

DRAFT

CONTINGENCY PLAN

JAKARTA FIR – PART I

Version 1.4

PREPARED BY

Indonesian Contingency Plan Project Team

AIR TRAFFIC SERVICES DIVISION
DIRECTORATE GENERAL OF AIR COMMUNICATIONS, INDONESIA

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FOREWORD

This is the first edition of the Indonesian Air Traffic Management (ATM) Contingency Plan for Air Traffic Services (ATS) for the Upper Airspace of the Jakarta Flight Information Region (FIR). The Contingency Plan will come into effect as determined by the Director General of the Directorate General Air Communications (DGAC), who is the authority for civil aviation operations in Indonesia.

This Contingency Plan (the Plan) is presented in two Parts: Part I for the Jakarta FIR, and Part II for the Ujung Pandang FIR. Part I of the Plan provides for the contingency arrangements to be introduced to permit the continuance of international flights to transit the Jakarta FIR, in the event that the air traffic and support services normally undertaken by the Jakarta Area Control Centre (ACC) should become partially or totally unavailable due to any occurrence that restricts flight operations. Similarly, Part II provides for the contingency procedures for the Makassar ACC. In the event of both ACCs becoming inoperative, Parts I and II will be activated catering for the worst case scenario of a total disruption in ATS for the Upper Airspace of the Jakarta and Ujung Pandang FIRs.

The Indonesian territory, which comprises an archipelago of some 17,500 islands extending about 5000 kms mainly in an east/west direction, is located in a major earthquake zone with many active volcanoes. A major earthquake could strike at any time causing serious damage to civil aviation and air navigation services, facilities and infrastructure. With two major ACCs located at Jakarta for the west region and Makassar for eastern region, it is considered highly unlikely that both facilities would be out of service simultaneously. However, in the event that one ACC becomes inoperative, and ATS became unavailable, it would take several days to relocate and operate ATS from the remaining ACC and restore a more normal level of service. During this interim period, flight operations in Indonesia would be severely restricted.

This Plan has been developed in close co-operation and collaboration with the civil aviation authorities responsible for the adjacent FIRs and representatives of the users of the airspace. The Indonesian military authorities also have been consulted and recognize the requirement for the Plan and the civil aviation procedures that apply thereto.

The Plan will be activated by promulgation of a NOTAM issued by the Indonesian International NOTAM Office (INO) as far in advance as is practicable. However, when such prior notification is impracticable for any reason, the Plan will be put into effect on notification by the designated authority, as authorized by the DGAC. It is expected that the civil aviation authorities concerned, and the airline operators will fully cooperate to implement the Plan as soon as possible.

This Plan has been prepared in coordination with the International Civil Aviation Organization (ICAO) to meet the requirements in ICAO Annex 11 – *Air Traffic Services* to provide for the safe and orderly continuation of international flights through Indonesian airspace.

Any proposed amendments to this plan shall be forwarded to:

Director General
Directorate General of Air Communications
Jl. Medan Merdeka Barat No. 8
Gedung Karya Lt. 5
Jakarta, 10110, Indonesia
Tel: (62-21) 3505137
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PART I

ATM CONTINGENCY PLAN FOR INTERNATIONAL FLIGHTS TO TRANSIT THE UPPER AIRSPACE OF THE JAKARTA FIR

Effective: day/month/year/time(UTC)

1. OBJECTIVE

1.1 The Air Traffic Management (ATM) Contingency Plan, Part I contains arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of air traffic services in the Jakarta FIR in accordance with ICAO Annex 11 – *Air Traffic Services*, Chapter 2, paragraph 2.29. The Contingency Plan provides the ATS procedures and contingency route structure using existing airways in most cases that will allow aircraft operators to transit the Jakarta FIR.

1.2 This Contingency Plan does not address arrangements for aircraft arriving and departing at Indonesian airports or for domestic flight operations within the territory of Indonesia.

2. STATES AND FIRS AFFECTED

2.1 In the event that the Director General, DGAC activates this Contingency Plan, the civil aviation authorities of the adjacent FIRs will be notified in accordance with the Letter of Agreement (LOA) established between the States concerned. The adjacent States, FIRs and ACCs directly affected by this Contingency Plan are as follows:

- a) Australia
 - Melbourne FIR (ACC)
 - Brisbane FIR (ACC)
- b) India
 - Chennai FIR (ACC)
- c) Malaysia
 - Kota Kinabalu FIR (ACC)
 - Kuala Lumpur FIR (ACC)
- d) Singapore
 - Singapore FIR (ACC)
- e) Sri Lanka
 - Colombo FIR (ACC)
- f) United States of America
 - Oakland FIR (ACC)

2.2 The contact details of the civil aviation authorities and organizations concerned are contained in **Appendix 1A**. These details should be kept up to date and relevant information provided to the DGAC as soon as practicable.

3. MANAGEMENT OF THE CONTINGENCY PLAN

3.1 The contingency measures set out in this Plan are applicable in cases of foreseeable events caused by unexpected interruptions in ATS caused by natural occurrences or other circumstances, which, in one way or another, may impair or totally disrupt the provision of ATS and/or of the related support services in the Jakarta FIR.

3.2 The following arrangements have been put in place to ensure that the management of the Contingency Plan provides for international flights to proceed in a safe and orderly fashion through the Upper Airspace of the Jakarta FIR.

Central Coordinating Committee

3.3 As soon as practicable in advance of, or after a contingency event has occurred, the Director General, DGAC shall convene the Central Coordinating Committee (CCC) comprised of representatives from:

- 1) Directorate General Air Communication
- 2) PT (Persero) Angkasa Pura I (ATS provider for the Ujung Pandang FIR and operator of major airports in the eastern region)
- 3) PT (Persero) Angkasa Pura II (ATS provider for the Jakarta FIR and operator of major airports in the western region)
- 4) Indonesian military authority
- 5) National Security Council / State Security Committee
- 6) Representative from the airlines committee
- 7) Meteorological service
- 8) Other participants as required

3.4 The CCC shall oversee the conduct of the Contingency Plan and in the event that the Jakarta ACC premises are out of service for an extended period, make arrangements for and facilitate the temporary relocation of the Jakarta ACC at the Makassar ACC and the restoration of ATS services. The terms of reference for the CCC will be determined by the DGAC.

