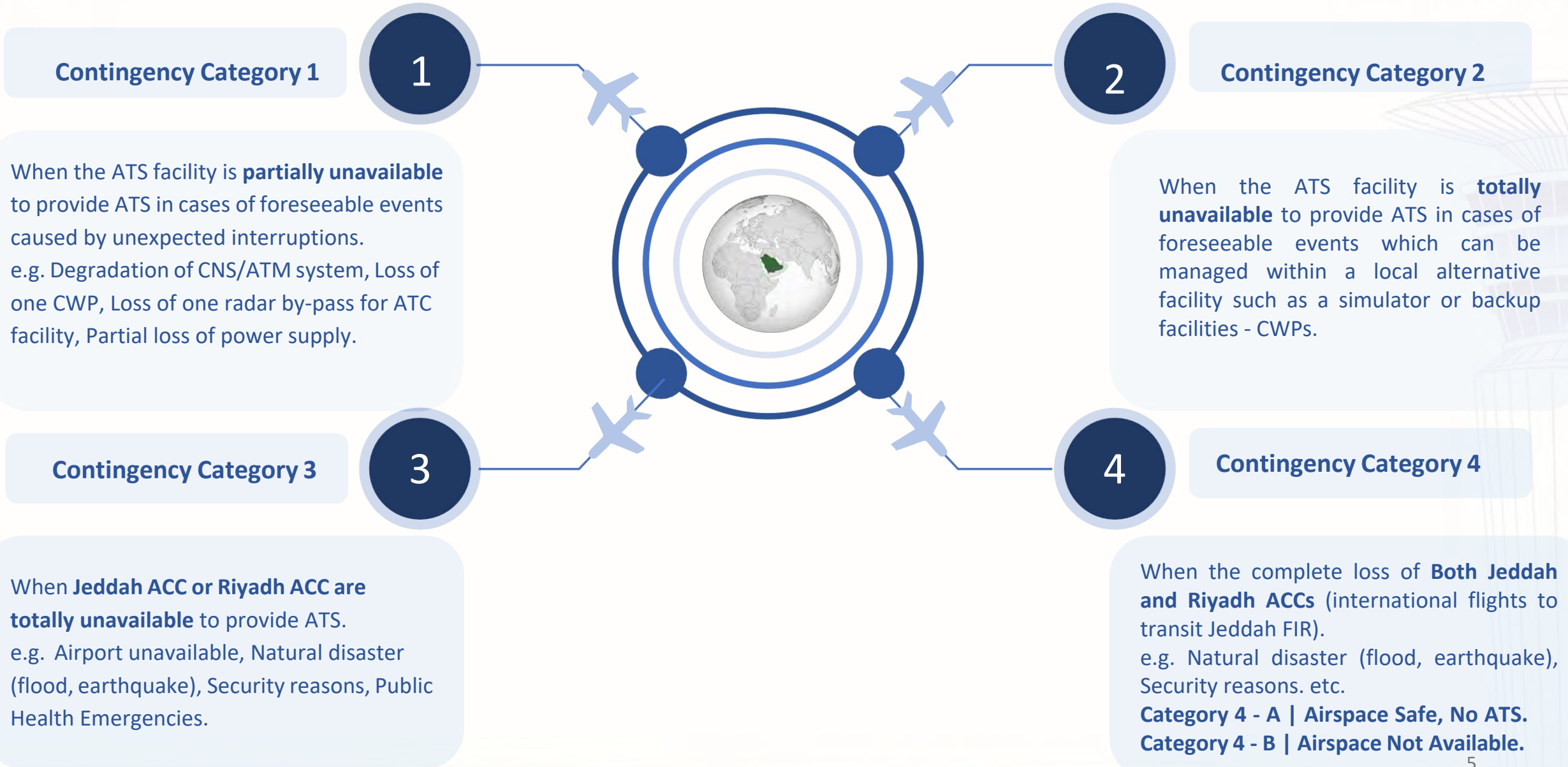


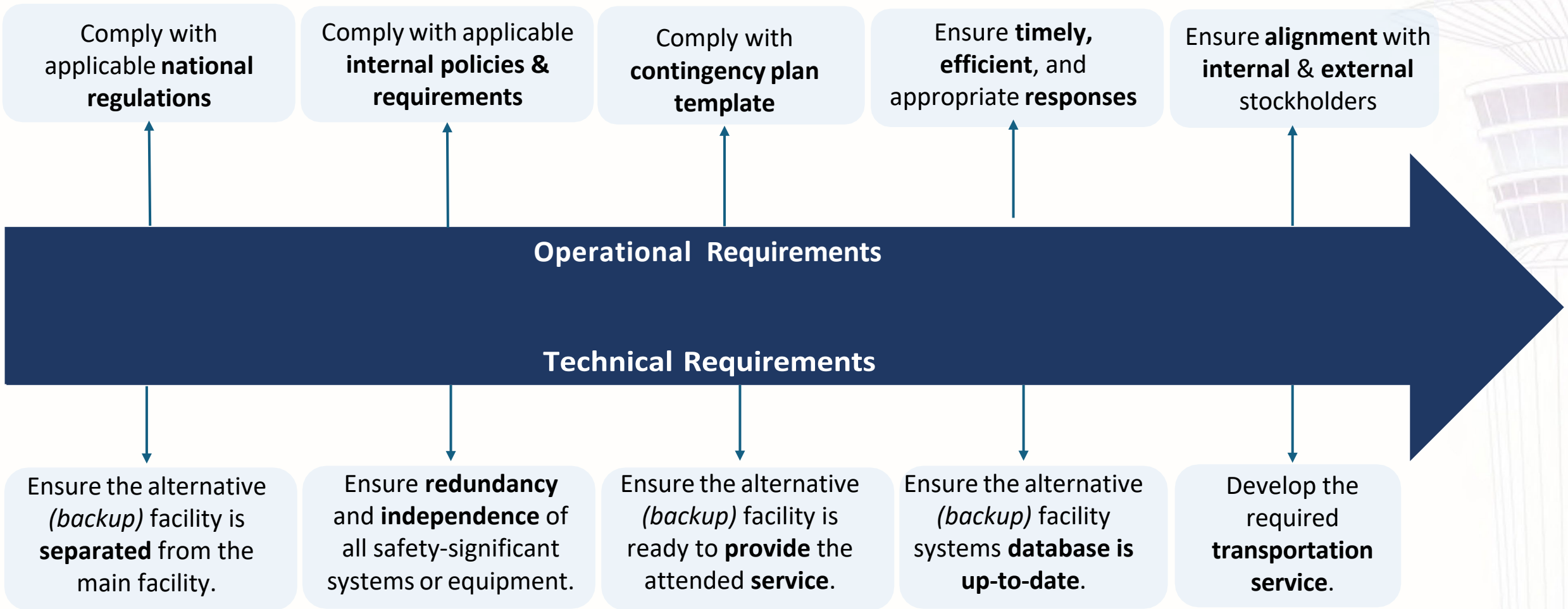
Operational
Excellence

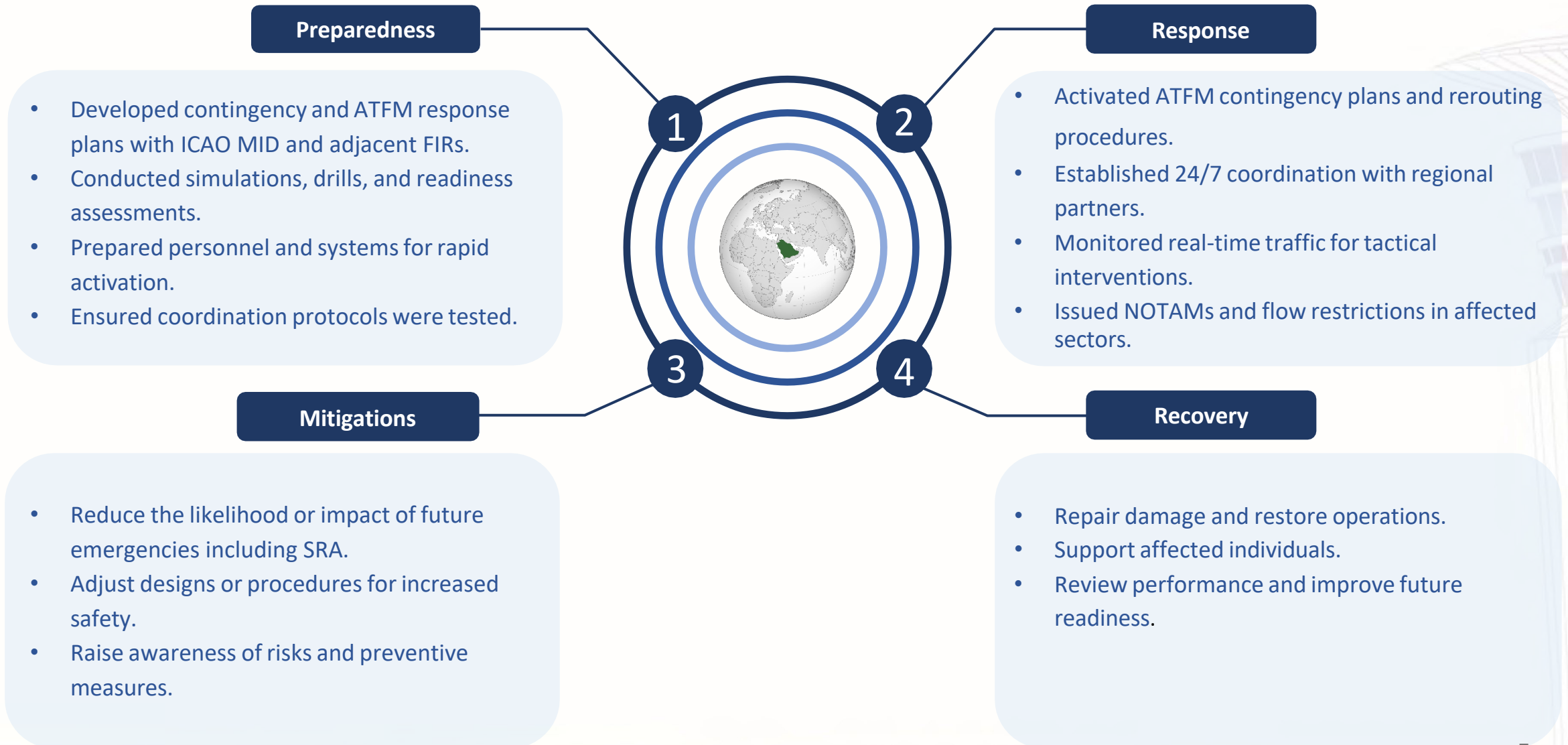


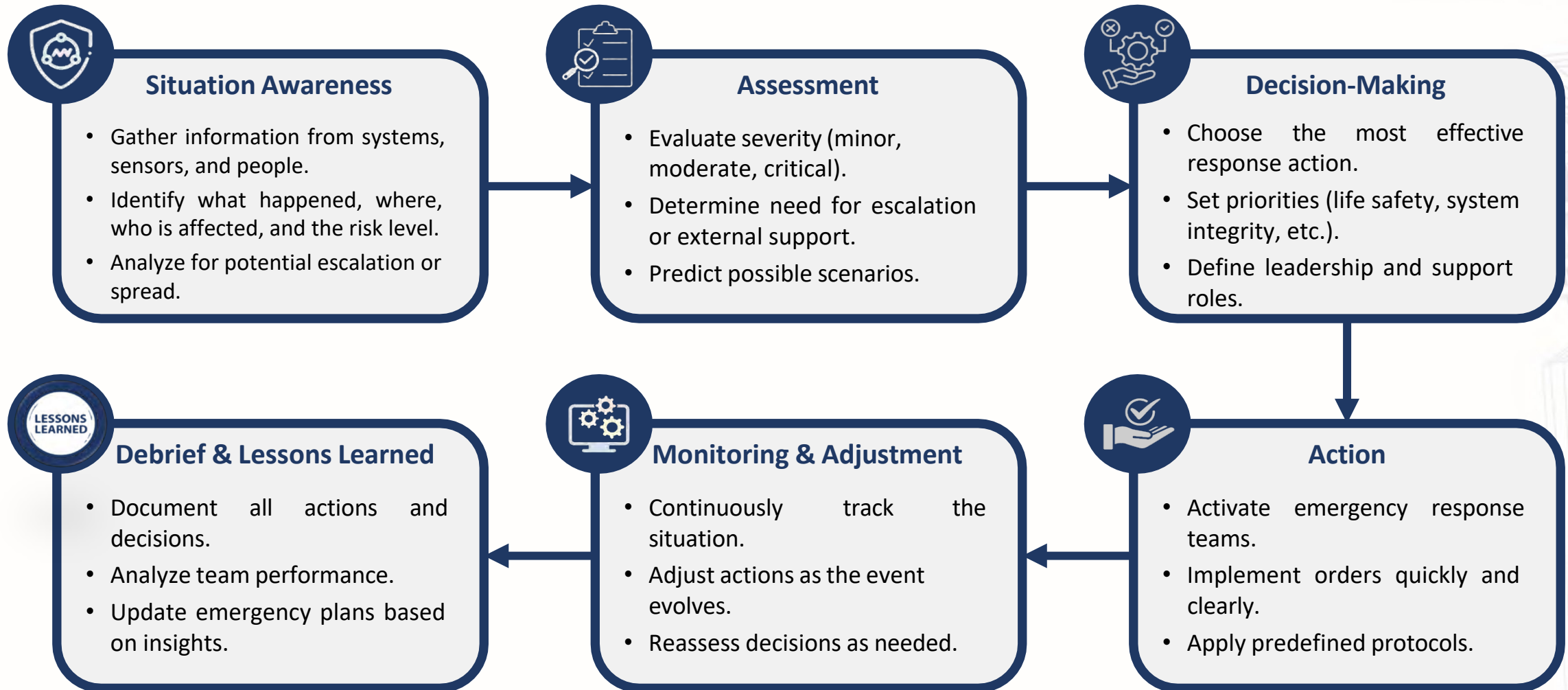
SANS Contingency Operation Concept

MANAGING SKIES
SECURING LIVES











Saudi Air Navigation Services

Saudi Air Navigation Services

Business Continuity Plan

SQE – Crisis Management Dept.

SANS-SQE-PL-01



Saudi Air Navigation Services

Quality Management System

SQE Management Manual

Emergency Response and

ATM Contingency Management

SANS – SQE – PL – 04

ATSU Pre-Exercise Evacuation & Contingency Checklist

This checklist should be completed by ATSU (Pre-Exercise) Manager (once deployed)

A. GENERAL INFORMATION

A.1 Name of ATSU: _____

A.2 ATSU Function: ATIS TWR APP ACC

A.3 Exercise Type: Association Contingency Exercise Date: _____

B. PRE-EXERCISE CHECKLIST

B.1 Preparation Checklist

B.1.1 The evacuation routes are posted: Yes No

