



ICAO

MIDANPIRG/23 & RASG-MID/13

CAIRO - EGYPT

14-18 JUNE 2026



MID Region Contingency Coordination situation – Briefing and Lessons learned

Presented by the Secretariat



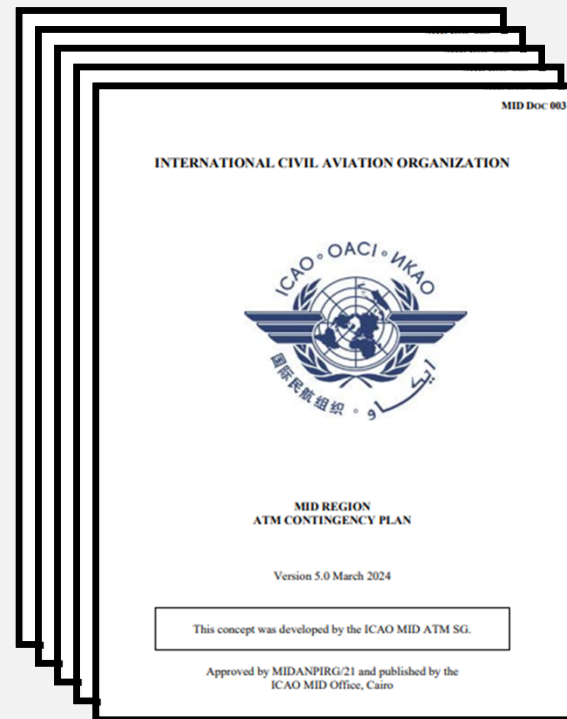


References

- 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/22 & RASG-MID/12 meeting report (Doha, Qatar, 4 – 8 May 2025)
- Outcomes of the ICAO APAC/MID Contingency Planning Workshop (Bangkok, Thailand, 24 – 27 June 2024)
- Outcomes of the MID Region ATM Contingency Framework Workshop (Muscat, Oman, 1 – 5 February 2026)
- Global Regional ATM Contingency Framework meeting (Montreal, Canada, 9-13 February 2026)
- ATM SG/11 meeting report (Abu Dhabi, UAE, 19 – 23 October 2025)

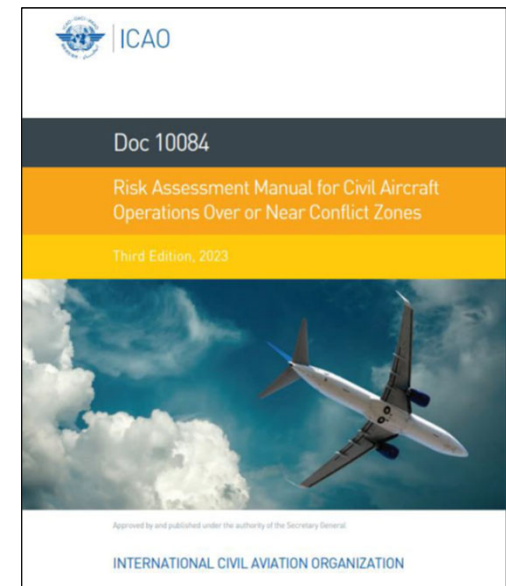
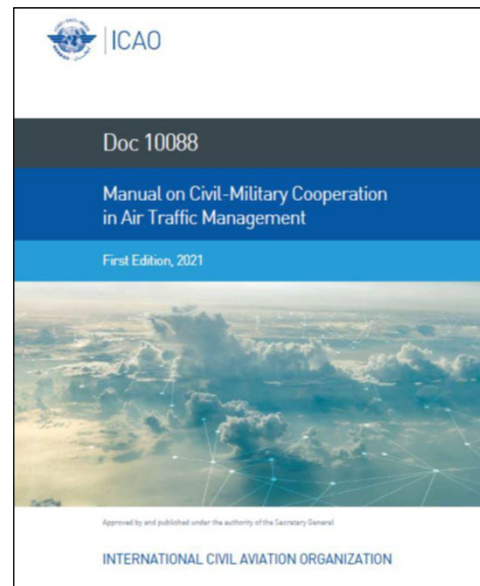
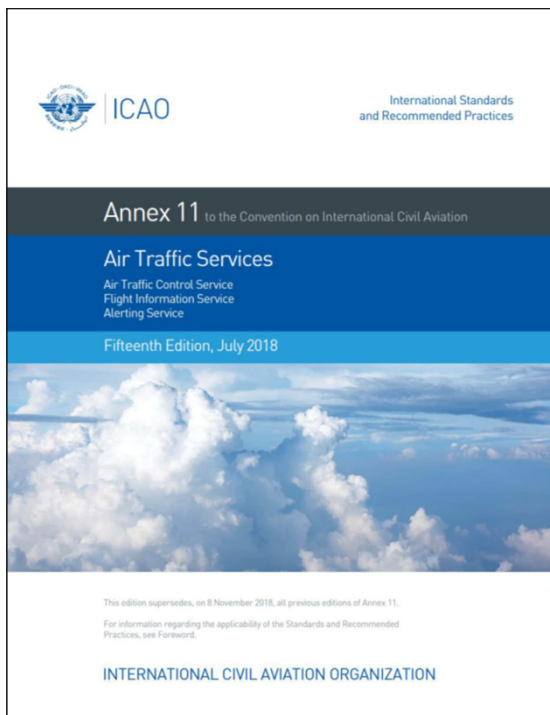


01 ICAO SARPs and guidance material



ICAO Global Requirement for Contingency Planning

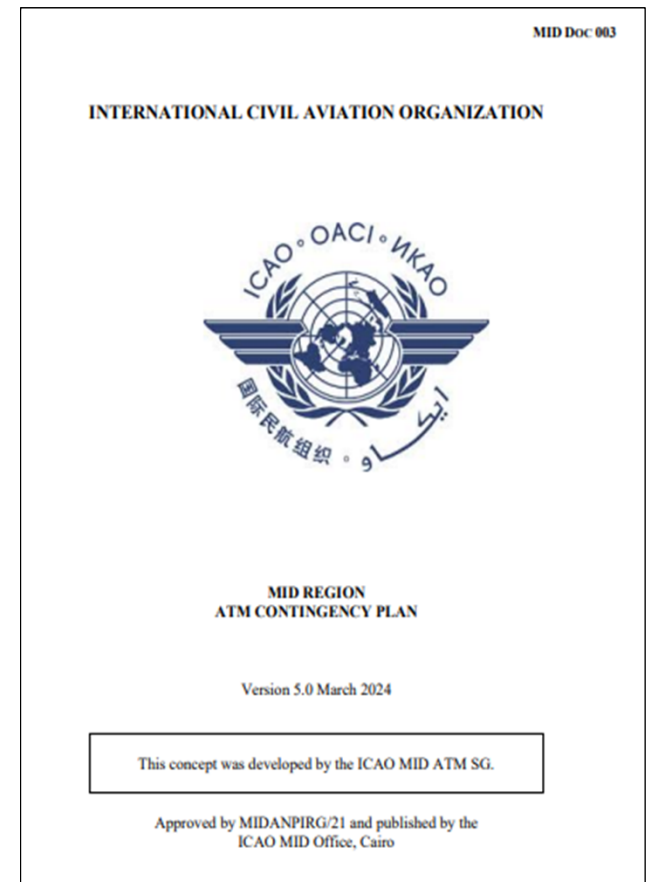
**Guidance Material contained in Attachment C to Annex 11
Manuals support the implementation of contingency arrangements**



Regional Guidance Material

The MID Regional ATM Contingency Plan (Version 5.0), endorsed by MIDANPIRG/21, has been developed primarily to provide operators with essential information for planning and conducting flight operations within the MID Region during contingency situations. Its purpose is to outline the arrangements established to effectively manage various types of disruptions, ensuring the continuity, safety, and efficiency of air traffic operations. The document includes the following phases:

- Preparation
- Activation
- Recovery
- Closing and Post Implementation



<https://www2023.icao.int/MID/eDocuments/MIDRegionATMContingencyPlanV.5-March2024.pdf>

Contingency Coordination Team (CCT)

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.

