



The Role of ICAO in Crisis Management

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**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**



ICAO Strategic Context



ICAO Vision
A safe, secure and sustainable international civil aviation system that connects the world for the benefit of all nations and people.

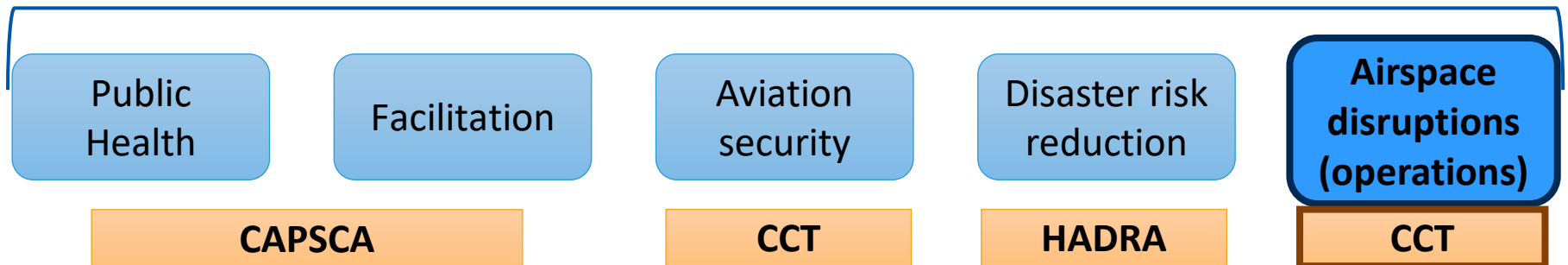
Crisis Preparedness and Response: a key programme for the 2026–2028 triennium under SG C

Objective : to strengthen ICAO’s ability to support States in meeting their obligations under the Chicago Convention, particularly during disruptive events.

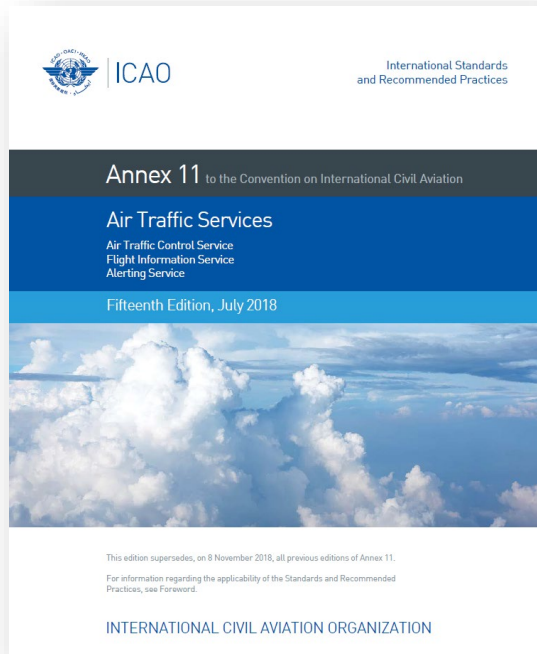
ICAO Framework on Crisis Preparedness and Response

Purpose:

- ✓ **Address the current crisis response challenges**, incl. governance, coordination & communication.
- ✓ **Improve response capabilities by States** in the face of various crises (e.g., pandemics, natural disasters) causing disruption, or potential disruption, of airports, ATS and other related support services.
- ✓ **Improve preparedness of ICAO and the aviation-related entities** to respond to these diverse crises in a timely, effective, efficient and coordinated manner.