B.1.2 The evacuation signs are in good condition: Yes No

B.1.3 The exit signs are properly illuminated: Yes No

B.1.4 The exit signs are clearly marked: Yes No

B.1.5 The exit doors are operating properly: Yes No

B.1.6 The egress routes are free of obstructions: Yes No

B.1.7 The assembly points (signs) are in good condition: Yes No

B.2 Coordination

B.2.1 Contact coordination with airport operations (if applicable): Yes No

B.2.2 Contact coordination & preparation meetings: Yes No

B.2.3 Contact coordination with other stakeholders, if applicable: Yes No

B.3 Information Facility

B.3.1 Information facility availability: Yes No

B.3.2 Availability of power supply: UPS Other: _____

B.3.3 Availability of network voice communication: VHS Other: _____

B.3.4 Availability of telephone communication: Phone Other: _____

B.3.5 Availability of navigation: VHS Other: _____

B.3.6 Availability of meteorological information: VHS Other: _____

B.3.7 Availability of ATIS information (system): VHS Other: _____

Checked By: _____

Name: _____ Title: _____ Date: _____ Signature: _____

ATSU Evacuation & Contingency Exercise Evaluation

This checklist should be completed by ATSU (Post-Exercise) Manager (once deployed)

A. GENERAL INFORMATION

A.1 Name of ATSU: _____

A.2 ATSU Function: ATIS TWR APP ACC

A.3 Exercise Type: Association Contingency Exercise Date: _____

B. EVALUATION CHECKLIST

B.1 **Preparation Checklist**

B.1.1 The Target Time for Evacuation & Contingency is in the contingency plan: Yes No

B.1.2 Are the evacuation routes & signs posted appropriately? Yes No

B.1.3 Is the exit signs properly illuminated? Yes No

B.1.4 Is the exit signs clearly marked? Yes No

B.1.5 Is the exit doors operating properly? Yes No

B.1.6 Is the egress routes free of obstructions? Yes No

B.1.7 Is the assembly points (signs) in place and in good condition? Yes No

B.1.8 Is the ATSU Head/Chief aware of all staff and assembly points? Yes No

B.2 **Coordination**

B.2.1 As SANS BCP, is the Minimum Evacuation (ATIS) achieved? Yes No

B.2.2 As SANS BCP, is the Minimum Contingency (ATIS) achieved? Yes No

B.2.3 As SANS BCP, is the Minimum Evacuation Contingency (ATIS) achieved? Yes No

B.3 **Information Facility**

B.3.1 Is the information facility available? Yes No

B.3.2 Is the power supply available? Yes No

B.3.3 Is the network voice communication available? Yes No

B.3.4 Is the telephone communication available? Yes No

B.3.5 Is the navigation available? Yes No

B.3.6 Is the meteorological information available? Yes No

B.3.7 Is the ATIS information available? Yes No

Comments: _____

Checked By: _____

Name: _____ Title: _____ Date: _____ Signature: _____

ERP Exercise Checklist / ATM Executive Director

A. GENERAL INFORMATION

A.1 Name of Exercise: _____

A.2 Exercise Type: Tabletop Exercise (TTT) Full-scale Exercise (FSE)

