



*International Civil Aviation Organization*

**The Fourth Meeting of the Regional ATM Contingency Plan Task Force  
(RACP/TF/4)**

Bangkok, Thailand, 26 – 30 January 2015

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**Agenda Item 4: Asia/Pacific Regional ATM Contingency Plan**

**ATS CONTINGENCY ROUTES**

(Presented by the Secretariat)

**SUMMARY**

This paper presents the current regional ATS contingency route structures developed by the RACP/TF Small Working Groups and collated by Singapore, and discusses the format of graphical representation of contingency routes and the level of detail required.

**1. INTRODUCTION**

1.1 Proposed Sub-Regional ATS contingency route structures were developed by the RACP/TF Small Working Groups (SWGs), with the aim of harmonizing contingency route and flight level allocation scheme (FLAS) structures among defined groups of States. Individual State contingency route plans were also provided.

1.2 Standardized formats for the presentation of contingency route and FLAS information are necessary to ensure the common understanding between States making Level 2 Contingency arrangements, and for inclusion of the information in the Regional ATM Contingency Plan.

**2. DISCUSSION**

2.1 **Attachment A** provides a graphical representation of the ATS contingency routes developed by the SWGs and/or provided to RACP/TF by individual States, collated by Singapore. This information will form an appendix to the Regional ATM Contingency Plan.

2.2 The collation of this information required its translation from a range of graphical and tabular formats.

2.3 Different levels of contingency plans and arrangements require different levels of ATS route information. The information may include:

- Contingency route designator or identifier;
- FIRs within which the contingency route applies;
- Applicable direction of flight;

- Waypoints;
- FIR or ATC sector entry/exit waypoints;
- Flight Level Allocation Scheme (FLAS) details;
- Contingency ATS coordination requirements;
- Communications management requirements;
- Other relevant instructions or information.

2.4 Much of the above information cannot be included in a graphical representation of contingency routes.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) discuss the most appropriate format for graphical ATS contingency route information, and the level of detail required;
- b) note and discuss any areas where further harmonization of contingency routes and or FLAS may be necessary; and
- c) discuss any relevant matters as appropriate.

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