3.5 Contact details of the members of the CCC are provided in **Appendix 1B**.

ATM Operational Contingency Group

3.6 The ATM Operational Contingency Group (AOCG) will be convened by the CCC with a primary responsibility to oversee the day to day operations under the contingency arrangements, and coordinate operational ATS activities, 24 hours a day, throughout the contingency period. The terms of reference of the AOCG will be determined by the CCC. The AOCG will include specialized personnel from the following disciplines:

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- Air traffic services (ATS)
 - Aeronautical telecommunication (COM)
 - Aeronautical meteorology (MET)
 - Aeronautical information services (AIS)
 - ATS equipment maintenance service provider

The mission of the AOCG shall include taking the following action:

- i) review and update of the Contingency Plan as required;
- ii) keep up to date at all times of the contingency situation;
- iii) organize contingency teams in each of the specialized areas;
- iv) keep in contact with and update the ICAO Asia and Pacific Regional Office, operators and the IATA Regional Office;
- v) exchange up-to-date information with the adjacent ATS authorities concerned to coordinate contingency activities;
- vi) notify the designated organizations in Indonesia of the contingency situation sufficiently in advance and/or as soon as possible thereafter; and
- vii) issue NOTAMs according to the corresponding contingency situation, this plan or as otherwise needed (example NOTAMS are provided in **Appendix 1C**). If the situation is foreseeable sufficiently in advance, a NOTAM will be issued 48 hours in advance.

4. CONTINGENCY ROUTE STRUCTURE

4.1 In the event of disruption of the ATC services provided by Jakarta ACC, contingency routes will be introduced to ensure safety of flight and to facilitate limited flight operations commensurate with the prevailing conditions. Existing ATS routes form the basis of the contingency routes to be used, and a flight level assignment scheme introduced to minimize potential points of conflict and to limit the number of aircraft operating simultaneously in the system under reduced air traffic services.

4.2 The contingency route structure for international flights is detailed in **Appendix 1D**. Additional contingency routes will be introduced as and when circumstances require, such as in the case of volcanic ash clouds forming.

4.3 In regard to domestic operations, if circumstances dictate, all flights shall be temporarily suspended until a full assessment of the prevailing conditions has been determined and sufficient air traffic services restored. A decision to curtail or restart domestic operations will be made by the CCC.

4.4 Aircraft on long-haul international flights and special operations (e.g. Search and Rescue (SAR), State aircraft, humanitarian flights, etc), shall be afforded priority for levels at FL290 and above. For flight planning purposes, domestic and regional operators should plan on the basis that FL290 and above may not be available.

4.5 International operators affected by the suspension of all operations from Indonesian airports will be notified by the relevant airport authority when operations may be resumed, and flight planning information will be made available pertaining to that airport. International flights who have received such approval may be required to flight plan via domestic routes to join international contingency routes.

4.6 International operators may elect to avoid the Indonesian airspace and route to the west around the Jakarta FIR via the Melbourne and Colombo FIRs to the Chennai and Kuala Lumpur FIRs and vice versa. Also, operators may avoid the Ujung Pandang FIR to the east routing via the Brisbane and Oakland FIRs to the Manila and Kota Kinabalu FIRs and vice versa. The contingency routes to be used in this scenario will be provided by the ATS authorities concerned.

5. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

Reduced ATS and provision of flight information services (FIS)

5.1 During the contingency critical period, ATS including ATC may not be available, particularly with regard to availability of communications and radar services. In cases where service are not available, a NOTAM will be issued providing the relevant information, including an expected date and time of resumption of service. The contingency plan provides for limited flight information and alerting services to be provided by adjacent ACCs.

5.2 The Indonesian airspace will be divided into two parts, North and South along latitude 05 00 00S then along the existing FIR boundary of the Jakarta and Makassar FIRs. FIS and flight monitoring will be provided by the designated ATS authorities for the adjacent FIRs on the contingency routes that enter their respective FIRs. A chart depicting the airspace arrangement is provided in **Appendix 1E**.

5.3 The primary means of communication will be by VHF or HF radio except for aircraft operating automatic dependent surveillance (ADS) and controller/pilot data link communication (CPDLC) systems. When CPDLC has been authorized for use by the relevant ATC authority, this will become the primary means of communication with HF as secondary. In the case of ADS automatic position reporting, this replaces voice position reporting and CPDLC or HF will become the secondary means. Details of the communication requirements are provided in **Appendix 1F**.

ATS Responsibilities

5.4 During the early stages of a contingency event, ATC may be overloaded and tactical action taken to reroute aircraft on alternative routes not included in this Plan.

5.5 In the event that ATS cannot be provided in the Jakarta FIR a NOTAM shall be issued indicating the following:

- a) time and date of the beginning of the contingency measures;
- b) airspace available for landing and overflying traffic and airspace to be avoided;
- c) details of the facilities and services available or not available and any limits on ATS provision (e.g. ACC, APPROACH, TOWER and FIS), including an expected date of restoration of services if available;
- d) information on the provisions made for alternative services;

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- e) any changes to the ATS contingency routes contained in this Plan;
 - f) any special procedures to be followed by neighbouring ATS units not covered by this Plan;
 - g) any special procedures to be followed by pilots; and
 - h) any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

5.6 In the event that the Indonesian International NOTAM Office is unable to issue the NOTAM, the (alternate) International NOTAM Office at Singapore and/or Brisbane will take action to issue the NOTAM of closure airspace upon notification by the DGAC or its designated authority, e.g. the ICAO Asia and Pacific Regional Office.

Aircraft Separation

5.7 Aircraft separation criteria will be applied in accordance with the *Procedures for Air Navigation Services-Air Traffic Management* (PANS-ATM, Doc 4444) and the *Regional Supplementary Procedures* (Doc 7030).

5.8 The longitudinal separation will be 15 minutes. However, this may be reduced to 10 minutes in conjunction with application of the Mach number technique in light of developments and as authorized by the DGAC by the appropriate LOA.

5.9 The route structure provides for lateral separation of 100 NM and in cases where this is less, and for crossing routes, a minimum vertical separation of 2000 ft will be applied.

5.10 In the event that Indonesian ATC services are terminated, RVSM operations will be suspended and 2000 ft vertical separation minimum provided within Indonesian airspace using the RVSM flight levels contained in the table of cruising levels in ICAO Annex 2, Appendix 3. Details of the flight level assignment on the contingency routes are contained in Appendix 1D.

Flight level restrictions

5.11 Where possible, aircraft on long-haul international flights shall be given priority with respect to cruising levels.

Airspace Classifications

5.12 If ATC services become unavailable during the interruption of air traffic services, and depending on the level of service and anticipated outage of facilities, airspace classifications may be changed to reflect the reduced level of services. Changes to airspace classification will be notified by NOTAM.

Aircraft position reporting

5.13 Pilots will continue to make routine position reports in line with normal ATC reporting procedures.

VFR operations

5.14 VFR flights shall not operate in the Jakarta FIR if there are extensive disruptions to ATC facilities, except in special cases such as State aircraft, Medivac flights, and any other essential flights authorized by the DGAC.

