International Civil Aviation Organization

The Third Meeting of the Regional ATM Contingency Plan Task Force
(RACP/TF/3)

Bangkok, Thailand, 12 – 15 November 2013

Agenda Item 4: Asia/Pacific Regional ATM Contingency Plan

DRAFT REGIONAL ATM CONTINGENCY PLAN

(Presented by the Secretariat)

SUMMARY

This paper presents the proposed framework for the Asia/Pacific Regional ATM Contingency Plan for further discussion and development by the Task Force.

This paper relates to –

Strategic Objectives:

A: Safety – Enhance global civil aviation safety

C: Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment

Global Plan Initiatives:

GPI-6 Air traffic flow management
GPI-7 Dynamic and flexible ATS route management
GPI-8 Collaborative airspace design and management
GPI-10 Terminal area design and management
GPI-12 Functional integration of ground systems with airborne systems
GPI-13 Aerodrome design and management
GPI-16 Decision support systems and alerting systems
GPI-18 Aeronautical information
GPI-19 Meteorological Systems
GPI-22 Communication infrastructure

1. INTRODUCTION

1.1 RACP/TF/2 considered a draft proposal for framework for the Asia/Pacific Regional ATM Contingency Plan. Further development of the framework is required.

2. DISCUSSION

2.1 The draft framework for the draft Regional ATM Contingency Plan is appended at Attachment A for review and further development by the meeting. The framework is intended to provide for development of a Regional ATM Contingency Plan that includes:
• Scope and objectives of the plan;
• Executive Summary;
• Abbreviations and Acronyms;
• Principles and Practices;
• Current Situation;
• Performance Improvement Plan;
• Research and Further Development;
• Milestones, Timelines, Priorities and Actions; and
• Appendices detailing:
  – Basic Plan Elements;
  – Contingency Contacts;
  – Templates for Level 1 (internal State) Contingency Plans and Level 2 (inter-State) Contingency Arrangements
  – Contingency Routes and Flight Level Allocation Schemes;
  – Pilot and ATC Procedures; and
  – Volcanic Ash Cloud and Radioactive Cloud Contingency Plans.

2.2 A proposed draft template for Level 2 (Inter-State) Contingency Arrangements is appended at Attachment B. The template, when finalized, will be included as an appendix to the Plan.

2.3 The meeting is invited to conduct workshop activities to consider, update and expand upon the framework and Contingency Arrangement template, and to assign the task of further between-meetings development of to the Contingency Plan Review Team. 4 Small Working Groups should be assigned the following Plan components:

• Group 1
  – Principles and Practices
  – Basic Plan Elements
• Group 2
  – Performance Improvement Plan
  – Milestones, Timelines, Priorities and Actions
• Group 3
  – General Scheme
  – Pilot and ATC Procedures
3. **ACTION BY THE MEETING**

3.1 The meeting is invited to:

a) note the information contained in this paper;

b) discuss any relevant matters as appropriate; and

c) break into Small Working Groups to conduct workshop activities to review, amend and update the draft framework.

............................
INTERNATIONAL CIVIL AVIATION ORGANIZATION

DRAFT

ASIA/PACIFIC ATM CONTINGENCY PLAN

DRAFT Version 0.1, MONTH YEAR

This Plan was developed by the Asia/Pacific Regional ATM Contingency Plan Taskforce

Approved by APANPIRG/XX and published by the ICAO Asia and Pacific Office, Bangkok
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SCOPE OF THE PLAN

Plan Structure

1.1 The Asia/Pacific Region ATM Contingency Plan (hereinafter referred to as the Plan) falls within a hierarchy of planning documents (Figure 1) defining global vision and strategy, and regional implementation action.

Figure 1: Regional Planning Documents and Linkages.
1.2 The Plan is structured according to a hierarchy of contingency plans, and categories of contingency events:

   a) Hierarchy of contingency plans:
      i. **Level 1**, for domestic (internal State) plans having little or no effect on external air navigation service providers;
      ii. **Level 2**, for coordinated (inter-State) contingency plans involving two or more States; and
      iii. **Level 3**, for sub-Regional or Regional contingency plans, detailing contingency arrangements affecting airspace users or services provided outside the contingency airspace.

   b) Categories of contingency plans:
      i. **Category A – Airspace Safe, but Restricted or No ATS**, due to causal events such as industrial action, pandemic, earthquake, nuclear emergency affecting the provision of ATS, or ATM system failure or degradation;
      ii. **Category B – Airspace Not Safe**, due to causal events such as Volcanic Ash Cloud (VAC), nuclear emergency, military activity; and
      iii. **Category C – Airspace Not Available**, due to causal events such as pandemic, national security – normally a political decision.