A.3 Identified Crisis Room: HQ IDU BUB Other Location: _____

A.4 Exercise Date: _____ Exercise Start: _____ Exercise End: _____

B. ACTIONS

Inform and brief the COO of the emergency (crisis) situation, such as:	Setup	Time	Remarks
• Location (affected ATIS units)	Yes	No	
• Affected services	Yes	No	
• Any injuries	Yes	No	
• Initial recovery (ATIS)	Yes	No	
• Attend the HQ crisis room (ASIP)	Yes	No	
• Managing the ATM operational level decisions (in crisis room)	Yes	No	
• Oversee the operational – ATM emergency response team(s)	Yes	No	
• Review the situation to be submitted to SAE (if required)	Yes	No	
• Ensure to receive up-to-date ATM operational actions through the ATIS Sector Managers	Yes	No	
• Delegate responsibilities to ensure effective Crisis Management (when required)	Yes	No	

Comments: _____

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Air Traffic Management Contingency Plan

<ATS Unit Name> Contingency Plan

Category 1 & 2

SANS – OD – PL –XX

ATS Unit Contingency Plan Template
SANS-OD-FD-01 - November 2022

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Quality Management System Contingency Plan

<Center Name> Control Center Contingency Plan

Category 1, 3 & 4

SANS – OD – PL –XX

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LETTER OF AGREEMENT

Between

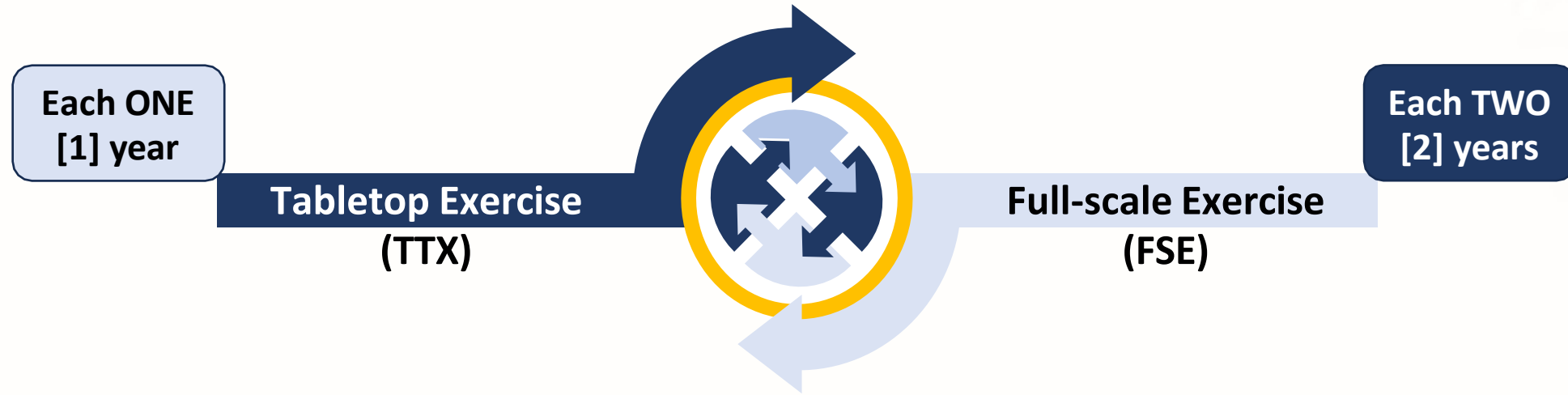
Kingdom of Saudi Arabia XXXXXXXXXXXXXXXXXXXXXXXX
Saudi Air Navigation Services XXXXXXXXXXXXXXXXXXXXXXXX

ATSU 1 ATSU 2

Appendix H:

Contingency Procedures

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MID Region Political Tension

SANS Measures





Saudi Arabian airspace has experienced a **significant and sustained surge in air traffic** for **12 days**. This is a direct consequence of **recent regional political shifts** and the **closure of neighboring airspaces**, resulting in a significant rerouting of international flights through the Kingdom.