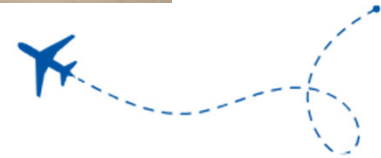


ICAO Global Requirement for Contingency Planning

USOAP CMA 2024 Protocol Questions Air navigation services — ANS (September 2024) – Revision 2

PQ No.	Protocol Question	Guidance for Review of Evidence	ICAO References	PPQ	CE
7.153	Does the State ensure that contingency plans have been developed and promulgated in the event of disruption or potential disruption of ATS or related supporting services?	<ol style="list-style-type: none"> 1) Review mechanism established to confirm that the main elements are considered in the contingency planning in accordance with Annex 11 Attachment C. 2) Review documented evidence of the existence of contingency plans and how they are applied. 3) Verify that contingency plans have been: <ol style="list-style-type: none"> a) developed with the assistance of ICAO (as necessary); b) coordinated with ATS authorities responsible for the provision of services in adjacent portions of airspace; and c) coordinated with airspace users. 4) Ensure that contingency plans also address natural disasters and public health emergencies. 	STD A11 2.32 GM A11 Att. C	Yes	CE-6

02
New Regional ATM
Contingency
Framework



Global initiative to develop a harmonized ATM Contingency Framework

- The meeting may wish to recall the outcomes of the APAC/MID ATM Contingency Planning Workshop, conducted in Bangkok, Thailand 25 – 28 June 2024. particular the new Regional ATM Contingency Framework. Aiming for across regional collaboration and harmonization, considering that the impact of any contingency event on international traffic flows is, in most cases, inter-regional.
- Arrangement and Procedures within the RACF 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).*