Procedures for ATS Units

5.15 The ATS units providing ATC services will follow their unit emergency operating procedures and activate the appropriate level of contingency procedures in line with the operational Letter of Agreement. These procedures include the following:

- a) the Jakarta ACC on determining that ATS may be reduced due to a contingency event, will inform pilots by the controller responsible of the emergency condition and advise if it is likely that the ACC will be evacuated and ATS suspended. In the event of it becoming necessary to evacuate the ACC building, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication;
- b) during the period the contingency procedures are in effect, flight plan messages must continue to be transmitted by operators to the Jakarta ACC and to the Makassar ACC via the AFTN using normal procedures;

Note: Depending on the phase of emergency and circumstances, the Indonesian INO may be suspended and alternative AFTN service introduced, e.g. at the Jakarta Airport Tower and Makassar ACC. Also, the INO of adjacent ATS authorities may be used to issue Indonesian NOTAMs.

- c) on notification by DGAC, Indonesia, the ATS authorities operating the ACCs of the adjacent FIRs, viz. Brisbane, Chennai, Colombo, Kota Kinabalu, Kuala Lumpur, Melbourne, Oakland, Manila and Singapore will activate the contingency procedures in accordance with their respective operational Letter of Agreement;
- d) prior to entry to the Jakarta FIR under the contingency arrangement, prior authorization must be obtained by operators to overfly the Jakarta FIR, and ATC approval granted by the adjacent ATC authority (ACC);
- e) the adjacent ACC responsible for aircraft entering for transit of the Jakarta FIR must communicate via ATS coordination circuits, and not less than 30 minutes beforehand, the estimated time over the reporting point for entry into the next FIR after the Jakarta FIR;
- f) the ACC responsible for aircraft entering the Jakarta FIR will instruct pilots to maintain the last flight level assigned and speed (MACH number if applicable) while overflying the Jakarta FIR;
- g) the ACC responsible will not authorize any change in flight level or speed (MACH number, if applicable) later than 10 minutes before the aircraft enters the Jakarta FIR, except in the case specified in h) below;

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- h) to facilitate arrival and departures at Singapore on the following route sectors, aircraft may climb and descend under the control of Singapore ACC in line with normal operating procedures:
- R469 - From Pekan Baru (PKU) to TAROS;
 - G579 - From Palembang (PLB) to PARDI; and
 - B470 - From ANITO to Pangkal Pinang (PKP)
- i) the ACC responsible prior to aircraft entering the Jakarta FIR will inform aircraft that they must communicate with the next (downstream) ATC unit 10 minutes before the estimated time of entry into the next FIR; and
- j) operators may also chose to avoid the Indonesia airspace, and the controlling authorities of the FIRs concerned will provide alternative contingency routes as appropriate and these will be published by NOTAM.

Transition to contingency scheme

5.16 During times of uncertainty when airspace closures seem possible, aircraft operators should be prepared for a possible change in routing while en-route, familiarization of the alternative routes outlined in this Contingency Plan, as well as those which may be promulgated by a State (s) via NOTAM or AIP.

5.17 In the event of airspace closure that has not been promulgated, ATC should, if possible, broadcast to all aircraft in their airspace, what airspace is being closed and to stand by for further instructions.

5.18 ATS providers should recognize that when closures of airspace or airports are promulgated, individual airlines might have different company requirements as to their alternative routings. ATC should be alert to respond to any request by aircraft and react commensurate with safety.

Transfer of control and coordination

5.19 The transfer of control and communication should be at the common FIR boundary between ATS units unless there is mutual agreement between adjacent ATS units and authorization given to use alternative transfer of control points. These will be specified in the respective LOAs.

5.20 The ATS providers concerned should review the effectiveness of current coordination requirements and procedures in light of contingency operations or short notice of airspace closure, and make any necessary adjustments to the Contingency Plan and LOAs.

6. PILOTS AND OPERATOR PROCEDURES

Filing of flight plans

6.1 Flight planning requirements for the Jakarta FIR are to be followed in respect to normal flight planning requirements contained in the Indonesia Aeronautical Information Publication (AIP) and as detailed at **Appendix 1G**.

Overflight approval

6.2 Aircraft operators must obtain overflight approval from the DGAC, Indonesia prior to operating flights through the Jakarta FIR. During the period of activation of this Contingency Plan,

when ATS is not being provided by Indonesia, the adjacent ATS authority will approve aircraft to enter the Jakarta FIR on the basis that operators have obtained prior approval, and the responsibility remains with the operator to ensure such approval has been obtained.

Pilot operating procedures

6.3 Aircraft overflying the Jakarta FIR shall follow the following procedures:

- a) all aircraft proceeding along the ATS routes established in this Contingency Plan will comply with the instrument flight rules (IFR) and will be assigned a flight level in accordance with the flight level allocation scheme applicable to the route(s) being flown as specified in **Appendix 1D**;
- b) flights are to flight plan using the Contingency Routes specified in **Appendix 1D**, according to their airport of origin and destination;
- c) aircraft are to operate as close as possible to the centre line of the assigned contingency route;
- d) pilots are to keep a continuous watch on the specified contingency frequency as specified in **Appendix 1F** and transmit the aircraft's position in line with normal ATC position reporting procedures;
- e) keep navigation and anti-collision lights on while overflying the Jakarta FIR;
- f) pilots are to maintain during their entire flight time within Jakarta FIR, the flight level last assigned by the last ACC responsible prior to the aircraft entering the Jakarta FIR, and under no circumstances change this level and Mach Number, except in cases of emergency and for flight safety reasons. In addition, the last SSR transponder assigned shall be maintained or, if no transponder has been assigned, transmit on SSR code 2000;
- g) aircraft are to reach the flight level last assigned by the responsible ACC at least 10 minutes before entering the Jakarta FIR or as otherwise instructed by the ATC unit in accordance with the LOA with Indonesia;
- h) pilots are to include in their last position report prior to entering the Jakarta FIR, the estimated time over the entry point of the Jakarta FIR and the estimated time of arrival over the relevant exit point of the Jakarta FIR;
- i) pilots are to contact the next adjacent ACC as soon as possible, and at the latest, ten (10) minutes before the estimated time of arrival over the relevant exit point of Jakarta FIR;
- j) pilots are to strictly adhere to the ICAO Traffic Information Broadcasts by Aircraft (TIBA) (reproduced in **Appendix 1H**), and maintain a continuous listening watch on the international air to air VHF frequency 123.45 MHz, as well as on the specified VHF and HF frequencies listed in Appendix 1F. When necessitated by emergency conditions, pilots are to transmit blind on these frequencies, their current circumstances and the commencement and completion of any climb and descent or deviation from the cleared contingency route;

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- k) whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for transit of Jakarta FIR, pilots are to climb or descend well to the right of the centerline of the contingency route, and if deviating outside the Jakarta FIR, to inform immediately the ACC responsible for that airspace. Pilots are to make blind broadcast on the IFBP VHF frequency 123.45 MHz of the relevant emergency level change message (comprising the aircraft call sign, the aircraft position, the flight levels being vacated and crossed, etc);
 - l) pilots are to maintain own longitudinal separation of 15 minutes from preceding aircraft at the same cruising level; and
 - m) not all operational circumstances can be addressed by this Contingency Plan and pilots are to maintain a high level of alertness when operating in the contingency airspace and take appropriate action to ensure safety of flight.

