

**Twenty Second Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/22)**

Papeete, Tahiti, 12-14 March 2008

Agenda Item 3: Review Relevant Work Conducted Since ISPACG/21

FINALIZATION OF MODEL CONTINGENCY PLAN

Presented by ICAO Asia/Pacific Regional Office

SUMMARY

The ICAO Contingency Plan Finalization Meeting (April 2007, Jakarta) formally endorsed the Indonesia Contingency Plans for the Jakarta and Ujung Pandang FIRs. This paper summarizes the key points in considering a contingency plan, which may be beneficial for other States in preparing such plans.

This paper also highlights that APANPIRG Conclusion 17/11 calls upon Asia/Pacific States to utilize the Indonesian Contingency Plans as a regional model in the preparation of contingency plans.

1. INTRODUCTION

- 1.1 Annex 11 – *Air Traffic Services* provides that air traffic services (ATS) authorities shall develop and promulgate contingency plans for implementation of ATS in the event of disruption, or potential disruption, and related supporting services in the airspace for which the State is responsible for the provision of such services. Such plans should be developed in consultation with other States and airspace users concerned and with ICAO whenever the effects of the service disruption(s) are likely to affect the services in adjacent airspace.
- 1.2 The 17th meeting of ICAO Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/17, August 2006) reviewed the draft Contingency Plan for the Jakarta and the Ujung Pandang Flight Information Regions (FIRs) and recognized that the final version of the Plan would serve as a useful model for other States of the Region in preparing contingency plans. The meeting formulated the following Conclusion:

Conclusion 17/11 – Adoption of Model National ATM Contingency Plan

That the National ATM Contingency Plans of Jakarta and Ujung Pandang FIRs, which were prepared as a result of the 2006 ICAO Special Implementation Project be adopted as a model for Asia/Pacific States in the preparation of national ATM contingency plans.

2. DISCUSSION

2.1 On completion of coordination with the affected States and development of the draft Indonesia Contingency Plan by Indonesia, the ICAO Contingency Plan Finalization Meeting reviewed and refined the draft, and formally endorsed the Indonesia Contingency Plan.

2.2 Key points arising from the meeting and advised by the ICAO Headquarters, which may be useful for other States in preparing their own plan, are highlighted below:

- Plan should be activated by a NOTAM issued by the International NOTAM Office (NOF) as far in advance as practicable.
- In the event that the International NOF is unable to issue the NOTAM, the (alternate) International NOF at Singapore and/or Brisbane takes action to issue the NOTAM of closure of airspace.
- Since the Plan would be too voluminous to be published by Aeronautical Information Publication (AIP), a short summary of the Plan and information that a copy of the Plan can be obtained from the Indonesia Directorate General of Civil Aviation (DGCA) was promulgated by aeronautical information circular (AIC).
- Contingency routes will be introduced in the event of disruption, or potential disruption, of ATS to ensure safety of flight, and to facilitate limited flight operations commensurate with the prevailing conditions. The contingency routes are allocated with specific flight levels, so that 2 000 ft vertical separation is provided at each intersection.
- The Indonesian airspace will be divided along latitude 05 00 00S into two parts, North and South, and Singapore/Manila and Australia will respectively provide flight information service (FIS), not ATC service, during the application of the Plan.
- Consequently, RVSM will be suspended, however the RVSM approval requirement will remain valid.
- In regard to domestic operations, all flights should be temporarily suspended until a full assessment of the prevailing conditions has been determined and sufficient ATS restored.

- International operators may elect to avoid the Indonesian airspace, and Australia, Papua New Guinea, Philippines and the United States has agreed with a route to the east of the Ujung Pandang FIR through the Melbourne, Port Moresby, Oakland and Manila FIRs via Horn Island (HID) – R204 – KEONE – Koror (ROR) and vice versa.
 - Airspace classifications may not necessarily be changed to class F even if ATC services become unavailable during the interruption of ATS. This measure is to keep VFR flights from operating in the airspace except for special cases such as State aircraft, Medivac flights, and any other essential flights authorized by the DGCA Indonesia.
 - Normal flight planning requirements should be followed as contained in the Indonesia AIP and detailed at Appendices 1G and 2G to the Plan. Aircraft operators must obtain normal overflight approval from the DGCA Indonesia prior to the operation through the Jakarta and Ujung Pandang FIRs.
- 2.3 In accordance with the APANPIRG Conclusion 17/11, India also completed their contingency plans for the Chennai and Mumbai FIRs in April 2007. In reviewing the India Contingency Plans, the ICAO Headquarters clarified in reference to the traffic information broadcasts by aircraft (TIBA) that the TIBA procedures could be used in a situation of disruption of normal ATS or to supplement collision hazard information by the ATS outside controlled airspaces as described in Attachment C of Annex 11. However, the possible inclusion of these TIBA procedures in the contingencies plans needs to be done carefully in deciding the areas that they could be useful.
- 2.4 The formally endorsed model Contingency Plan for the Jakarta FIR is found at the ICAO Asia and Pacific Office website at <http://www.bangkok.icao.int/> under the “APAC eDocuments” menu. A plan has also been prepared and promulgated for the Ujung Pandang FIR using the Jakarta FIR plan as the model. Copies of the plans can be obtained from the DGCA Indonesia, or ANSPs PT (Persero) Angkasa Pura I (AP-I) and PT (Persero) Angkasa Pura II.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) note that under the APANPIRG Conclusion 17/11, the Indonesian Contingency Plan was adopted as a regional model for the Asia/Pacific States;
 - b) note the significant points arising from Contingency Plan Finalization Meeting and the review by the ICAO Headquarters highlighted above; and
 - c) note that the model Indonesia Contingency Plan is available at the ICAO website (<http://www.bangkok.icao.int/>) or from DGCA Indonesia, AP-I and AP-II.