

**Twenty Ninth Meeting of the
Informal South Pacific ATS Co-ordinating Group
(ISPACG/29)**

**Santiago, Chile
4-6 March 2015**

Agenda Item [6.6]

CONTINGENCY PLANNING TASK FORCE UPDATE FOR ASIA-PACIFIC REGION

Presented by Federal Aviation Administration (FAA)

SUMMARY

This paper provides an update on the Contingency Planning Task Force for Asia-Pacific Region.

1. INTRODUCTION

- 1.1 The ICAO Asia-Pacific regional office has established a task force (TF) to develop guidance material to assist States in the composition and coordination of local, bilateral and regional contingency plans for the continuity of air traffic services. The task force was established in response to APANPIRG Conclusion 22/9 and ICAO Annex 11, paragraph 2.30. This was the fourth meeting of the TF.
- 1.2 The TF's primary goal is to guide the development of contingency plans within and between States to insure continuity of ATM service during reduction in or loss of capabilities by the air navigation service providers or loss of airspace availability.

2. DISCUSSION

- 2.1 In the draft Regional ATM Contingency Plan, contingency plans have been broken down to respond to three categories of service loss:
 - A – Airspace Safe, but Restricted or No Air Traffic Services (loss of ATM capabilities)
 - B – Airspace Not Safe (volcanic ash, nuclear incident, military activity)
 - C – Airspace Not Available (pandemic, national security – normally a political decision)
- 2.2 Levels of contingency plans to be developed are:
 - 1 – Domestic (no impact outside FIR)
 - 2 – Inter-State [involving two or more States and/or flight information regions (FIR's)]

- 3 – Sub-Regional/Regional (large scale plans that provide continuity of service through and/or around large volumes of airspace where a degraded situation occurs)
- 2.3 The plan of action for the TF in developing a draft regional structure is to reference, but not address, Level 1 plans, or become unnecessarily involved in coordination activities for Level 2. Contingency routes and flight level orientation and allocation schema will be listed in the appendix of the Level 3 plan(s), which will be coordinated through the ICAO Asia-Pacific Regional Office (RO). Level 2 plans, while reported to the RO, will be the responsibility of the signatory States.
- 2.4 The Regional Plan and guidance is approximately 80% complete and is expected to be finalized at the fifth meeting of the TF in June, 2015.
- 2.5 Part of the Plan is a template for the development of contingency plans. The template can be used for all 3 planning levels, but much of the information is unnecessary for Level 1 plans. It addresses potential loss of service, activities to be performed, communication protocols and contacts, routes, altitudes, separation/spacing requirements and other issues. A draft template is attached for review.
- 2.6 Additional work that is being accomplished during the meeting is the initial coordination of routes and flight level schema between the participating members. States are breaking up into work teams to address route issues then reporting back to the TF. A copy of coordinated draft routes is also attached.

3. ACTION BY THE MEETING

- 3.1 The meeting is requested to:
- a) Note the provided information.

Attachment A: ATS Contingency Routes

Attachment B: Air Traffic Management Contingency Plan Template