1.3 **Level 1 and 2** Contingency Plans are referenced but not included in the Plan. Appendices to the Plan provide details of:

   - xxxxxxxxxxxxxxxxxxx
   - xxxxxxxxxxxxxxxxxxx
   - xxxxxxxxxxxxxxxxxxx
   - xxxxxxxxxxxxxxxxxxx

1.4 State Contingency contact points, Contingency Plans incorporate Basic Plan Elements (BPE) **Appendix X**  

   Plan Review

1.5 The plan requires regular updating to accommodate changes in contingency arrangements and contact details. Updating of the plan appendices is carried out by the ICAO Asia/Pacific Regional Office on receipt of updates from States, and is not dependent on re-versioning or APANPIRG approval. It is intended that APANPIRG and its contributory bodies conduct a complete review of the Plan every three years (or at shorter intervals as determined by APANPIRG from time to time).
OBJECTIVES

Plan Objectives

2.1 The objectives of the Plan are to

i. provide a contingency response framework for Asia/Pacific States;

ii. ensure timely, harmonized and appropriate responses to events that affect the provision of Air Traffic Services (ATS), or in which ATTS is involved; and

iii. provide a greater degree of certainty for airspace and aerodrome users during contingency operations.

2.2 In order to meet these objectives the Plan:

i. Reviews that status of ATM Contingency Plans and contingency preparedness of Asia/Pacific Region States;

ii. Identifies areas where ATM contingency planning requires improvement to comply with ICAO Standards and Recommended Procedures defined in Annex 11 *Air Traffic Services* and accepted best practices;

iii. makes recommendations for improvement;

iv. analyses contingency procedures in use in other ICAO Regions and harmonizes with similar work in adjacent airspaces;

v. takes into account the varying levels of contingency response necessary for a range of precipitating events;

vi. provides principles for ATM contingency planning;

vii. details recommended contingency responses to events such as severe meteorological and geological phenomena, pandemics, military conflicts and industrial relations issues; and

viii. provides contingency planning templates for States.

2.3 x

2.4 x

Plan Development

2.5 x

2.6 x

Figure x: x
EXECUTIVE SUMMARY

Executive Summary

3.1 x.