Interception of civil aircraft

6.4 Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off normal traffic flows, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2 –*Rules of the Air*, paragraph 3.8 and Appendix 2, Sections 2 and 3.

6.5 The Indonesian military authority in the interest of national security and safety may intercept civil aircraft over the territory of Indonesia in the event that a flight may not be known to and identified by the military authority. In such cases, the ICAO intercept procedures contained in Annex 11, Attachment C (reproduced in **Appendix I**) will be followed by the military authority, and pilots are to comply with instructions given by the pilot of the intercepting aircraft. In such circumstances, the pilot of the aircraft being intercepted shall broadcast information on the situation.

6.6 If circumstances lead to the closure of the Indonesian airspace and no contingency routes are available through the Jakarta and Ujung Pandang FIRs, aircraft will be required to route around the Indonesian airspace. As much warning as possible will be provided by the appropriate ATS authorities in the event of the complete closure of Indonesian airspace.

6.7 Pilots need to continuously guard the VHF emergency frequency 121.5 MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discrete code assigned by ATC or select code 2000 if ATC has not assigned a code.

7. COMMUNICATION PROCEDURES

Degradation of Communication - Pilot Radio Procedures

7.1 When operating within the contingency airspace of the Jakarta FIR, pilots should use normal radio communication procedures where ATS services are available. These will be in accordance with the communication procedures in this Plan or as otherwise notified by NOTAM.

7.2 If communications are lost unexpectedly on the normal ATS frequencies, pilots should try the next applicable frequency, e.g. if en-route contact is lost then try the next appropriate frequency, that is, the next normal handover frequency. Pilots should also consider attempting to contact ATC on the last frequency where two-way communication had been established. In the

absence of no communication with ATC, the pilot should continue to make routine position reports on the assigned frequency, and also broadcast positions in accordance with the ICAO TIBA.

Communication frequencies

7.3 A list of frequencies to be used for the contingency routes and the ATS units providing FIS and air-ground communication monitoring for the Jakarta FIR is detailed at **Appendix 1F**.

8. AERONAUTICAL SUPPORT SERVICES

Aeronautical Information Services (AIS)

8.1 A NOTAM contingency plan will be developed to ensure continuation of the NOTAM service for the Jakarta FIR in support of contingency operations. The NOTAMs will establish the actions to be taken in order to reduce the impact of the failures in the air traffic services. The NOTAMs will also establish the necessary coordination and operational procedures that would be established before, during and after any Contingency phase.

8.2 It is not anticipated that there would be any major disruption to the NOTAM service for the Jakarta FIR, as NOTAM services could be readily provided by neighboring AIS authorities.

Meteorological Services (MET)

8.3 The Indonesian Meteorological Service (Badan Meteorologi & Geofisika – BMG) is the designated meteorological authority of Indonesia. BMG is also the provider of meteorological services for the international and domestic air navigation. In order to comply with the ICAO requirements on aeronautical meteorology specified in Annex 3, Meteorological Service for International Air Navigation and the ASIA/PAC Air Navigation Plan – Doc 9673, BMG should ensure regular provision of the following products and services:

- a) aerodrome observations and reports – local MET REPORT and SPECIAL, as well as WMO-coded METAR and SPECI; METAR and SPECI should be provided for all international aerodromes listed in the AOP Table of ASIA/PAC Basic ANP and FASID Table MET 1A;
- b) terminal aerodrome forecast - TAF as per the requirements indicated in FASID Table MET 1A;
- c) SIGMET for the two Indonesian FIRs – Jakarta and Ujung Pandang; SIGMET should be issued by the meteorological watch offices (MWO) designated in FASID Table MET 1B – WIII and WAAA;
- d) information for the ATS units (TWR, APP, ACC) as agreed between the meteorological authority and the ATS units concerned;
- e) Flight briefing and documentation as per Annex 3, Chapter 9.

8.4 It is expected that the Indonesia MET services would continue to be available in the event of an ATS contingency situation. However, should ATS services for the Jakarta FIR be withdrawn, timely MET information may not be immediately available to pilots in flight. Alternative means of obtaining up to date MET information concerning the Jakarta FIR will be provided to the extent possible through the adjacent ATS authorities. In addition, alternative means of OPMET information transmission to the regional OPMET data bank Singapore and both WAFcS (London and Washington), which offers available contingency for the global dissemination of OPMET information will be attempted, e.g. making use of the communication networks of communication service providers (ARINC and SITA).

9. **SEARCH AND RESCUE**

Notification and Coordination

9.1 ACCs involved in this Contingency Plan are required to assist as necessary to ensure that the proper Search and Rescue (SAR) authorities are provided with the information necessary to support downed aircraft or aircraft with an in-flight emergency in respect to the Jakarta FIR.

9.2 The SAR authority responsible for the Jakarta FIR is the Jakarta Rescue Coordination Centre (RCC)

IDD	62-21-550211 AND 5507152
Fax	62-21- 5501512
AFTN	WIIYKYX

9.3 Each ACC shall assist as necessary in the dissemination of INCERF, ALERFA and DETYRESFA in respect to incidents in the Jakarta FIR.

9.4 In the event that the Jakarta ACC is not available, the responsibility for coordinating with the Jakarta RCC for aircraft emergencies and incidents involving the Jakarta FIR will be undertaken by the Makassar ACC. The CCC will take appropriate steps to ensure that SAR information is made available to the Jakarta RCC. The AOCG will also oversee SAR coordination and disseminate relevant contact information.