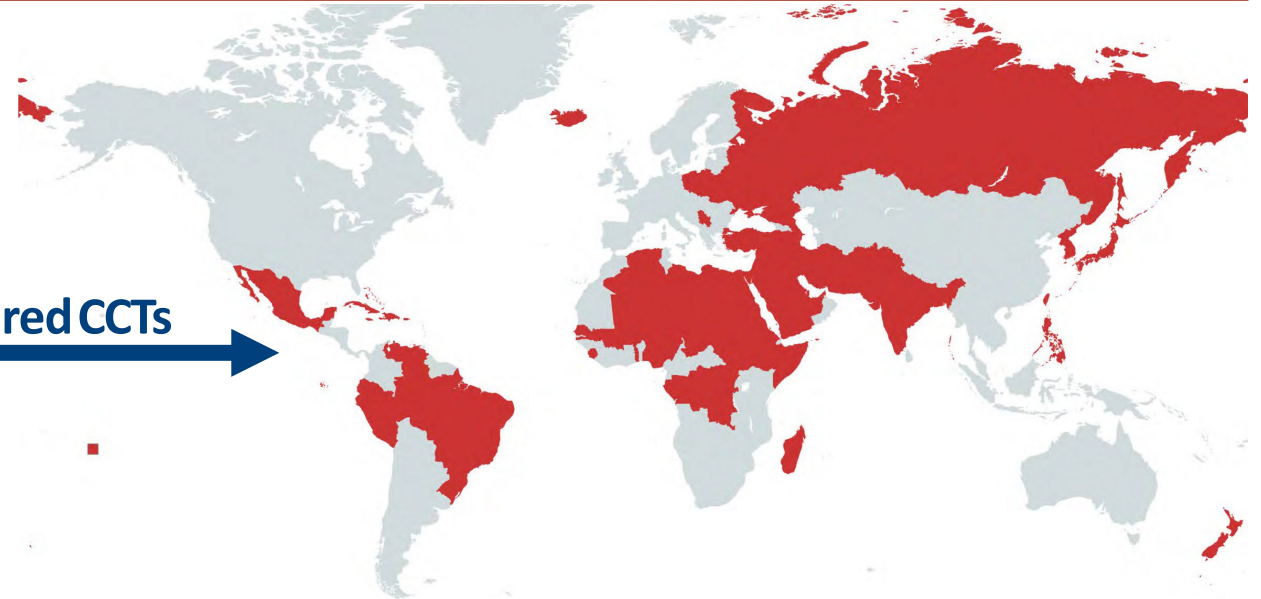
Contingency Coordination Teams (CCTs)



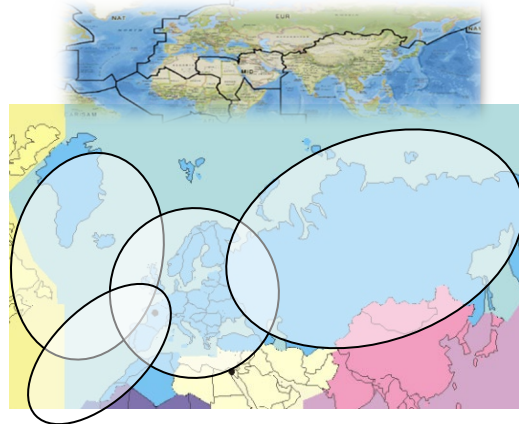
Annex 11, ATTACHEMENT C

4.3 ... **During the emergence of a potential crisis, a coordinating team will be established** in the Regional Office(s) concerned and at ICAO Headquarters in Montreal, and arrangements will be made for competent staff to be available or reachable 24 hours a day. The tasks of these teams will be **to monitor continuously information from all relevant sources, to arrange for the constant supply of relevant information received by the State aeronautical information service** at the location of the Regional Office and Headquarters, **to liaise with international organizations concerned and their regional organizations**, as appropriate, and **to exchange up-to-date information with States directly concerned and States** which are potential participants in contingency arrangements. Upon analysis of all available data, authority for initiating the action considered necessary in the circumstances will be obtained from the State(s) concerned.