Stakeholder Summary

3.2 x
ABBREVIATIONS AND ACRONYMS

Aerodrome Arrival Rate or Airport Acceptance Rate
ABI Advanced Boundary Information (AIDC)
ACAS Airborne Collision Avoidance System
ACC Area Control Centre
ACP Acceptance (AIDC)
ADOC Aircraft Direct Operating Cost
ADS-B Automatic Dependent Surveillance-Broadcast
ADS-C Automatic Dependent Surveillance-Contract
AIDC ATS Inter-facility Data Communications
AIGD ICAO ADS-B Implementation and Guidance Document
AIM Aeronautical Information Management
AIRAC Aeronautical Information Regulation and Control
AIRD ATM Improvement Research and Development
AIS Aeronautical Information Service
AIXM Aeronautical Information Exchange Model
AMAN Arrival Manager
ANSP Air Navigation Service Provider
AN-Conf Air Navigation Conference
AOC Assumption of Control (AIDC)
AOM Airspace Organization and Management
APAC Asia/Pacific
APANPIRG Asia/Pacific Air Navigation Planning and Implementation Regional Group
APCH Approach
APEC Asia Pacific Economic Cooperation
APSAPG Asia/Pacific Seamless ATM Planning Group
APV Approach with Vertical Guidance
APW Area Proximity Warning
ASBU Aviation System Block Upgrade
ASD Aircraft Situation Display
ASEAN Association of Southeast Asian Nations
ASMGCS Advanced Surface Movements Guidance Control Systems
ATC Air Traffic Control
ATCONF Worldwide Air Transport Conference
ATFM Air Traffic Flow Management
ATIS Automatic Terminal Information Service
ATS Air Traffic Services
ATSA Air Traffic Situational Awareness
ATM Air Traffic Management
CANSO Civil Air Navigation Services Organization
CARATS Collaborative Actions for Renovation of Air Traffic Systems
CDM Collaborative Decision-Making
CCO Continuous Climb Operations
CDO Continuous Descent Operations
CFIT Controlled Flight into Terrain
CLAM Cleared Level Adherence Monitoring
COM Communication
CONOPS Concept of Operations
CNS Communications, Navigation, Surveillance
CPAR Conflict Prediction and Resolution
CPDLC Controller Pilot Data-link Communications
CPWG Cross-Polar Working Group
CSP Communication Service Provider
CTA Control Area
CTR Control Zone
DARP Dynamic Airborne Re-route Planning
DGCA Conference of Directors General of Civil Aviation
DMAN Departure Manager
DME Distance Measuring Equipment
EST Coordinate Estimate
FAA Federal Aviation Administration
FDPS Flight Data Processing System
FIR Flight Information Region
FIRB Flight Information Region Boundary
FL Flight Level
FLAS Flight Level Allocation Scheme
FLOS Flight Level Orientation Scheme
FRMS Fatigue Risk Management System
FUA Flexible Use Airspace
GANIS Global Air Navigation Industry Symposium
GANP Global Air Navigation Plan
GASP Global Aviation Safety Plan
GBAS Ground-based Augmentation System
GDP Gross Domestic Product
GLS GNSS Landing System
GNSS Global Navigation Satellite System
GPI Global Plan Initiative
HF High Frequency
IATA International Air Transport Association
ICAO International Civil Aviation Organization
IMC Instrument Meteorological Conditions
INS Inertial Navigation Systems
IO International Organizations
IPACG Informal Pacific ATC Coordinating Group
ISPACG Informal South Pacific ATS Coordinating Group
ITP In-Trail Procedure
KPA Key Performance Area
LNAV Lateral Navigation
LVO Low Visibility Operations
MET Meteorological
METAR Meteorological Aerodrome Report
MLAT Multilateration
MSAW Minimum Safe Altitude Warning
MTF Major Traffic Flow
NextGen Next Generation Air Transportation System
OPMET Operational Meteorological
OLDI On-Line Data Interchange
OTS Organised Track System
PACOTS Pacific Organized Track System
PARS Preferred Aerodrome/Airspace and Route Specifications
PASL Preferred ATM Service Levels
PBN Performance-based Navigation
PIA Performance Improvement Areas
PKP Passenger Kilometres Performed
PVT Passenger Value of Time
RAIM  Receiver Autonomous Integrity Monitoring
RAM   Route Adherence Monitoring
RANP  Regional Air Navigation Plan
RPK   Revenue Passenger Kilometres
RNAV  Area Navigation
RNP   Required Navigation Performance
RVSM  Reduced Vertical Separation Minimum
SAARC South Asian Association for Regional Cooperation
SATVOICE Satellite Voice Communications
SAR   Search and Rescue
SBAS  Space Based Augmentation System
SCS   South China Sea
SESAR Single European Sky ATM Research
SHEL  Software, Hardware, Environment and Liveware
SID   Standard Instrument Departure
SIGMET Significant Meteorological Information
SPECI Special Weather Report
STAR  Standard Terminal Arrival Route or Standard Instrument Arrival (Doc 4444)
STCA  Short Term Conflict Alert
STS   Special Handling Status
SUA   Special Use Airspace
SUR   Surveillance
SWIM  System-Wide Information Management
TAF   Terminal Area Forecast
TAWS  Terrain Awareness Warning Systems
TBO   Trajectory Based Operations
TCAC  Tropical Cyclone Advisory Centre
TCAS  Traffic Collision Avoidance System
TOC   Transfer of Control
UAS   Unmanned Aircraft Systems
UAT   Universal Access Transceiver
UPR   User Preferred Routes
VHF   Very High Frequency
VMC   Visual Meteorological Systems
VNAV  Vertical Navigation
VAAC  Volcanic Ash Advisory Centre
VMC   Visual Meteorological Conditions
VOLMET Volume Meteorological
VOR   Very High Frequency Omni-directional Radio Range
VSAT  Very Small Aperture
WAFC  World Area Forecast Centre

4.1  XXX
BACKGROUND INFORMATION

Contingency Plan Task Force

5.1 Annex 11 to the Convention on Civil Aviation requires that ATS authorities shall develop and promulgate contingency plans for implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services.