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

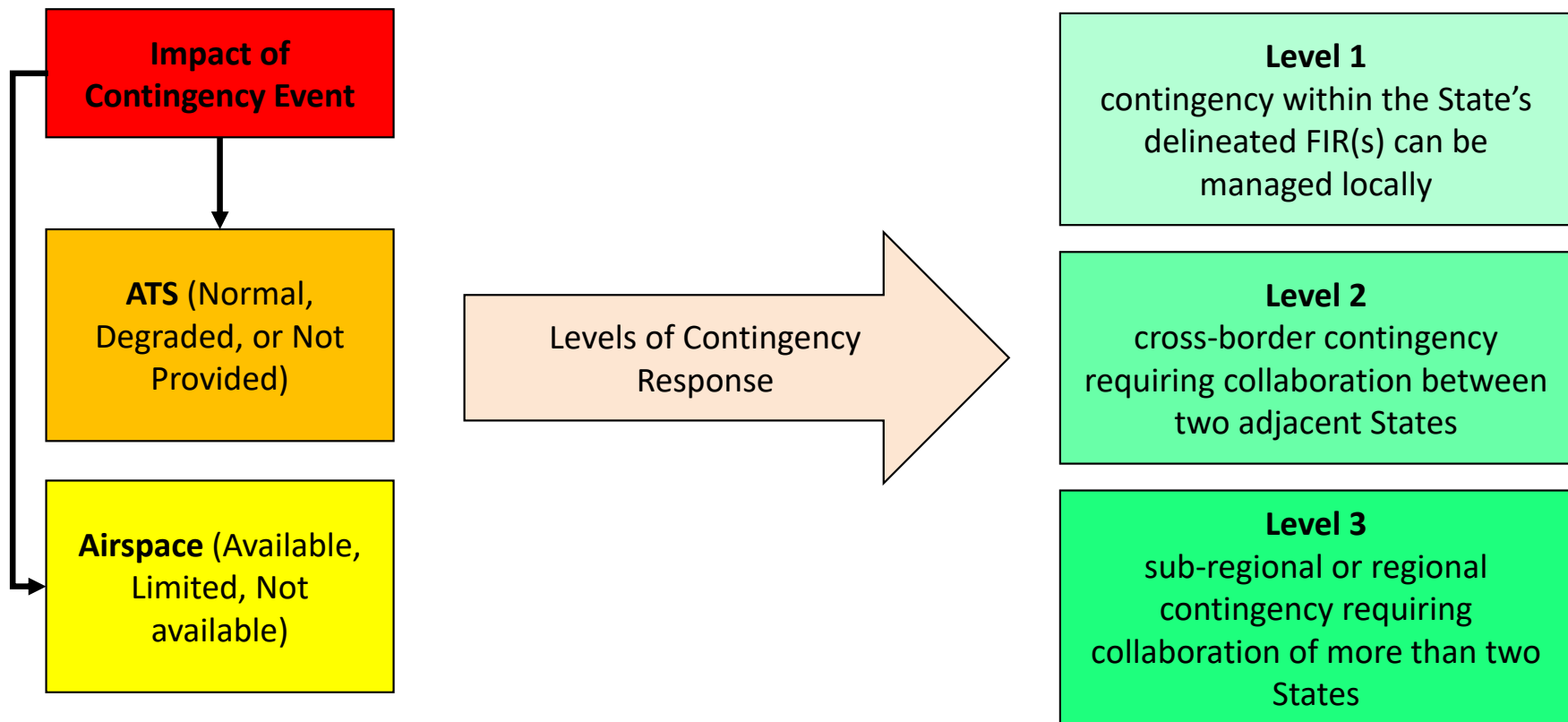


New Regional ATM Contingency Framework

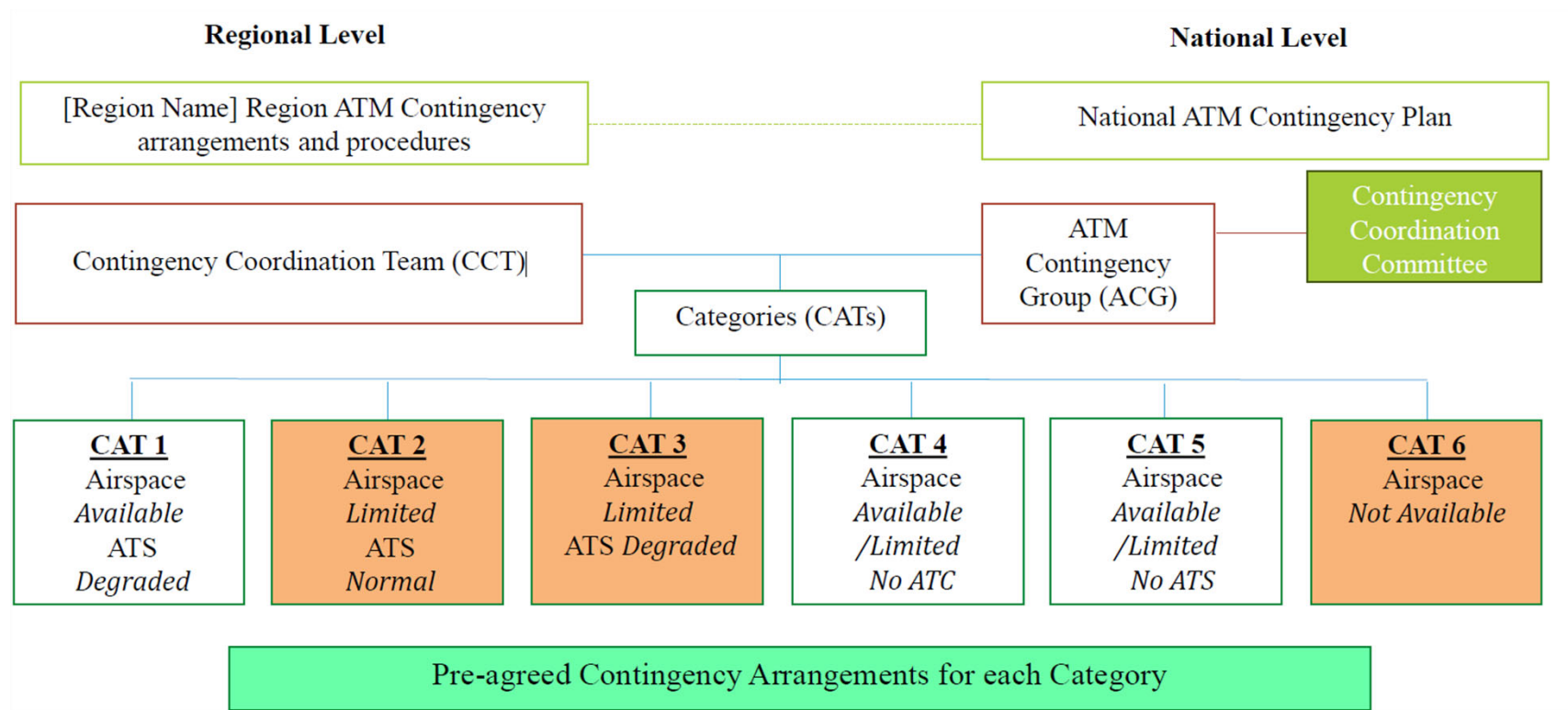
- The new proposed regional ATM contingency framework, covering air traffic service (ATS), air traffic flow management (ATFM), and airspace management (ASM).
- This framework would include common contingency planning elements, terms and definitions, arrangements, procedures, and scenarios, as well as 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.



New Regional ATM Contingency Framework



New Regional ATM Contingency Framework



03
Khartoum FIR
contingency



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**.

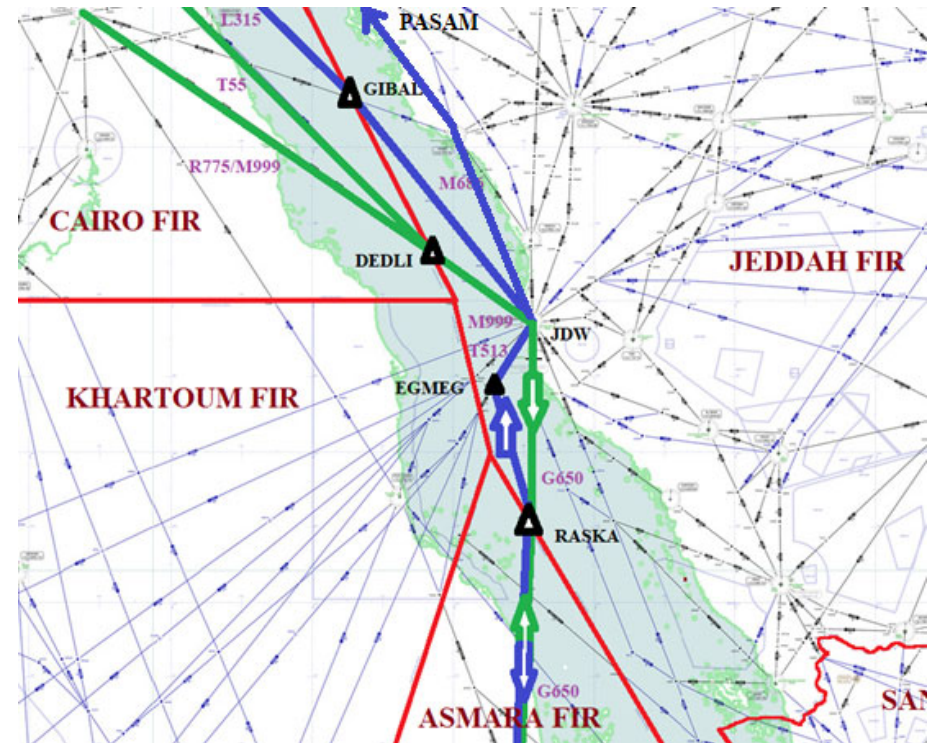
The ICAO Regional Offices immediately notified the **adjacent States, IATA AME/Airspace Users**. Consequently, **Khartoum FIR CCT was activated**.