ATM Contingencies around the world that required CCTs →

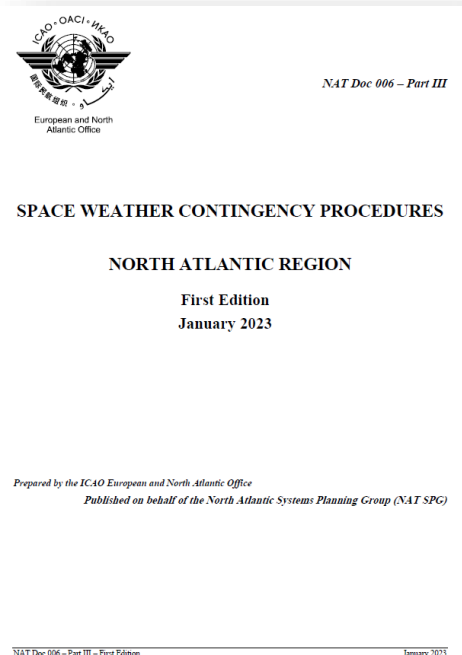
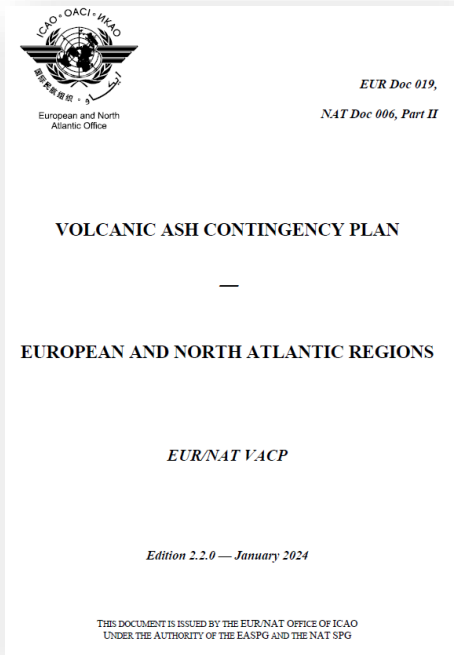
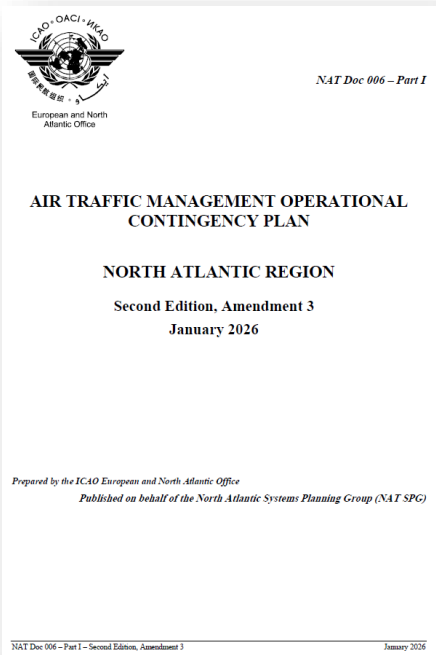
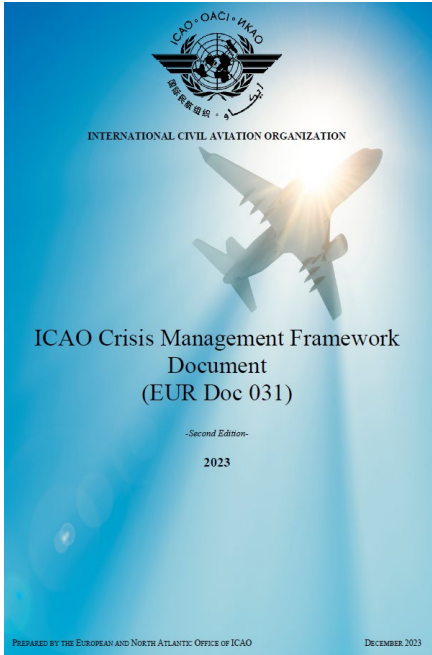


Crisis Management in the “EUR/NAT” area



- Area of accreditation of the ICAO EUR/NAT RO:**
- Largest ICAO Regional Office with an accreditation area covering 56 States on 3 continents (incl. Europe, Central Asia and North Africa) + North Atlantic.
 - Interfaces with other ICAO Regions: APAC, MID, NACC, SAM and WACAF.
 - An increasingly complex and disruptive geopolitical environment.