5.2 The 47th Conference of Directors General of the Asia/Pacific Region (Macao, China, October 2010) requested the ICAO Regional Office to consider the establishment of a task force for planning, coordination and implementation of a regional ATM Contingency Plan (Action Item 47/1).

5.3 Subsequently, the 22nd Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/22, Bangkok, Thailand, June 2011) formed a Regional ATM Contingency Planning Task Force (RACP/TF) for planning, coordination and implementation of a regional ATM contingency plan.

5.4 The RACP/TF Terms of Reference directed the Task Force to review the current status of ATM Contingency Plans and the contingency preparedness of Asia and Pacific Region States, and identify areas where ATM contingency planning requires improvement, and to make recommendations on those areas of improvement.

Principles

5.5 ATM contingency planning principles were considered under XX main areas involving Level 1, Level 2 and Level 3 Contingency Plans, Category 1, 2 and 3 contingency events, inter-State contingency agreements, contingency route structures, flight level allocation schemes, aircraft spacing, frequency transfer arrangements, and delegation of ATC separation, FIS and SAR alerting services.

5.6 Asia/Pacific Region Contingency Planning Principles as agreed by RACP/TF and endorsed by APANPIRG are included as Appendix X.

Basic Plan Elements

5.7 The plan includes Basic Plan Elements (BPE) which define the minimum recommended considerations for inclusion in Level 1 and Level 2 Contingency Plans. The BPE include Administration, Plan Management, Airspace, ATM Procedures, Pilot/Operator Procedures, Communications Facilities and Procedures, Aeronautical Support services including AIS and MET, and Contact Details. Appendix X lists the agreed BPE.

5.8 x

5.9 x

5.10 x

5.11 x
CURRENT SITUATION

Analysis – Level 1 and Level 2 Contingency Plans

6.1 Asia/Pacific Region ATM Contingency Readiness was examined by RACP/TF in accordance with its Terms of Reference. The results of the analysis are provided at Appendix X.

6.2 x:
   a) x;
   b) x;
   c) x;
   • x; and
PERFORMANCE IMPROVEMENT PLAN

Plan Principles

Hierarchy of Plans

Event Categories

Events Addressed

Basic Plan Elements

Contingency Routes

Flight Level Allocation Schemes

Arrival and Departure Transitions

Longitudinal Spacing

Frequency Transfer Arrangements

Delegation of Services

Level 1 (Domestic or Internal State) Plans

7.1 Plans for all ATSU/ATSC

7.2 Links/Access to plans

7.3 Testing and Revision

Level 2 (Inter-State) Plans

7.4 Plans for all ATSU/ATSC

7.5 Links/Access to plans

7.6 Testing and Revision

Level 3 Sub-Regional or Regional Plans

7.7 All States’ inclusion

7.8 Identification of sub-Regions

7.9 Sub-Regional Plans

7.10 Links/Access to plans

7.11 Testing and Revision

Regional ATM Contingency Plan Implementation Strategy
7.12 x:

a) x;

b) x:
RESEARCH AND FUTURE DEVELOPMENT

\( \text{x} \)

8.1 \( \text{x.} \)
MILESTONES, TIMELINES, PRIORITIES AND ACTIONS

✗

9.1 x.
APPENDICES

ATM Contingency Planning Principles

Basic Plan Elements

Contingency Contact Details

Template – Level 1 (Internal State) Contingency Plans

Template – Level 2 (Inter-State) Contingency Arrangements

Sub-Regional Contingency Route Networks and Flight Level Allocation Schemes

ATC Procedures

Pilot Procedures

Volcanic Ash Cloud Contingency Plan Template

Radioactive Cloud Contingency Plan Template

Asia Pacific Region State ATM Contingency Readiness
APPENDIX X: ATM Contingency Planning Principles

**Level 1 (Internal State) Contingency Plans**

1. All ATS units, including ATC Sectors, Units, Centres and supporting Flight Information and Briefing Offices should have a Contingency Plan.