Normal Traffic pattern



During Northern FIR's closures



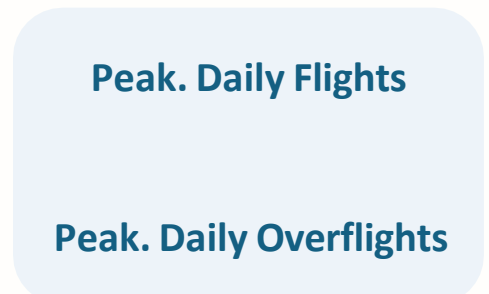
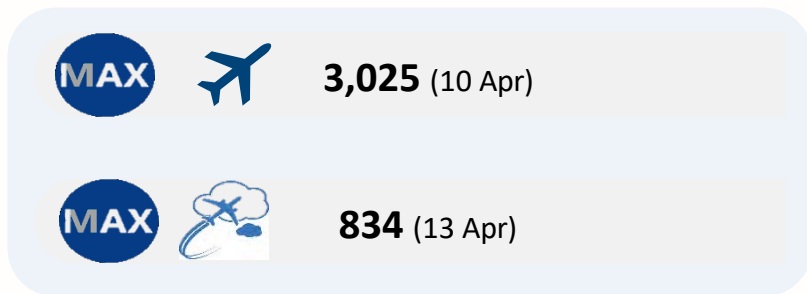
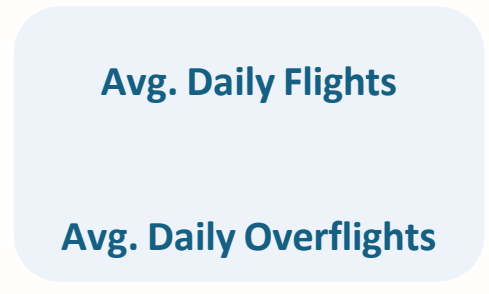
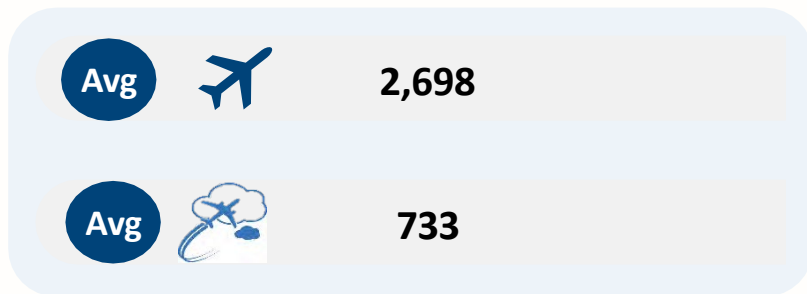
During the Arabian Gulf tension



Normal Days *

VS

13-25 June



* 1 Jan till 12 Jun

Normal Days *

Date	ND. Avg.	Total	% Inc.	Rank
13	733	1291	76%	10
14		1391	90%	4
15		1410	92%	2
16		1332	82%	8
17		1316	80%	9
18		1355	85%	6
19		1347	84%	7
20		1393	90%	3
21		1429	95%	1
22		1362	86%	5
23		1161	58%	13
24		1195	63%	12
25		1275	74%	11
Crisis Avg.	1,327	+ 81%		

13-25 June

Date	ND.* Avg.	Total	% Inc.	Rank
13	2698	3350	24%	11
14		3587	33%	3
15		3687	37%	1
16		3570	32%	4
17		3535	31%	7
18		3568	32%	5
19		3630	35%	2
20		3450	28%	10
21		3523	31%	8
22		3567	32%	6
23		3253	21%	13
24		3286	22%	12
25		3464	28%	9
Crisis Avg.	3,498	+ 30%		