**CONTACT DETAILS OF ADJACENT STATES AND INTERNATIONAL ORGANIZATIONS
PARTICIPATING IN THE INDONESIAN CONTINGENCY PLAN**

NO	ADDRESS	TEL NO.	FAX. NO.	E-MAIL	AFTN
	Australia				
1	Airservices Australia				
2	Brisbane ACC				
3	Melbourne ACC				
	India				
4	Director of Civil Aviation				
5	Airports Authority of India				
6	Chennai ACC				
	Malaysia				
7	Director of Civil Aviation				
8	Kuala Lumpur ACC				
	Philippines				
9	Air Transportation Office				
10	Manila ACC				

APPENDIX 1A

	Singapore				
11	Director of Civil Aviation				
12	Singapore ACC				
	Sri Lanka				
13	Director of Civil Aviation				
14	Colombo ACC				
	United States of America				
15	Federal Aviation Administration				
16	Oakland ACC				
	ICAO				
17	Mr. Lalit B Shah Regional Director Asia/Pacific Regional Office 252/1 Vibhavadi Rangsit Rd, Chatuchak, Bangkok, 10110, Thailand	61 2 5378189 Ext 37	61 2 537 8199	icao_bkk@bangkok.icao.int	
18	Mr. Andrew Tiede Regional Officer ATM Asia/Pacific Regional Office 252/1 Vibhavadi Rangsit Rd, Chatuchak, Bangkok, 10110, Thailand	61 2 5378189 Ext 152	61 2 537 8199 Mob: 61	atiede@bangkok.icao.int	
	IATA				
19	Singapore Office				
	IFALPA				
20	Southeast Asia Regional Director				

CENTRAL COORDINATING GROUP

1. Director General
Directorate General Air Communication
JL. Medan Merdeka Barat No.8
Gedung karya Dephub
Jakarta, Indonesia, 10110

Tel: 62 811 9
Fax: 6-03-88891541
AFTN:
E-mail:

2. Director Operations
PT Angkasa Pura II

Tel:
Fax:
AFTN:

3. Director Operations
PT Angkasa Pura I

Tel:
Fax:
AFTN:

4. Indonesian Meteorological Service

Tel:
Fax:
E-mail:

JAKARTA FIR OPERATIONAL CONTINGENCY UNIT

1. Directorate General Air Communication

Director Aviation Safety (Chairperson)

Tel:

Fax:

AFTN:

E-mail:

Deputy Director of Systems and Procedures Air Navigation

Tel:

Fax:

AFTN:

E-mail:

Deputy Director of ATS

Manager Aeronautical Information Service

Tel:

Fax:

AFTN:

E-mail:

2. PT Angkasa Pura II

ATS

Tel:

Fax:

AFTN:

E-mail:

ATS Regional Coordinator Jakarta ACC

Tel:

Fax:

AFTN:

E-mail:

ATS Manager

Tel:

Fax:

AFTN:

E-mail:

Manager Aeronautical Information Service

Tel:
Fax:
AFTN:
E-mail:

Airport Management Soekarno Hatta International Airport

Tel:
Fax:
AFTN:
E-mail:

3. PT Angkasa Pura I

Deputy Director Operations

Tel:
Fax:
E-mail:

4. Meteorological Service

Tel:
Fax:
E-mail:

SAMPLE NOTAMS**a) Avoidance of airspace**

NOTAM.....DUE TO DISRUPTION OF ATS IN THE JAKARTA AND UJUNG PANDANG FIRS ALL ACFT ARE ADVISED TO AVOID THE FIRS.

b) Airspace available Limited ATS

NOTAMDUE TO ANTICIPATED DISRUPTION OF ATS IN THE JAKARTA FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

c) Contingency plan activated

NOTAMDUE TO DISRUPTION OF ATS IN JAKARTA AND UJUNG PANDANG FIRs ALL ACT ARE ADVISED THAT THE INDONESIAN INTERNATIONAL CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY THESE FIRS IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE CONTINGENCY ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICKLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY INDONESIAN AIRSPACE.

d) Non adherence to the Contingency Plan

NOTAMOPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE JAKARTA AND UJUNG PANDANG FIRS.

**INTERNATIONAL ROUTE STRUCTURE AND COMMUNICATIONS FOR TRANSIT OF THE JAKARTA FIR
WHEN NO ATS AVAILABLE IN INDONESIAN AIRSPACE**

VHF Air to Air Frequency

123.45MHz

Contingency Routes Jakarta (CRJ)	ATS Route	Direction	FL Assignment	ACCs	COM (Frequency Details in Appendix X)
CRJ-1	A464 Darwin-KIKEM-KIKOR-TPG- SINJON	Northbound (One-way)	380, 320	Brisbane Singapore	HF, ADS, CPDLC HF, VHF, ADS, CPDLC
CRJ-2	A576-G462 SINJON-TPG-SANOS-BLI- SATNA-Darwin	Southbound (One-way to BLI then two-way)	410, 350 410, 350, 290 380, 320	Singapore Brisbane	HF, VHF, ADS, CPDLC HF, ADS, CPDLC
CRJ-3	A576 SINJON-TPG-SANOS-BLI- ATMAP-Alice Springs	Southbound (One-way to BLI then two-way)	410, 350 410, 350, 290 380, 320, 280	Singapore Brisbane	HF, VHF, ADS, CPDLC HF, ADS, CPDLC
CRJ-4	B470-L511/L895-A585 SINJON-S00 02.4 E104 042.1- ANITO-PKP(L511/L895)- MIMIX(L895)-SAPDA	Southbound (One-way)	410, 350, 290	Singapore Brisbane	HF, VHF, ADS, CPDLC HF, ADS, CPDLC
CRJ-5 ²	B469-G579 LAMOB-DCT-PLB(G579)- PARDI-S00 16.1 E104 09.3- SINJON	Northbound (One-way)	380, 320, 280	Brisbane Singapore	HF, ADS, CPDLC HF, VHF, ADS, CPDLC
CRJ-6	R469-B335 SINGAPORE-SAMKO-TAROS- PKU(B335)-POSOD	Two-way	290 280	Singapore Melbourne+	HF, VHF, ADS, CPDLC HF, ADS, CPDLC