2. Contingency Plans should define the following where applicable:
   - A Contingency Route Structure supported by a Flight Level Allocation Scheme;
   - Minimum longitudinal spacing between consecutive aircraft;
   - Frequency transfer arrangements;
   - Details of delegation of ATC separation services (if any);
   - Details of delegation of FIS and SAR Alerting Services (if any)
     - xxxxxxxx
     - xxxxxxxx

3. xxxxx

**Level 2 (Inter-State) Contingency Plans**

4. Level 2 Contingency Plans should be included in bi-lateral or multi-lateral agreements between States in all cases where activation of any Level 1 Contingency Plan will impact upon a neighbouring State’s ATSU.

5. xxxxxxxxxx

**Heading**

6. xxxxxxxxxx

7. xxxxxxxxxx

**Heading**

8. xxxxxxxxxx

9. xxxxxxxxxx

**Heading**

10. xxxxxxxxxx

11. xxxxxxxxxx
APPENDIX X: Basic Plan Elements

Element 1: Administration

a) Record of signatories, version control and records of amendment.

b) Definition of the objectives, applicable airspace and operations, and exclusions.

Element 2: Plan Management

c) List of States and FIRs affected, and the agreed methods of notification in the event of activation of the plan.

d) Details of the arrangements in place for management of the plan, including provisions for a Central Coordinating Committee to authorize and oversee the activation of the plan and arrange for ATS restoration in the event of an extended outage, an ATM Operational Contingency Group for 24 hour coordination of operational and supporting activities under the plan, and the terms-of-reference, structure and contact details for each.

Element 3: Airspace

e) Procedures and determinants for implementation and activation of Special Use Airspace including, where necessary, Restricted or Prohibited Areas in territorial airspace, or Danger Areas over the high seas.

Element 4: ATM Procedures

f) Details of re-routing to avoid the whole or part of the airspace concerned, normally involving establishment of:

i. additional routes or route segments with associated conditions for their use; or

ii. a simplified route network through the airspace concerned, together with a Flight Level Allocation Scheme, to ensure that a standard minimum vertical separation is applied where less than a specified minimum lateral separation exists between routes.
Details of how domestic traffic, departing and arriving flights and SAR, humanitarian and State aircraft flights will be managed during the contingency period.

 Procedures for transition from normal services levels to contingency services, and resumption of normal service.

 Provisions for reduced levels of service, if any, within the affected airspace.

 Establishment of arrangements for controlled access to the contingency area to prevent overloading of the contingency system.

 Procedures for adjacent service providers to establish longitudinal separation at the entry point, and to maintain such separation through the airspace; and/or

 Reassignment of responsibility for providing air traffic services over the high seas or in delegated airspace.

 Coordination and frequency transfer procedures for aircraft entering and leaving the affected airspace.

 Element 5: Pilot/Operator Procedures

 Requirements for flight plan submission during the contingency period, including contingency route planning requirements, and arrangements if airspace is closed when no contingency route is available;

 Emergency procedures, including In-flight requirements for broadcast of position and other information, and for continuous listening watch, on specified pilot-pilot and GUARD VHF frequencies;

 Requirements for display of navigation and anti-collision lights;

 Requirements for climbing and descending well to the right of the centreline of specifically identified routes;

 Requirements for all operations to be conducted in accordance with IFR, including operating at IFR flight levels from the relevant Table of Cruising Levels in Appendix 3 of Annex 2, except where modified by a Flight Level Allocation Scheme.
Element 6: Communications Facilities and Procedures

s) Provision and operation of adequate air-ground communications, AFTN and ATS direct speech links;

t) Specification of radio frequencies to be used for particular contingency routes.

u) Log-on and connection management for CPDLC aircraft, where appropriate;

v) Use of ADS-C automatic position reporting in lieu of voice position reporting to ATS.

Element 7: Aeronautical Support Services including AIS and MET

w) AIP Information regarding the Contingency Planning, and notification by NOTAM of anticipated or actual disruption of air traffic services and/or supporting services, including associated contingency arrangements, as early as practicable and, in the case of foreseeable disruption, not less than 48 hours in advance.

x) Reassignment to adjacent States of the responsibility for providing meteorological information and information on status of navigation aids.