13-25 Jun

Approx. 79% of IFR flights are in these 7 impacted sectors

Top Entry Points Impacted

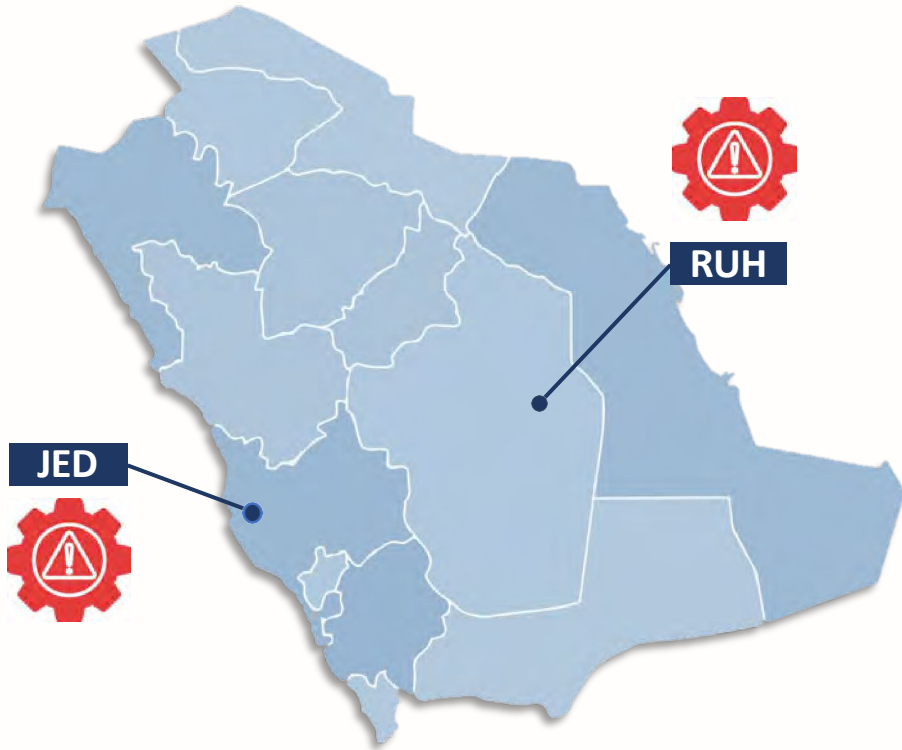
Entry Point	% Change
SILKA	377%
ULADA	152%
NARMI	80%
DATRI	175%

Top Exit Points Impacted

Entry Point	% Change
KITOT	220%
LADNA	182%
DAROR	132%
LAEEB	160%

Coordination highlights:

- Coordinate with Adjacent FIRs to facilitate the flow.
- Coordinate with IATA and airspace uses to anticipate the demand.



Activate the Crisis Management Room in both Jeddah and Riyadh ACCs.

Determine the readiness level to Amber.

Establish the Crisis Management Operation Teams as follows:

- Jeddah ACC Team.
- Riyadh ACC Team.
- Operation Safety Team.
- Airspace planning for civil military coordination Team.

ATFM team identify the bottlenecks and required mitigations.

Conduct continuous sector capacity monitoring for any extra ATFM Measures.

Continuous monitoring for the situation.

Regional FIR Engagement

- Established direct coordination meetings with adjacent FIRs to align the contingency RADs for the anticipated scenarios.
- Align inbound and outbound corridors with Cairo and Amman FIRs to maintain continuity through Jeddah FIR.
- Establish tactical control points with Emirates FIR to offload high-density segments.

Strategic Airline and Military Coordination

- Maintained active coordination with airline operations teams to manage flow and avoid slot saturation.
- Activated flexible use of airspace through military coordination, allowing real-time adjustments to restricted areas based on traffic demand.

Real-Time Flow Supervision

Live dashboards were introduced to monitor sector occupancy and flag overloads. These tools supported fast deployment of tactical flow measures and ensured decision-makers had live traffic insights.