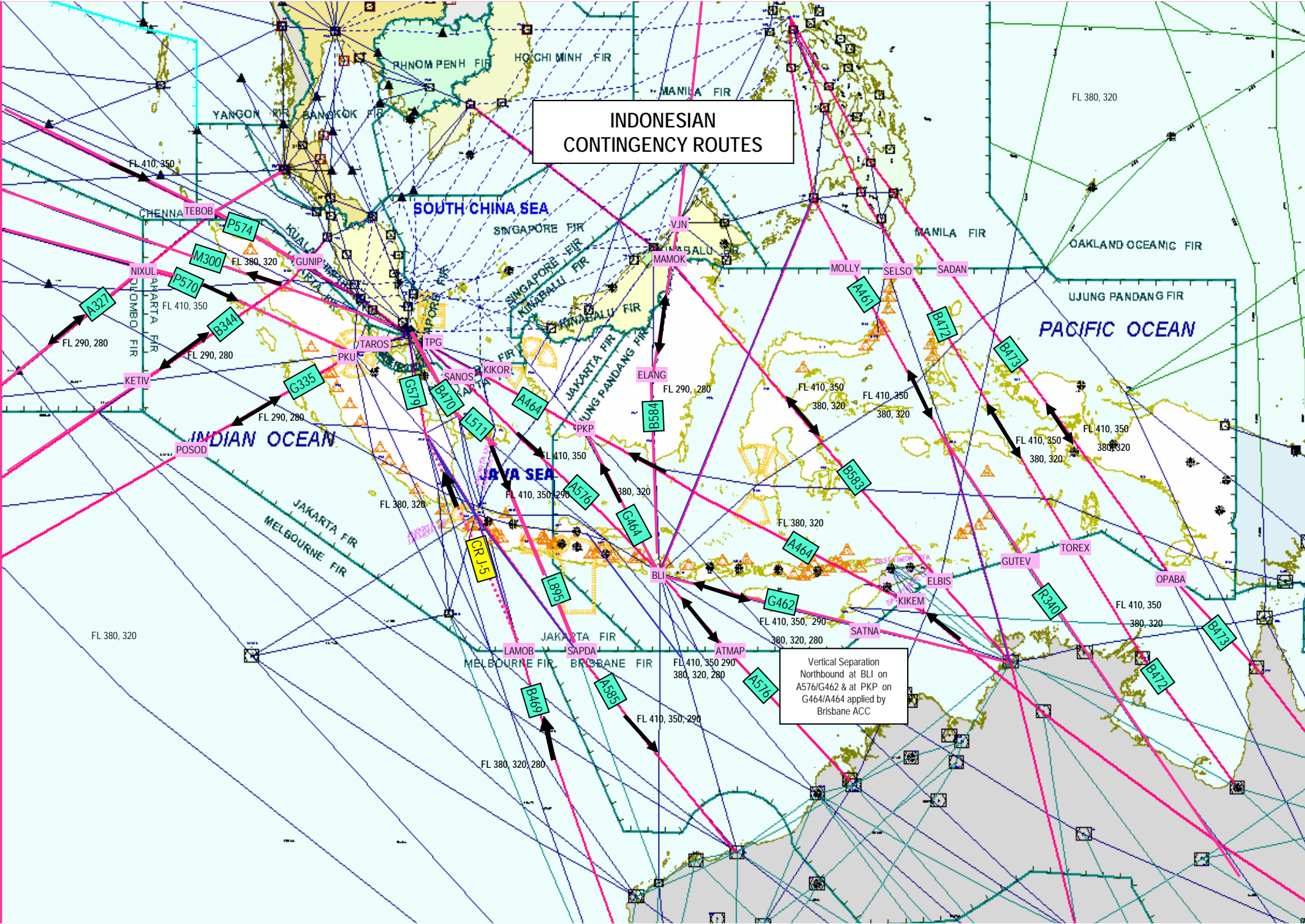
CONTINGENCY ROUTES JAKARTA (CRJ)	ATS ROUTES	DIRECTION	FL ASSIGNMENT	ACCS PROVIDING FIS	COM (DETAILS OF FREQUENCIES ARE IN APPENDIX X)
CRJ-7	B344-G468 VPG-GOTLA-MDN(B334)- KETIV-ELATI	Two-way	290	Kuala Lumpur	VHF
			280	Colombo+	HF, ADS, CPDLC
CRJ-8	A327 VIROT-PAMTO	Two-way	290	Kuala Lumpur	VHF
			280	Colombo+	HF, ADS, CPDLC
CRJ-9	P570-R469 PAMTO-MABIX-PKU(R469)- TARO-SINJON	Eastbound (One-way)	410, 350	Colombo+	HF, ADS, CPDLC
				Kuala Lumpur	VHF
				Singapore+	VHF
CRJ-10	A576-M300 SINJON-DUMOK(M300)-SALAX- TOPIN	Westbound (One-way)	380, 320	Singapore+	VHF
				Kuala Lumpur	VHF
CRJ-11	P574-R461 ANSAX-PUGER(R461)-VKL	Eastbound (One-way)	410, 350	Chennai+	HF, ADS, CPDLC
				Kuala Lumpur	VHF

+ ACCs not providing FIS in the Jakarta FIR for these routes

Note 1: In the event that the Jakarta and Makassar ACCs are out of service and no ATS available for the Jakarta and Ujung Pandang FIRs, flight information service (FIS) for the upper airspace will be delegated to the designated ATS authority specified above with the airspace divided north/south at latitude 05 00 00S then along the existing Jakarta FIR boundary. FIS will be provided by the adjacent ACCs in accordance with the LOAs with Indonesia.

Note 2: On the CRJ-5 sector LAMOB-PLB a direct track is established between the positions.

INDONESIAN CONTINGENCY ROUTES



Vertical Separation
Northbound at BLI on
A576/G462 & at PKP on
G464/A464 applied by
Brisbane ACC

**CONTINGENCY FREQUENCIES FOR CONTROL AND/ OR
FLIGHT MONITORING SERVICES**

CONTINGENCY ROUTE JAKARTA (CRJ)	ATS ROUTE	ACC	COM
CRJ-1	A464	Brisbane Singapore	HF, VHF, ADS/CPDLC: Logon YBBB HF SEA-3, VHF: Primary 134.4 Mhz/ Secondary 128.1 Mhz, ADS/CPDLC: Logon WSJC
CRJ-2	A576-G462	Singapore Brisbane	HF SEA-3, VHF: Primary 134.4 Mhz/ Secondary 128.1 Mhz, ADS/CPDLC: Logon WSJC HF, ADS and CPDLC: Logon YBBB
CRJ-3	A576	Singapore Brisbane	HF-SEA-3, VHF: Primary 134.4 Mhz/ Secondary 128.1 Mhz, ADS/CPDLC: Logon WSJC HF, ADS/CPDLC: Logon YBBB
CRJ-4	B470-L511/L895- A585	Singapore Brisbane	HF SEA-3, Primary 134.4 Mhz/Secondary 128.1 Mhz, ADS/CPDLC: Logon WSJC HF, ADS/CPDLC: Logon YBBB
CRJ-5	B469-G579	Brisbane Singapore	HF, ADS and CPDLC: Logon YBBB HF-SEA-3, VHF: Primary 134.4 Mhz/ Secondary 128.1 Mhz, ADS/CPDLC: Logon WSJC
CRJ-6	R469-B335	Singapore Melbourne*	HF SEA-3, VHF: Primary 133.25 Mhz/ Secondary 135.8 Mhz. HF, ADS/CPDLC: Logon YMMM
CRJ-7	B334-G468	Kuala Lumpur Colombo*	VHF HF
CRJ-8	A327	Kuala Lumpur Colombo*	VHF HF
CRJ-9	P570/R469	Colombo* Kuala Lumpur	HF HF, VHF