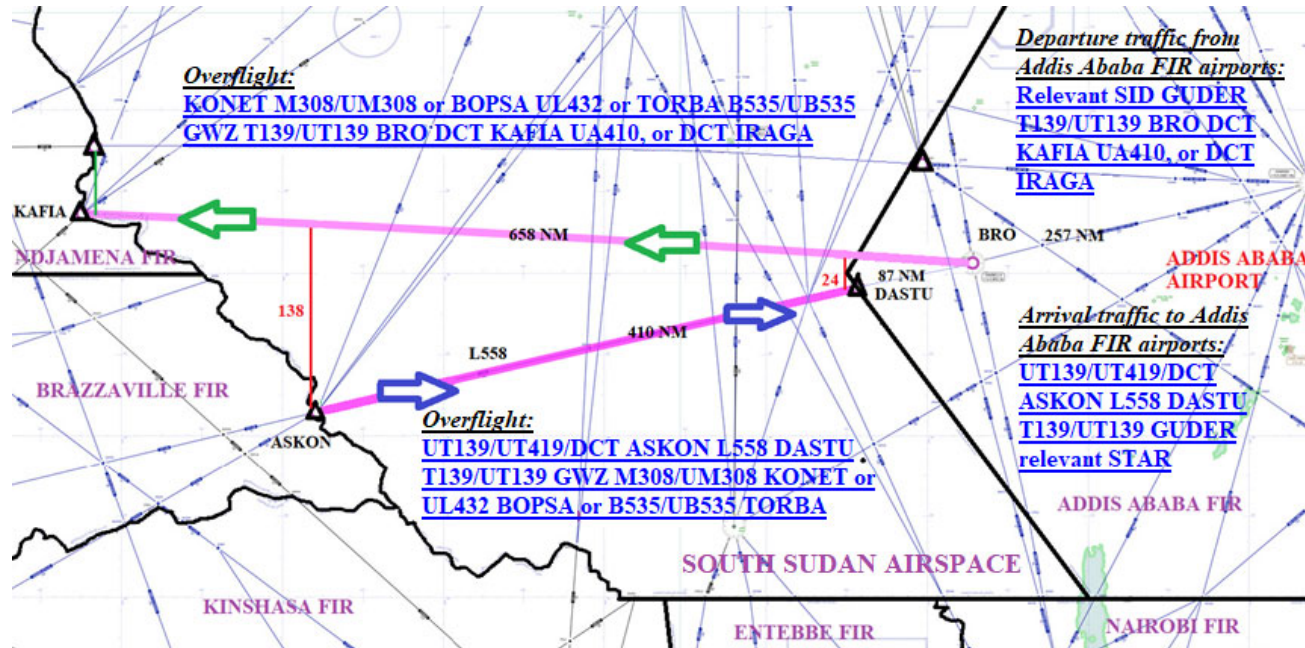
CCTs: Khartoum FIR ATM Contingency

- **April 2023**

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



CCTs: Khartoum FIR ATM Contingency



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

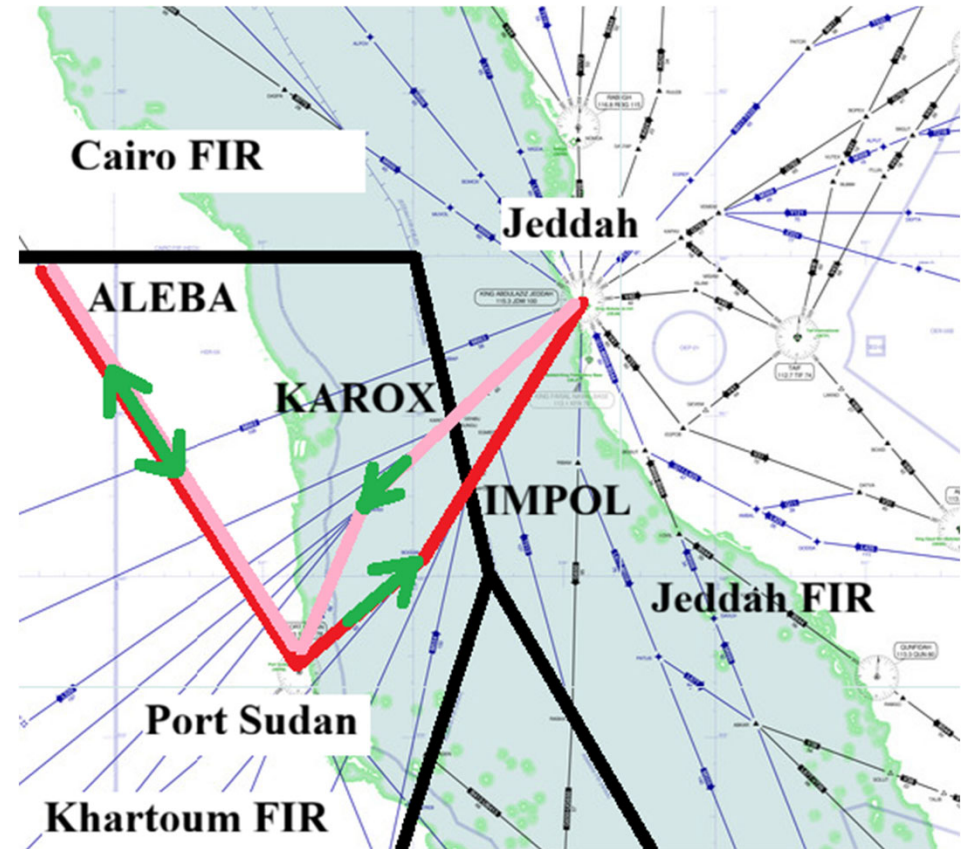
The CCT members agreed on Contingency Routing within **KFOSS245+ (CR1 and CR2)**, and the first Khartoum FIR Contingency Plan was developed, effective 0001 on **22 May 2023**.



CCTs: Khartoum FIR ATM Contingency

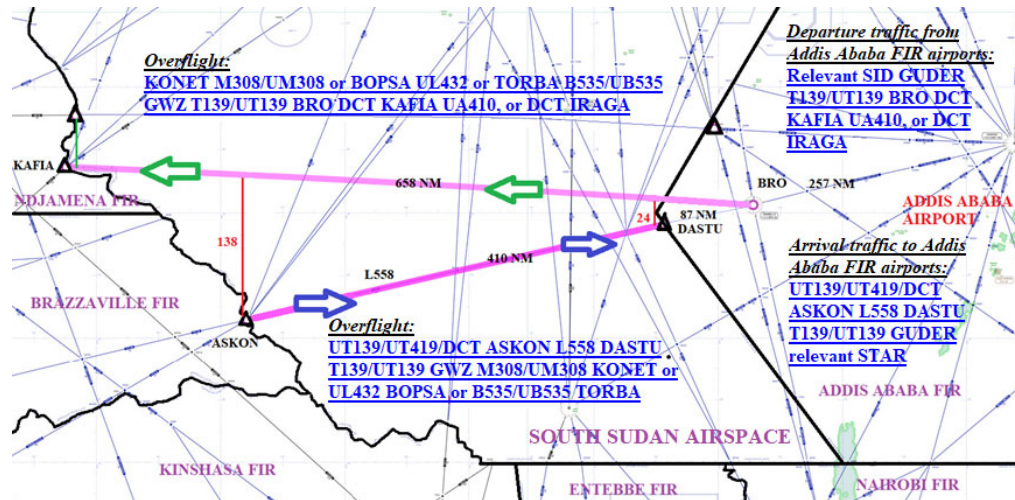
- **August 2023**
(CP Version 1.0, AMND 1.0)

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)



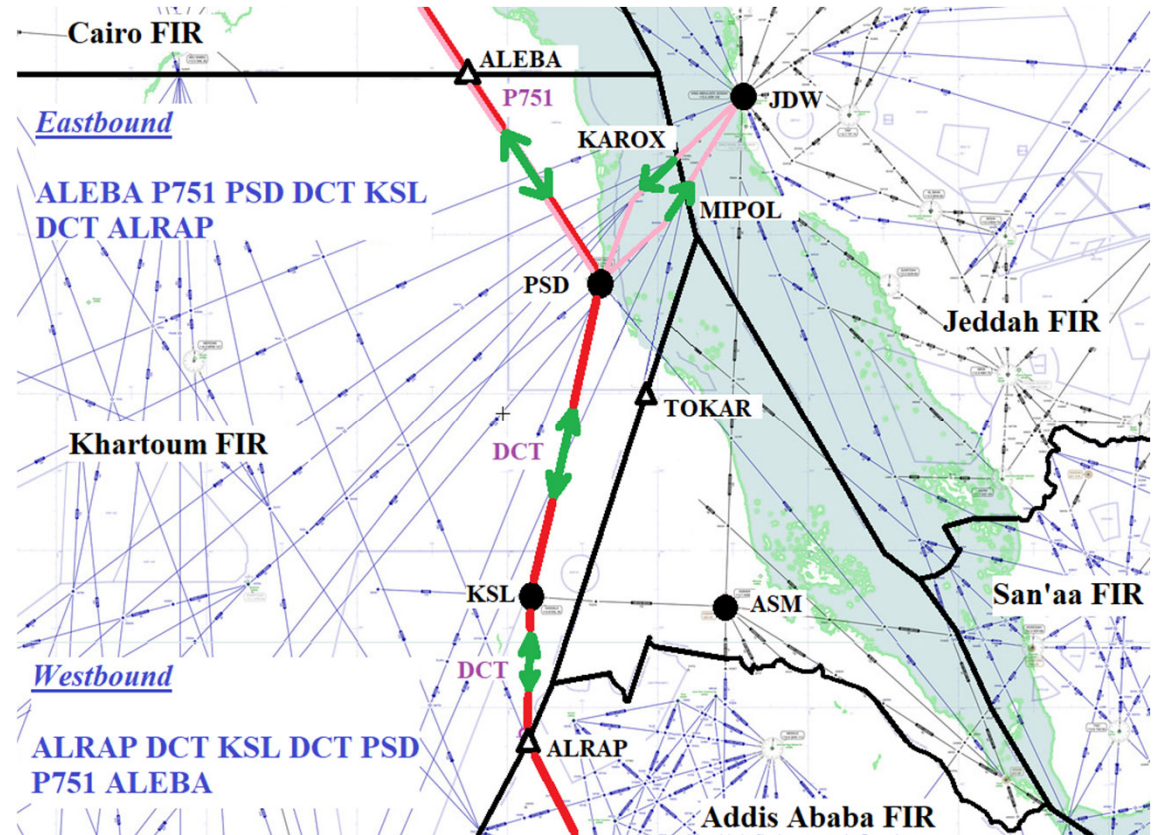
The CCT reviewed the capabilities and capacity presented by **South Sudan** to provide **Flight Information** and **Alerting Service** within KFOSS245+ by Juba Information with the support of Sudan. Amendment 2 of the CP were developed, effective 0400 on **30 November 2023**.