ATCO Engagement and Operational Discipline

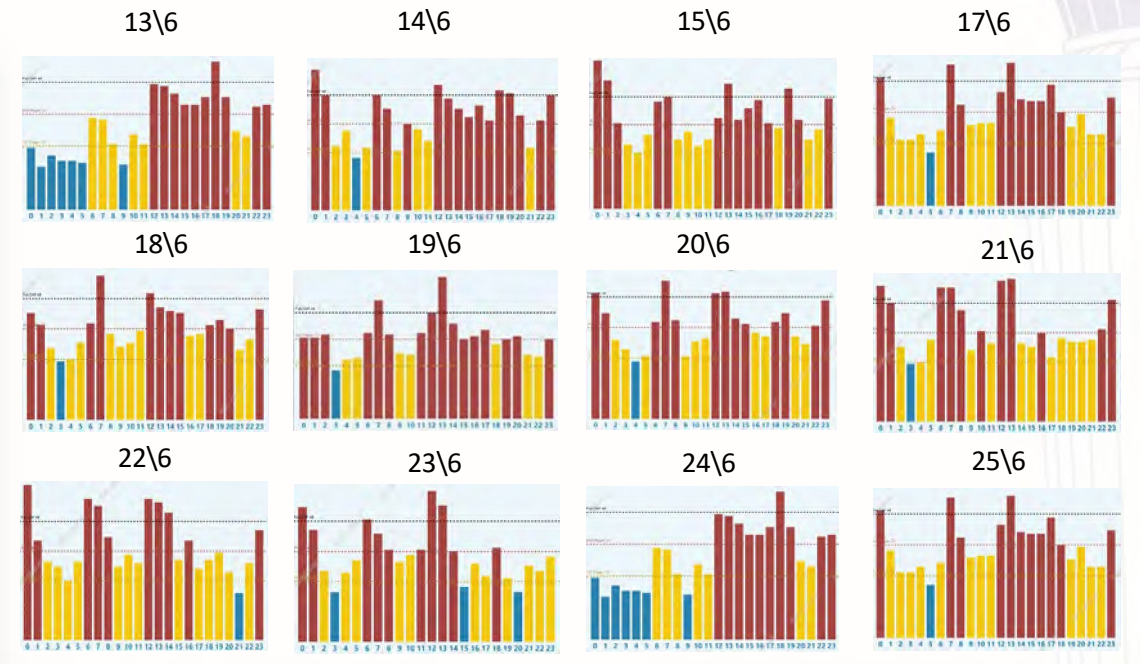
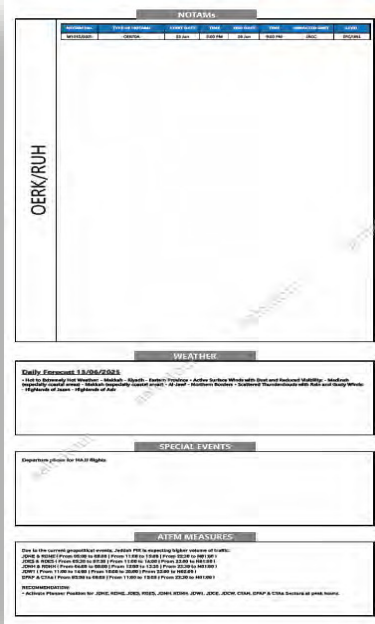
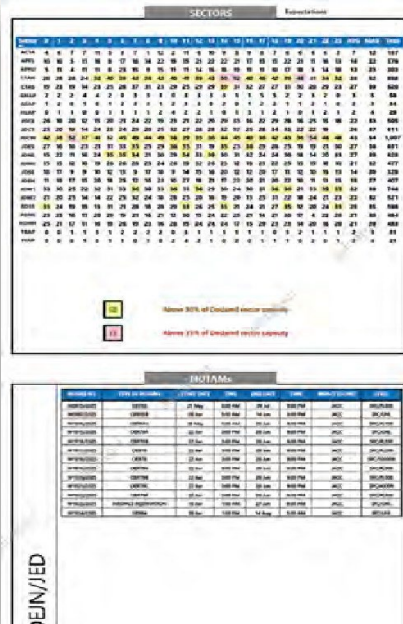
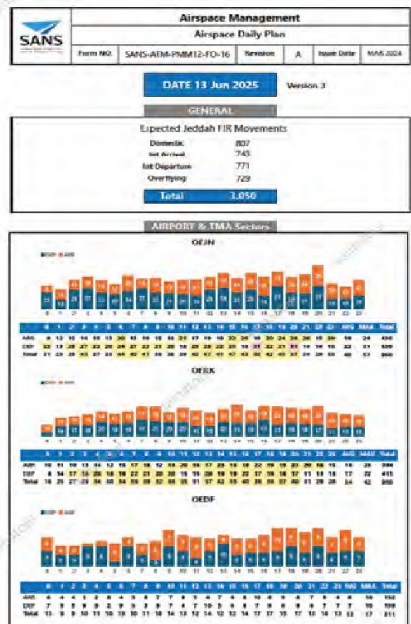
- Daily operational briefings ensured ATCOs were equipped with tactical updates and contingency protocols.
- Lead structured meetings chaired by the AAS Executive and Center Managers, gathering frontline insights for immediate application.
- Engage ATCOs in planning and debrief sessions to align strategic operational decisions.

ATFCM Prediction

- ATFM team issued an **updated version** to exchange the expected demand with concerned ATC units.
- Coordination was ongoing with the **major airline** to collect data on what is expected.
- Coordination with **adjacent FIRs** and beyond to obtain the potential deviation of traffic flow.

Sector Monitoring

- ATFM conducts **daily sector capacity** monitoring.
- Identifying the **bottlenecks**.
- Proposed possible **solutions**.
- Communicate based on **operation**.





Thank You