CONTINGENCY ROUTE JAKARTA (CRJ)	ATS ROUTE	ACC	COM
CRJ-10	A576-M300	Kuala Lumpur Colombo*	VHF HF
CRJ-11	P574-R461	Chennai* Kuala Lumpur	HF, ADS, CPDLC VHF

* Next ACC not providing FIS in the Jakarta FIR for these routes

The adjacent ATS provider HF primary and secondary are interchangeable subject to climatic conditions. When CPDLC is being used, this will be the primary means of communication and HF will be secondary. When ADS is being used for automatic position reporting, pilots are not required to report position on CPDLC or HF unless requested by ATC. The frequencies to be used are contained in Appendix xx

FLIGHT PLANNING REQUIREMENT

Airline operators are expected to familiarize themselves with the Regional Contingency Plan as well as Contingency Plans of Jakarta FIR and the activation times. For aircraft intending to operate in areas during periods when the contingency plans are activated, the operators shall plan the flight to conform with the activation times of the Contingency Plans. Airline operators shall ensure that flights are established on contingency routes prior to entering an area which is under Contingency Plan procedure.

The flight planning requirements during the contingency period will be in accordance to ICAO Annex 2 Chapter 3 and Doc 4444 Part II. Additional information, will, however, be required, to indicate that the flight will operate in airspace where the contingency plan is active. This information is to be indicated in the 'RMK/' field of item 18 of the ICAO flight plan, for example 'RMK/Contingency routes WIIIA/VTIS' **or** WAAAA/VTIS in the event that Makassar ACC has taken over the air traffic services for Jakarta ACC. (Remarks/aircraft will be operating on contingency routes in the Jakarta and Ujung Pandang FIRs),

Repetitive Flight Plans (RPLs/Bulk Stored) will not be accepted during the time that the contingency plan is activated. Airline operators are required to file flight plans in accordance with the contingency flight planning procedures. Flight plans should be filed at least 12 hours in advance in order to allow sufficient time for manual processing.

ICAO TRAFFIC INFORMATION BROADCASTS BY AIRCRAFT (TIBA) PROCEDURES

Changes to In-Flight Procedures

Introduction of ICAO TIBA Procedures

TIBA Procedures.

1. Special procedures have been developed for pilot use in active contingency zones if communications are significantly degraded or unavailable. These TIBA procedures supercede and take the place of lost communication procedures that are outlined in Annex 2 to the Chicago Convention (Para 3.6.5.2.2 a) and PANS-RAC (DOC 4444, Part III, para. 17) and will enable traffic information broadcasts by aircraft (TIBA) to be made as well as providing collision hazard information. When aircraft will enter designated airspace in which it is known in advance that normal communication is not available, pilots should maintain a listening watch on the TIBA frequency 10 minutes prior to entering that airspace.

Times of Broadcast.

2. When a loss of normal communications requires TIBA procedures to be implemented, pilots shall make broadcasts **in English** on 126.9 MHz as follows:
 - a) At the time the loss of normal communications is recognized;
 - b) 10 minutes before entering a designated airspace when it is known in advance that normal communications will not be available within that airspace or, for a pilot taking off from an aerodrome located within the lateral limits of the designated airspace, as soon as appropriate after take-off;
 - c) 10 minutes prior to crossing a reporting point;
 - d) 10 minutes prior to crossing or joining an ATS route;
 - e) at 20-minute intervals between distant reporting points;
 - f) 2 to 5 minutes, where possible, before a change in flight level;
 - g) at the time of a change in flight level; and
 - h) at any other time considered necessary by the pilot.

Note: Normal position reporting procedures should be continued at all times, regardless of any action taken to initiate or acknowledge a traffic information broadcast.

Broadcast Format.

3. TIBA broadcasts should be made using the following phraseology:

a) **For other than those indicating changes in flight level:**

ALL STATIONS (call sign) FLIGHT LEVEL (number) [or CLIMBING TO FLIGHT LEVEL (number)] (direction) (ATS route) [or DIRECT FROM (position) TO (position) POSITION] (position) AT (time) ESTIMATING (next reporting point, or the point of crossing or joining a designated ATS route) AT (time) (call sign) FLIGHT LEVEL (number) (direction)

Example: “ALL STATIONS WINDAR 671 FLIGHT LEVEL 380 NORTHWEST BOUND A464 POSITION 80 MILES SOUTH EAST OF KEVOK AT 2358 ESTIMATING KOBAS AT 0020 WINDAR 671 FLIGHT LEVEL 380 NORTHWEST BOUND OUT”

Note: For broadcasts made when the aircraft is not near an ATS significant point, the position should be given as accurately as possible and in any case to the nearest 30 minutes of latitude and longitude.

b) **Before a change in flight level:**

ALL STATIONS (call sign) (direction) (ATS route) [or DIRECT FROM (position) TO (position)] LEAVING FLIGHT LEVEL (number) FOR FLIGHT LEVEL (number) AT (position and time)

c) **At the time of a change in flight level:**

ALL STATIONS (call sign) (direction) (ATS route) [or DIRECT FROM (position) TO (position)] LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number)

followed by:

ALL STATIONS (call sign) MAINTAINING FLIGHT LEVEL (number)

d) **When reporting a temporary flight level change to avoid an imminent collision risk:**

ALL STATIONS (call sign) LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number)

followed as soon as practicable by:

ALL STATIONS (call sign) RETURNING TO FLIGHT LEVEL (number) NOW

-
4. TIBA broadcasts should not be acknowledged unless a potential collision risk is perceived.

Cruising level changes.

5. Cruising level changes should not be made within the designated airspace, unless considered necessary by pilots to avoid traffic conflicts, to climb to minimum en route or safe altitudes, to overcome operational limitations, to avoid adverse weather, or in response to an operational emergency.
6. When cruising level changes are unavoidable, all available aircraft lighting which would improve the visual detection of the aircraft should be displayed while changing levels.

Collision avoidance.

7. If, on receipt of a traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk, and this cannot be achieved in accordance with the right-of-way provisions of Annex 2 to the Chicago Convention, the pilot should:
- a) unless an alternative manoeuvre appears more appropriate, immediately descend 150 m (500 ft), or 300 m (1 000 ft) if above FL 290 in an area where a vertical separation minimum of 600 m (2 000 ft) is applied;
 - b) display all available aircraft lighting which would improve the visual detection of the aircraft;
 - c) as soon as possible, reply to the broadcast advising action being taken;
 - d) notify the action taken on the appropriate ATS frequency; and
 - e) as soon as practicable, resume normal flight level, notifying the action on the appropriate ATS frequency.

Operation of Transponders.

8. When implementing TIBA procedures, pilots shall operate aircraft transponders on Modes A and C at all times. In the absence of alternative instructions from the appropriate ATS unit, aircraft not assigned a discrete code should squawk code 2000.