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**.



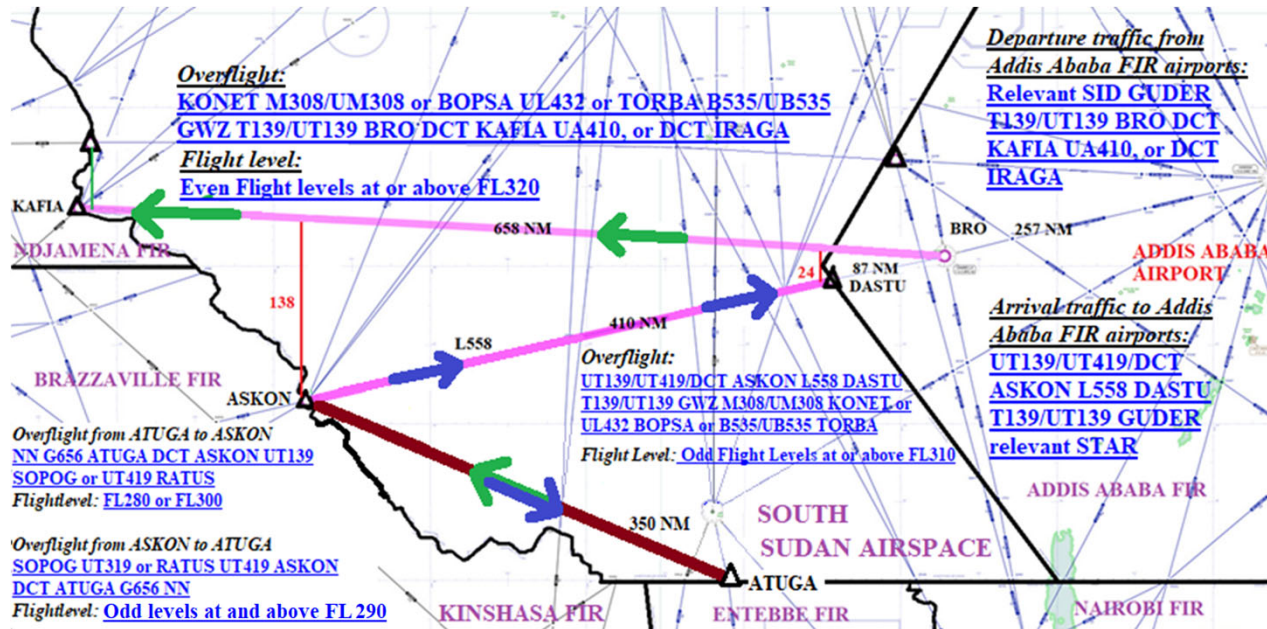
CCTs: Khartoum FIR ATM Contingency

- **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**.

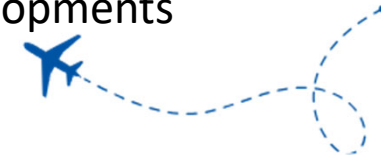


CCTs: Khartoum FIR ATM Contingency



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

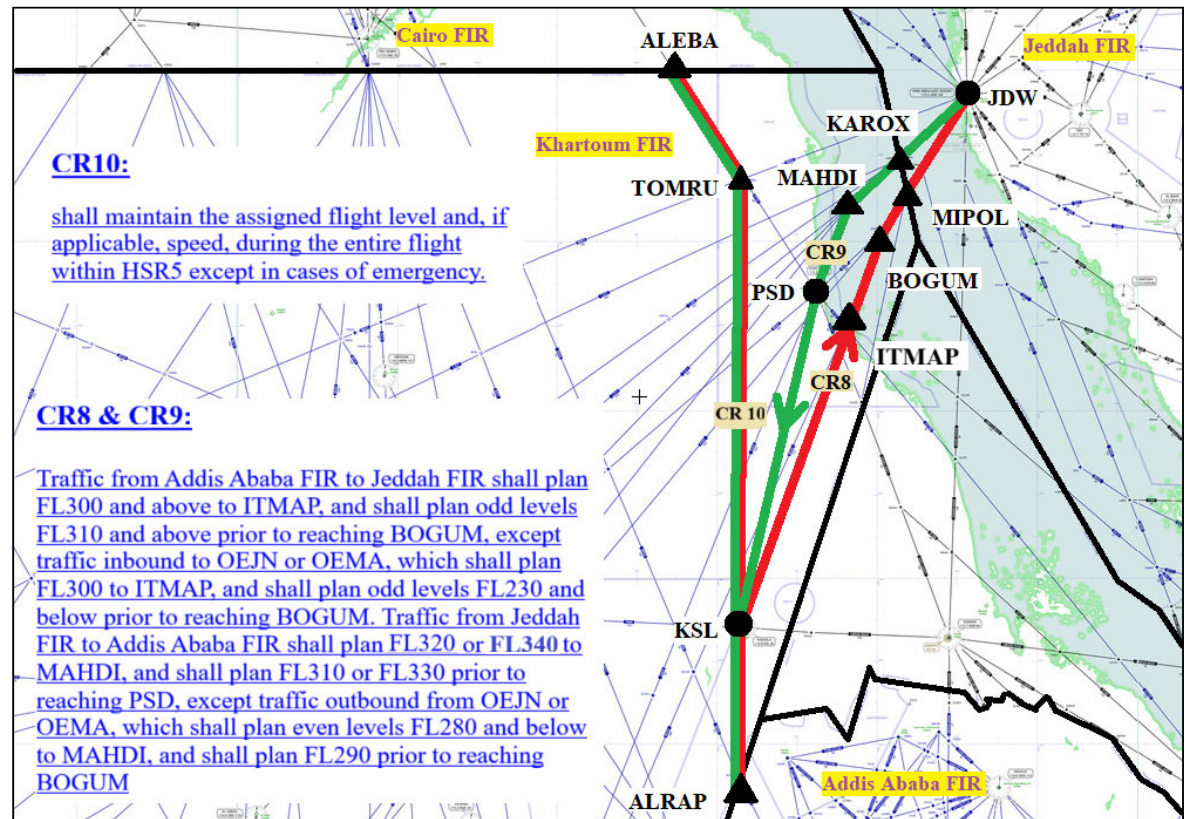
Another CCT meeting was conducted to discuss **additional routing options** within **KFOSS245+** Airspace, based on the received **operational requests** and developments on the ground on **28 May 2025**.