Regional Guidance Material: ICAO EUR and NAT Documents on Crisis Management



European Aviation Crisis Coordination Cell (EACCC)

- Main role: **to support coordination of the response to network crisis situations adversely impacting aviation.**
- Activated in the ICAO EUR Region in accordance with *ICAO EUR Doc 031*, endorsed by the EASPG.
- Established under *EU Regulations* to support aviation crisis management.
- Covers all EUROCONTROL Member States + Israel and Morocco.
- Brings together political and operational stakeholders to assess situations and coordinate responses.
- ICAO EUR/NAT Regional Office participates as an observer.

EU Regulations for EACCC & NM
- Regulation (EU) No 677/2011 of 7 July 2011
- Implementing Regulation (EU) 2019/123 of 24 January 2019
- Regulation (EU) No 2024/2803 of 23 October 2024

ICAO EUR Doc 031
ICAO Crisis
Management
Framework Document

Middle East Crisis and CCT Activation

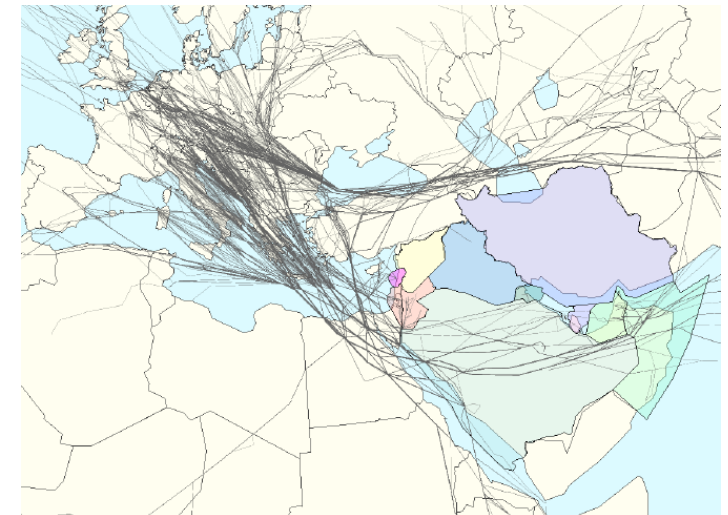
MID CCT

- Political tension heightened on 28 February 2026.
- As a response, the MID CCT immediately re-activated.
- CCT shared information on conflict among the CCT Members from 3 ICAO regions (MID, APAC and EUR)
- All affected FIRs were closed (10 States)
- Measures implemented to ensure the safety of evacuation flights.
- Rerouting flows for the Europe-Asia traffic established to circumnavigate conflict zone.




European Aviation Crisis Coordination Cell (EACCC)

- EACCC activation on 28 February 2026 ; participation of ICAO EUR/NAT RO as observer.
- Tel Aviv airspace was closed.
- Rerouting options implemented:
 - ✓ 1) Saudi Arabia -> Egypt -> Cyprus
 - ✓ 2) Azerbaijan -> Georgia -> Armenia -> Türkiye.
- EASA CZIB published on airspace of the Middle East and Persian Gulf.



Impacts and Benefits of CCT Activation

 <p>ENHANCED AVIATION SAFETY</p>	<p>Aviation safety significantly enhanced: coordinated and timely risk assessments, rapid identification of high-risk airspace and appropriate operational decisions.</p>
 <p>IMPROVED SITUATIONAL AWARENESS AND DECISION-MAKING</p>	<p>Situational awareness greatly improved: establishment of a shared operational picture, enabling faster and more consistent decision-making among States and regions.</p>
 <p>SUPPORT TO EVACUATION AND HUMANITARIAN OPERATIONS</p>	<p>Humanitarian and evacuation operations supported: priority flights could be conducted safely under complex conditions.</p>
 <p>BUSINESS CONTINUITY OF GLOBAL AIR TRAFFIC</p>	<p>Global network resilience maintained: early identification of rerouting options and temporary corridors, helping preserve Europe–Asia connectivity and reduce disruption.</p>
 <p>VALIDATION OF THE ICAO CRISIS MANAGEMENT FRAMEWORK</p>	<p>Effectiveness of ICAO's crisis management architecture confirmed.</p>

Thank You