Operation of TCAS.

9. Unless otherwise directed by an appropriate authority, pilots should operate TCAS in TA/RA Mode at maximum range setting during the cruise phase of flight and at a range setting appropriate to the traffic situation when in the departure or terminal phases of flight.

Special Operations

10. Specific aircraft may need to be involved in special operations during the period when a FIR is an activated contingency zone. These aircraft may therefore be unable to utilize the contingency route structure for a significant period of their flights. Aircraft that will be classified as special operations are as follows:
- a) Special operations of State aircraft

- b) Aircraft in emergency situations or operating with significant reduction in operating efficiency
- c) Mercy flights and aircraft engaged in search and rescue, medical evacuation, and coastal surveillance operations.

Activation and Cancellation of TIBA Procedures

- 11. This procedure shall be included in State AIP Supplements or NOTAM on TIBA procedures and will be cancelled by NOTAM.

Contingency Scheme

ICAO INTERCEPTION PROCEDURES

Article 3 bis*

- a) The contracting States recognize that every State must refrain from resorting to the use of weapons against civil aircraft in flight and that, in case of interception, the lives of persons on board and the safety of aircraft must not be endangered. This provision shall not be interpreted as modifying in any way the rights and obligations of States set forth in the Charter of the United Nations.

(Extract from ICAO Annex 2 — *Rules of the Air*)

3.8 Interception

Note.— The word “interception” in this context does not include intercept and escort service provided, on request, to an aircraft in distress, in accordance with Volumes II and III of the International Aeronautical and Maritime Search and Rescue Manual (Doc 9731).

3.8.1 Interception of civil aircraft shall be governed by appropriate regulations and administrative directives issued by Contracting States in compliance with the Convention on International Civil Aviation, and in particular Article 3(d) under which Contracting States undertake, when issuing regulations for their State aircraft, to have due regard for the safety of navigation of civil aircraft. Accordingly, in drafting appropriate regulations and administrative directives due regard shall be had to the provisions of Appendix 1, Section 2 and Appendix 2, Section 1.

Note.— Recognizing that it is essential for the safety of flight that any visual signals employed in the event of an interception which should be undertaken only as a last resort be correctly employed and understood by civil and military aircraft throughout the world, the Council of the International Civil Aviation Organization, when adopting the visual signals in Appendix 1 to this Annex, urged Contracting States to ensure that they be strictly adhered to by their State aircraft. As interceptions of civil aircraft are, in all cases, potentially hazardous, the Council has also formulated special recommendations which Contracting States are urged to apply in a uniform manner. These special recommendations are contained in Attachment A.

3.8.2 The pilot-in-command of a civil aircraft, when intercepted, shall comply with the Standards in Appendix 2, Sections 2 and 3, interpreting and responding to visual signals as specified in Appendix 1, Section 2.

Note.— See also 2.1.1 and 3.4.

* On 10 May 1984 the Assembly amended the Convention by adopting the Protocol introducing Article 3 bis. Under Article 94 a) of the Convention, the amendment came into force on 1 October 1998 in respect of States which have ratified it.

INTERCEPTION OF CIVIL AIRCRAFT

(Appendix 2 of ICAO Annex 2 — *Rules of the Air*)

(*Note.*— See Chapter 3, 3.8 of the Annex)

1. Principles to be observed by States

1.1 To achieve the uniformity in regulations which is necessary for the safety of navigation of civil aircraft due regard shall be had by Contracting States to the following principles when developing regulations and administrative directives:

- a) interception of civil aircraft will be undertaken only as a last resort;
- b) if undertaken, an interception will be limited to determining the identity of the aircraft, unless it is necessary to return the aircraft to its planned track, direct it beyond the boundaries of national airspace, guide it away from a prohibited, restricted or danger area or instruct it to effect a landing at a designated aerodrome;
- c) practice interception of civil aircraft will not be undertaken;
- d) navigational guidance and related information will be given to an intercepted aircraft by radiotelephony, whenever radio contact can be established; and
- e) in the case where an intercepted civil aircraft is required to land in the territory overflown, the aerodrome designated for the landing is to be suitable for the safe landing of the aircraft type concerned.

Note.— In the unanimous adoption by the 25th Session (Extraordinary) of the ICAO Assembly on 10 May 1984 of Article 3 bis to the Convention on International Civil Aviation, the Contracting States have recognized that “every State must refrain from resorting to the use of weapons against civil aircraft in flight.”

1.2 Contracting States shall publish a standard method that has been established for the manoeuvring of aircraft intercepting a civil aircraft. Such method shall be designed to avoid any hazard for the intercepted aircraft.

Note.— Special recommendations regarding a method for the manoeuvring are contained in Attachment A, Section 3.

1.3 Contracting States shall ensure that provision is made for the use of secondary surveillance radar, where available, to identify civil aircraft in areas where they may be subject to interception.

2. Action by intercepted aircraft

2.1 An aircraft which is intercepted by another aircraft shall immediately:

- a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1;

- b) notify, if possible, the appropriate air traffic services unit;
- c) attempt to establish radiocommunication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; and if no contact has been established and if practicable, repeating this call on the emergency frequency 243 MHz;
- d) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

2.2 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

2.3 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

3. Radiocommunication during interception

If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in Table 2.1 and transmitting each phrase twice:

Table 2.1

<i>Phrases for use by INTERCEPTING aircraft</i>			<i>Phrases for use by INTERCEPTED aircraft</i>		
<i>Phrase</i>	<i>Pronunciation¹</i>	<i>Meaning</i>	<i>Phrase</i>	<i>Pronunciation¹</i>	<i>Meaning</i>
CALL SIGN	<u>KOL SA-IN</u>	What is your call sign?	CALL SIGN (call sign) ²	<u>KOL SA-IN</u> (call sign)	My call sign is (call sign)
FOLLOW	<u>FOL-LO</u>	Follow me	WILCO	<u>VILL-KO</u>	Understood Will comply
DESCEND	<u>DEE-SEND</u>	Descend for landing	CAN NOT	<u>KANN NOTT</u>	Unable to comply
YOU LAND	<u>YOU LAAND</u>	Land at this aerodrome	REPEAT	<u>REE-PEET</u>	Repeat your instruction
PROCEED	<u>PRO-SEED</u>	You may proceed	AM LOST	<u>AM LOSST</u>	Position unknown
			MAYDAY	<u>MAYDAY</u>	I am in distress
			HIJACK ³	<u>HI-JACK</u>	I have been hijacked
			LAND (place name)	LAAND (place name)	I request to land at (place name)
			DESCEND	<u>DEE-SEND</u>	I require descent

1. In the second column, syllables to be emphasized are underlined.

2. The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.

3. Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".