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**



Sudan CAA: Restoration of CNS facilities

- AIP Supplement 01/26 (effective 11 June 2026)**

Restoration of the following CNS facilities:

- Communication:** ATFN, GND-GND, AIR-GND.
- Navigation:** PSD ILS RWY34, PSD CVOR, DOG CVOR, MRW ILS RWY02.
- Surveillance:** Port Sudan and Dongola radar

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CNS – ATM SERVICE RESTORATION

Restoration and operational of HSSS and HSSK CNS-ATM

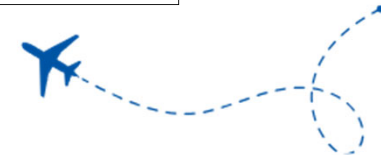
CNS

1. COMMUNICATION FACILITIES

The following communication systems are currently active and operational:

- AFTN/AIS:** Operational.
- AFTN connectivity:** Active with Cairo circuit only.
- Network Links:** VSAT, Fiber, and NAFISAT links are Operational.
- Hotlines:** Available to adjacent Control Centers.
- Landline:** +249183784925 is active.
- VHF Frequencies coverage:** -

Sector	Frequency	Coverage Stations
Emergency	121.5 MHz	KTM, PSD, ATB, DNG, KSL, DMZ Covered all available airspace
Area Upper	125.4 MHz	
Area Lower	127.5 MHz	
TWR/APCH	124.7 MHz	Active & OPS Main Frequency (Combined)
TWR/APCH	118.1 MHz	Active & OPS Standby Frequency (Combined)
TWR	119.2 MHz	Active & OPS Main Frequency
TWR	120.3MHz	Active & OPS Standby Frequency



Sudan CAA: Restoration of ATM Services

• AIP Supplement 01/26

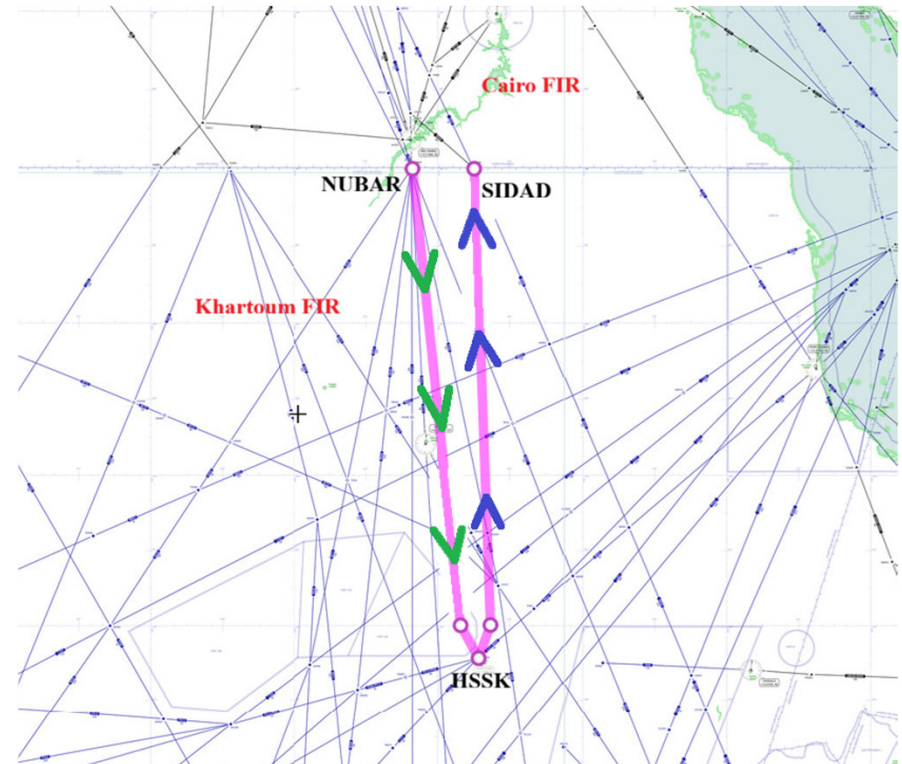
Airspace Classification:

- HSSK CTR Class C
- HSSK TMA Class B
- Route between SOGAD and SISID, ALPOX and NUBAR Class F

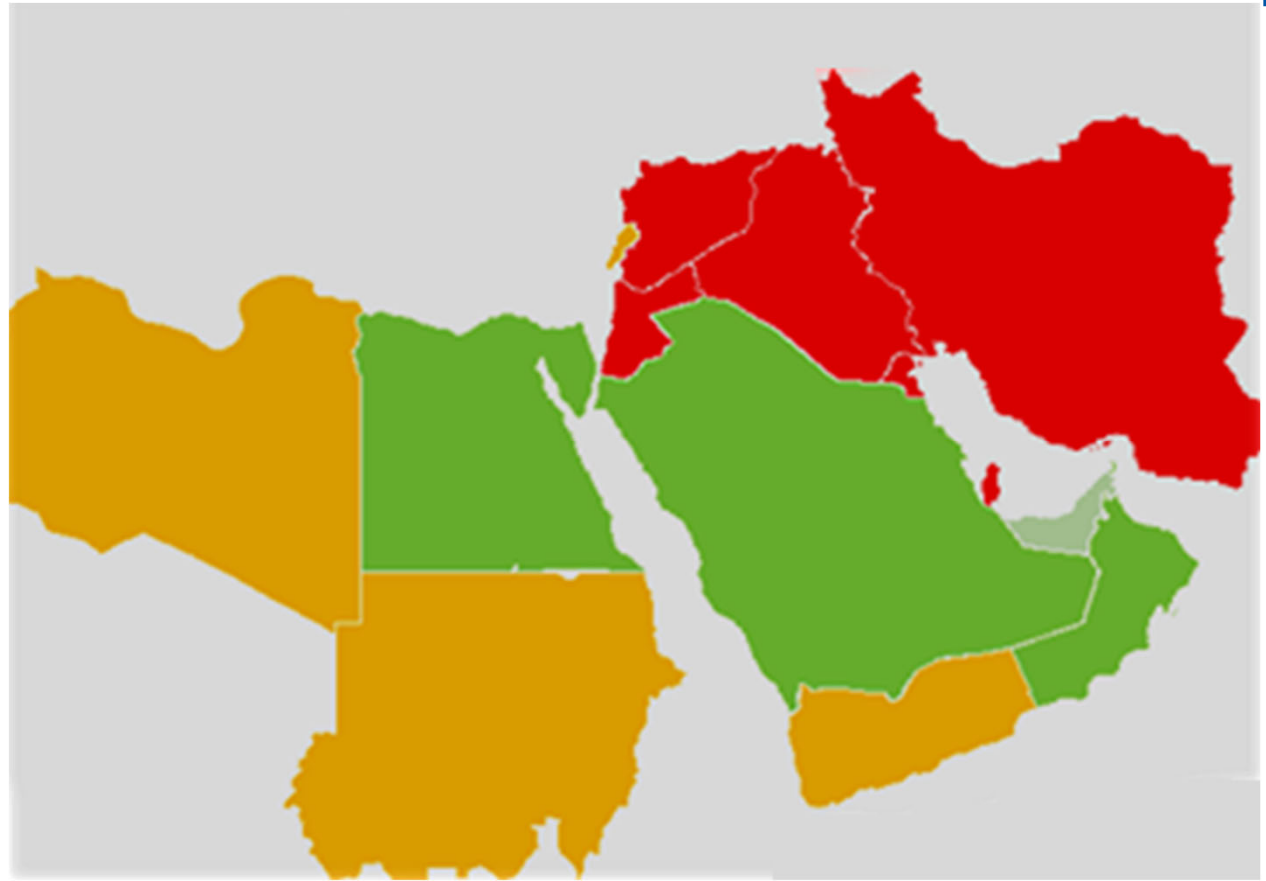
Navigation:-(Approach Type)

- STAR RNAV 1
- APP RNP

Per Khartoum FIR Contingency Plan Amendment 4, SCAA directly manages all domestic and international arrivals and departures to/from Sudanese airports.

