



International Civil Aviation Organization

MIDANPIRG/23 & RASG-MID/13 Meetings

(Cairo, Egypt, 14 – 18 June 2026)

Agenda Item 5.6: ATM-SAR

**DEVELOPMENT OF MUSCAT FIR ATM CONTINGENCY PROCEDURE AND
ARRANGEMENTS**

(Presented by Sultanate of Oman)

SUMMARY

This paper presents the development of the Oman ATM Contingency Procedure and associated operational arrangements by the Civil Aviation Authority (CAA), Oman, to support continuity of air traffic services and ensure the safe and orderly flow of international air traffic during contingency situations affecting Muscat FIR.

The paper highlights the Muscat FIR ATM Contingency Procedure, developed as the principal operational guideline for implementation of the Muscat FIR ATM Contingency Plan and a major component of the Oman ATM contingency framework. The paper further outlines the contingency coordination structure, escalation arrangements, ATM Operational Contingency Centre (AOCC), and the contingency playbooks and operational arrangements (CA-1 to CA-6) established to support tactical response and operational continuity during ATM disruptions.

Action by the meeting is at paragraph 3.

REFERENCE

- ICAO Annex 11- Air Traffic Services, 15th Ed., Amdt. 53, 2025
- ICAO Doc 4444 - PANS-ATM, 16th Ed., Amdt. 12, 2025
- ICAO MID Doc 003 - ICAO MID Region ATM Contingency Plan, Version 5.0, 2024
- ICAO MID RACF, V1.0, February 2026

1. INTRODUCTION

1.1 ICAO Annex 11 requires States to establish and promulgate contingency plans for implementation during disruption or potential disruption of air traffic services and supporting systems.

1.2 Recent regional contingency events, including airspace restrictions, military conflicts, ATM system degradation, and significant traffic rerouting scenarios, highlighted the importance of effective contingency preparedness and coordinated regional response arrangements.

1.3 In support of ICAO provisions and regional initiatives, Oman is developing the “Muscat FIR ATM Contingency Procedure” to provide detailed operational guidance, coordination mechanisms, and contingency arrangements for implementation of the Muscat FIR ATM Contingency Plan. The draft procedure is currently under review and coordination within Oman CAA, and Oman is also seeking feedback from the ICAO MID Office on the draft procedure.

1.4 The procedure is intended to form a major operational component of the Oman ATM Contingency Framework and establishes structured arrangements for preparedness, activation, tactical response, coordination, recovery, and post-event review during ATM contingency situations.

2. DISCUSSION

General

2.1 The Oman ATM Contingency Framework is being developed to establish national arrangements for preparedness, coordination, response, recovery, and post-event review related to ATM contingency situations affecting Muscat FIR.

2.2 Within this framework, the Muscat FIR ATM Contingency Plan represents the principal contingency planning document for management of partial or total disruption of ATS, airspace availability, or supporting systems.

2.3 The Muscat FIR ATM Contingency Procedure is being developed as the operational implementation guideline for the Muscat FIR ATM Contingency Plan and provides detailed operational arrangements, responsibilities, coordination mechanisms, and contingency playbooks.

Main elements of Muscat FIR ATM Contingency Procedure

2.4 The procedure includes provisions related to:

- Objectives and activation conditions;
- ATM contingency categories and associated contingency arrangements;
- ATM Operational Contingency Group (AOCG), roles and responsibilities;
- ATM Operational Contingency Centre (AOCC);
- Tactical contingency actions;
- Contingency arrangements and implementation responsibilities;
- Escalation and de-escalation arrangements;
- Contingency NOTAM arrangements;
- Safety risk management;
- Training and exercises; and
- Post-implementation review.

2.5 The procedure is further supplemented by detailed appendices that elaborate the operational contingency arrangements (playbooks), ATS responsibilities, as well as the contact details of CCC, AOCG, adjacent States and MID Region ATM Contingency focal points.

ATM Operational Contingency Group (AOCG)

2.6 The procedure establishes an ATM Operational Contingency Group (AOCG) composed of representatives from ACC, APP, TWR, Airspace Management, Safety, AIM, CNS, MET, and military liaison units.

2.7 The AOCG is responsible for contingency assessment, operational coordination, contingency activation, implementation oversight, stakeholder coordination, contingency NOTAM actions, and post-event review activities.

2.8 The procedure defines the roles and responsibilities of each AOCG member, covering contingency activation, selection and implementation of the applicable contingency arrangement, operational coordination with ATS units, adjacent ACCs, military authorities and airspace users, airspace and traffic flow management, safety risk assessment, NOTAM/AIS actions, CNS and MET support, military liaison, recovery planning, deactivation, and post-contingency review.

ATM Operational Contingency Centre (AOCC)

2.9 The procedure provides for activation of an ATM Operational Contingency Centre (AOCC) to support operational coordination, communication management, monitoring, and decision-making during contingency events.

2.10 The AOCC arrangements include communication systems, operational monitoring tools, coordination facilities, documentation management, and operational readiness provisions.

Overview of Contingency Arrangements (CA-1 to CA-6)

2.11 The procedure incorporates predefined contingency playbooks mostly aligned with the ICAO MID Region ATM Contingency Framework and defines six ATM contingency categories (CAT A to CAT F) with associated contingency arrangements (CA-1 to CA-6).

2.12 The contingency arrangements provide predefined tactical response measures, rerouting concepts, coordination mechanisms, escalation actions, and traffic management procedures for different contingency scenarios.

2.13 The contingency playbooks include operational information related to triggering events, degradation levels, contingency routes, rerouting schemes, coordination requirements, contingency NOTAM actions, and operational responsibilities.

Escalation and Tactical Coordination Arrangements

2.14 The procedure establishes escalation and de-escalation arrangements based on operational severity, ATS degradation level, airspace availability, traffic demand, and regional operational impact.

2.15 The contingency arrangements support coordination with adjacent FIRs, ICAO MID Office, airlines, military authorities, airports, and regional stakeholders through collaborative decision-making and harmonized rerouting procedures.

2.16 Special emphasis has been placed on tactical coordination and contingency rerouting arrangements with adjacent ACCs including Emirates, Jeddah, Sanaa, Mumbai, Karachi, and Tehran ACCs.

Safety, Training and Continuous Improvement

2.17 The procedure incorporates safety risk assessment activities to support the safe and effective implementation of operational measures during contingency situations.

2.18 It further includes provisions for training, review of contingency actions and procedures, and continuous improvement to enhance operational preparedness.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) the ICAO MID Office to facilitate, and MID States to share knowledge, experience, lessons learned, and relevant information related to the development of ATM contingency procedures and arrangements within the MID Region; and
- c) discuss any relevant matters as appropriate.

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