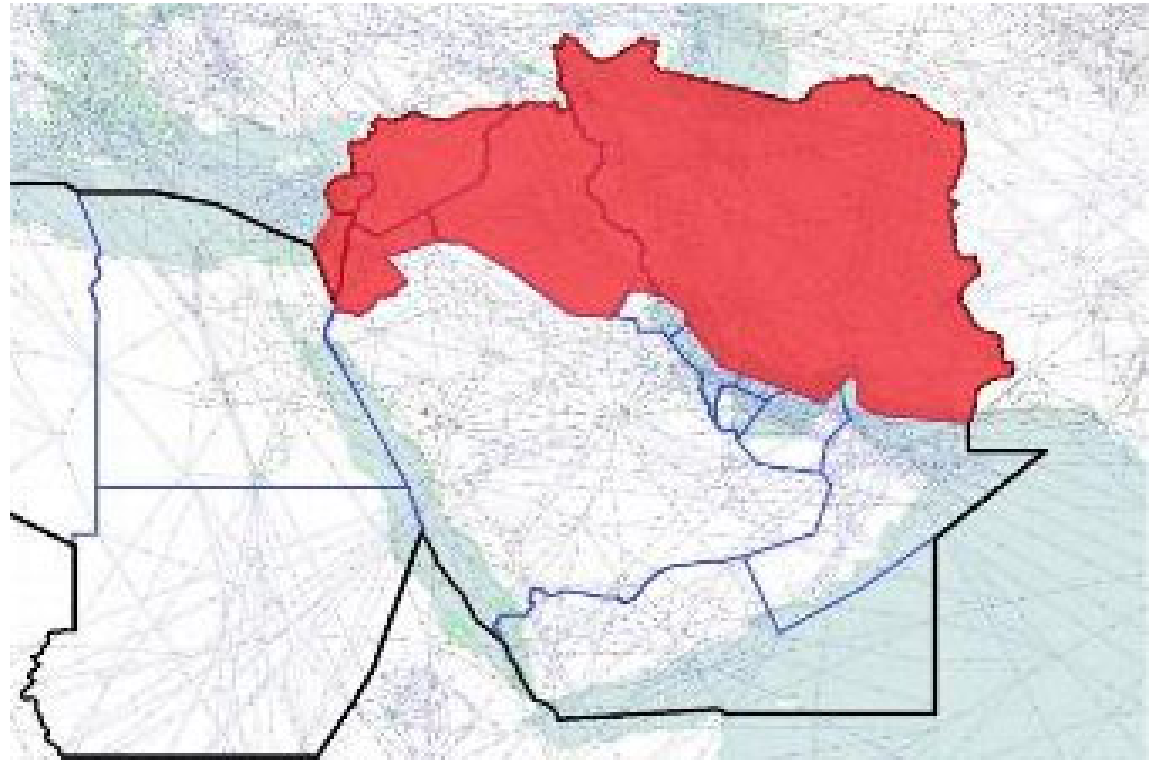


03
MID Region
Political
Tension
Contingency

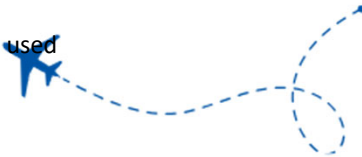


CCTs: MID Political Tension CCT

- **11 - 19 April 2024**
- **01 - 26 Oct 2024**
- **13 - 24 June 2025**
- **28 Feb 2026**



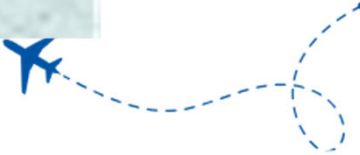
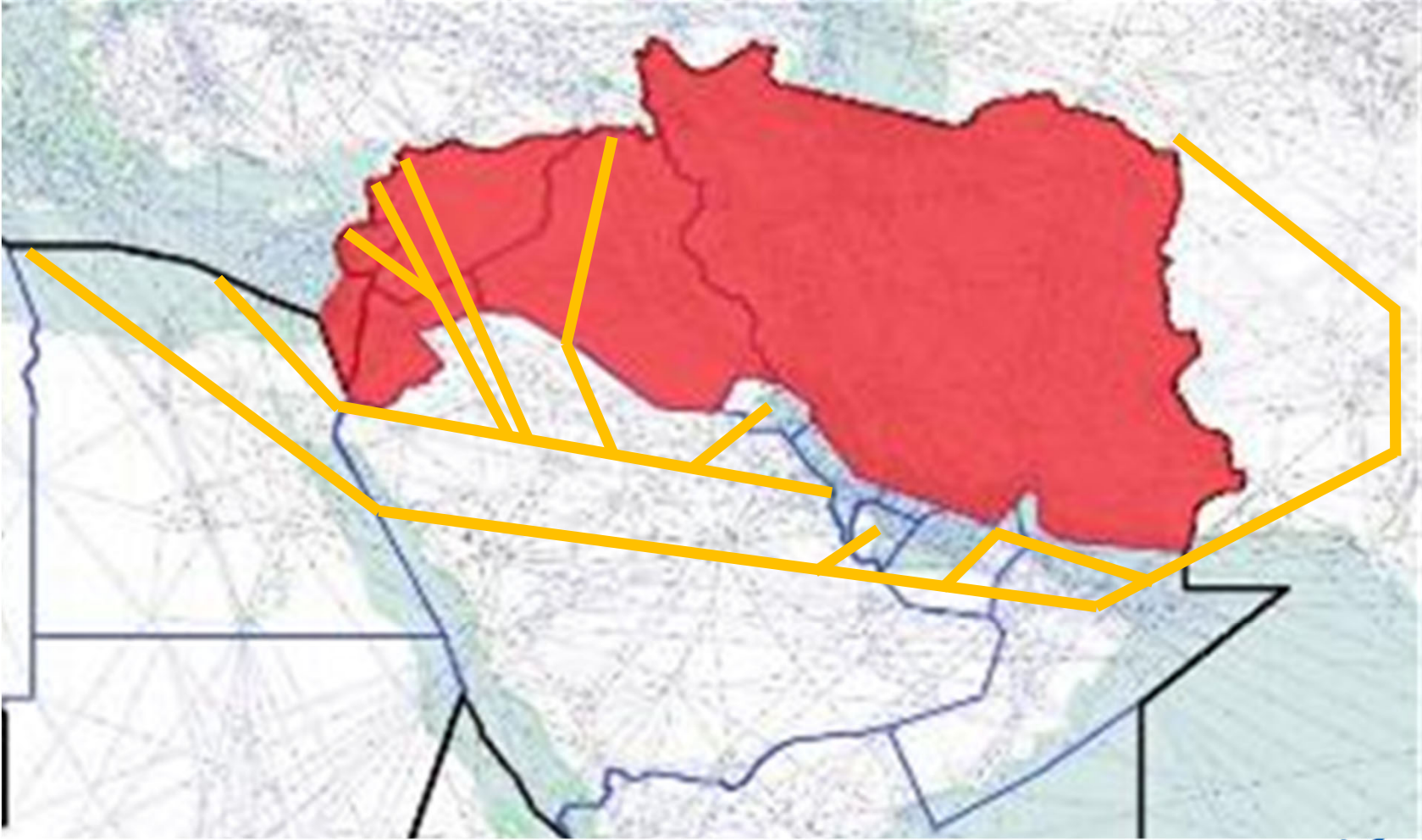
All diagrams, charts and images used in this file are not necessary reflecting the exact National territories or FIR boundaries; It is solely used for the purpose of general illustration of the situation from the perspective of international air traffic flow streams.
Source, [SkyVector: Flight Planning / Aeronautical Charts](#)



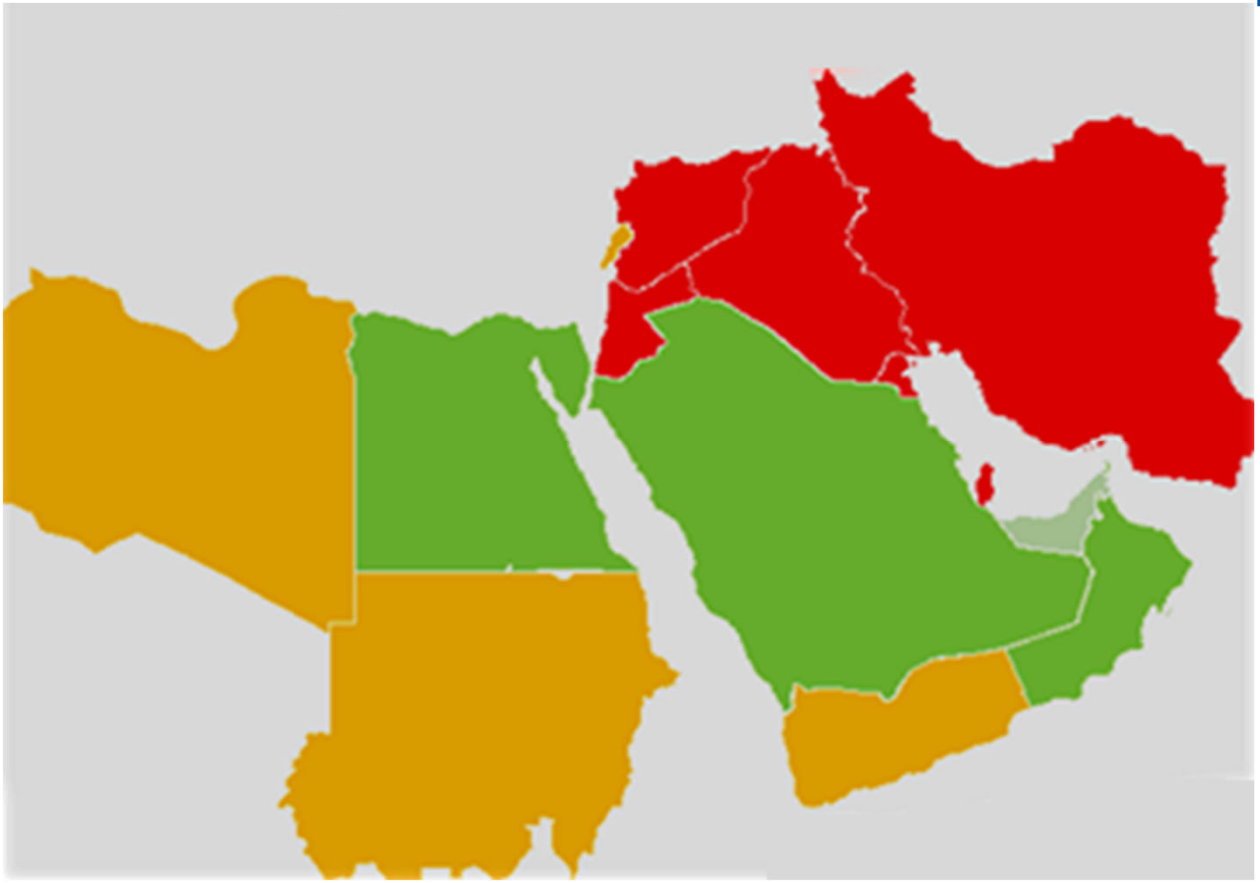
Key activities

- Establishment of CCT group
- Proactively activate CCT
- Monitor political tensions and raise awareness (e.g., flight cancellations)
- Coordinate with relevant States to ensure contingency preparedness
- Closure of affected FIRs and evacuation of airspace
- Collect, verify and update list of valid NOTAMs and share it with CCT
- Coordinate individually with States to address reported challenges (frequency congestion)
- Coordinate with IATA on implementing flow measures
- Facilitate coordination between States and adjacent FIRs
- Conduct inter-regional coordination (Surveillance failure in Syria)
- Support affected FIRs in establishing alternative routing options
- Support States in conducting safety assessments (Checklist)
- Develop a recovery plan and coordinate with States for harmonized implementation
- Safety issues have not been reported
- Post implementation phase





04
Lessons
learned and
challenges



Success stories

- Daily coordination forum was established among GCC States to share operational status, identify constraints, and align contingency actions for safe and efficient air traffic management.
- Successful implementation of Emergency Security Control of Air Traffic (ESCAT) by Qatar and UAE to effectively manage airspace operations.
- Jordan's practice in implementing dynamic contingency management that enhances the flexibility to manage traffic demand—especially international arrivals and departures—while ensuring compliance with ICAO Annex 11 as well as Docs 10088 and 10084.
- Routing options developed by the States concerned to enabled safe restoration and continuity of international traffic by avoiding conflict zones over the high seas.
- Enhance contingency operations at Cairo–Jeddah FIR boundary points by distributing traffic across multiple routing options and establishing additional control positions.
- Deconfliction measures in Damascus FIR were implemented through coordinated mechanisms with concerned States to manage traffic conflicts (hotspots) in a non-surveillance environment.



Lessons Learned

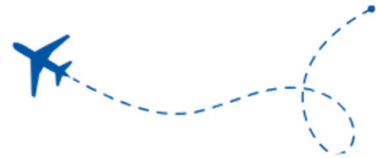
- Strengthen regional coordination mechanism for exchanging operational information, in swift and timely manner.
- Strengthen Civil Military cooperation to ensure the safety of civil operations near conflict zones.
- The need for many alternate routing available to be used in case needed, to avoid areas of concerns and meet the users' requirements.
- Sharing of operational data ahead of implementation would support early planning of operations.
- Considering possible factors in preparation of contingency scenarios to be included in the plans.



Challenges

- Lack of the availability of modern and secure portals that could be accessed by all States.
- Anticipation and prediction of the events that could have impact on the international traffic flows.
- Operational data sharing was key for the success of the plans, involvements of stakeholders on regional level could support the planning and implementation of the measures.
- Diversity of States and ANSPs capabilities within the region limits the implementation of harmonized regional plans.
- Availability of competent and experienced aviation personnel is paramount to the safety and resilience of the aviation industry.
- Manpower and human resources limitations.





Thank You