Element 8: Contact Details

y) Contact details for the RCC responsible for the affected FIR, and coordination arrangements.

z) Contact details of adjacent States and other international organisations participating in the contingency plan.
APPENDIX X: Contingency Contact Details

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APPENDIX X: Template – Level 1 (Internal State) Contingency Plans

APPENDIX X: Template – Level 2 (Inter State) Contingency Arrangements

APPENDIX X: Sub-Regional Contingency Route Networks and Flight Level Allocation Schemes

APPENDIX X: ATC Procedures

APPENDIX X: Pilot Procedures

APPENDIX X: Volcanic Ash Cloud Contingency Plan Template

APPENDIX X: Asia/Pacific Region State ATM Contingency Readiness
APPENDIX X: XXXXXXXX

APPENDIX X: XXXXXXXX
[TITLE]
(E.G. OPERATIONAL COORDINATION AGREEMENT)

Between

[State/Directorate, Authority or ANSP]
[ACC/ATSC]
[ACC/ATSC]

And

[State/Directorate, Authority or ANSP]
[ACC/ATSC]
[ACC/ATSC]

And

[State/Directorate, Authority or ANSP]
[ACC/ATSC]
[ACC/ATSC]

For the

[XXXXXXX FIR] Air Traffic Management
Contingency Plan

Version X.X
Effective: [DD Month YYYY]
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Record of Amendment

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Overview

Introduction
EXAMPLE
This document details the procedures agreed between XXXXXX, XXXXXX, XXXXXX and XXXXX for the continued management of international air traffic in the event of the reduction or non-availability of Air Traffic Services in the XXXXXX FIR.

[Further or amended description as necessary]

Objective
EXAMPLE
The objective of this Operational Coordination Agreement is the safe management of international air traffic operating in the XXXXXX FIR during contingency situations involving disruption to air traffic services due to:
- CNS/ATM Automation System Failure or Degradation;
- Staff Availability;
- Earthquake;
- Inundation of critical ATM facilities by Tsunami, Storm Surge or flooding;
- Nuclear Emergency;
- Pandemic;
- National Security Matters; or
- Any other condition resulting in disrupted, reduced or withdrawn air traffic services.]

[Add, remove or otherwise amend as necessary]

Effective Date
EXAMPLE
This Operational Coordination Agreement shall be effective from XX XXXXXX XXXX and will remain in effect until amended or cancelled.
## Plan Management

### Airspace Definition

**EXAMPLE**
The procedures defined in this coordination agreement apply to the XXXX FIR as defined in AIP XXXX Section XXXX, and/or as described in Appendix X.

### Central Coordinating Committee

**EXAMPLE**
The Central Coordinating Committee (CCC) shall comprise:
- Title/Organization
  - [e.g. General Manager Air Traffic Services, ANSP]
- Title/Organization
  - [e.g. ATM Facility Manager/General Manager]
- Title/Organization
  - [e.g. Operational shift manager/supervisor responsible for provision of ATS in the affected ATS facility]
- Title/Organization
- Title/Organization
- Title/Organization

The responsibilities of the CCC include:
- [Examples
- Coordination of the activation, continuance and deactivation of the plan
- Notification to XXXXX,XXXXX, and industry
- Arranging for the distribution of Aeronautical and Meteorological Information.
- Post-contingency reporting]

### Plan Activation

**EXAMPLE**
Whenever a reduction in Air Traffic Services occurs or is expected to occur which requires activation of the contingency arrangements in this plan, The [designated official] shall convene the Central Coordinating Committee (CCC).

As soon as practicable in advance of, or after a contingency event has occurred, the [XXXXXXX] shall convene the Central Coordinating Committee(CCC).

The CCC shall be responsible for:
- Determining the activation time of the contingency arrangement;
• Notification to affected neighbouring ACC/ATSC;
• Industry notification, through NOTAM and industry liaison;
• [add, remove or amend as necessary]

In the event of a short notice or unexpected need for activation of this contingency arrangement, initial activation shall be by the (Operational shift manager/supervisor responsible for provision of ATS in the affected ATM facility), in consultation with the [ATS Facility Manager/General Manager]. In this case, the following order of priority shall apply:
• Notification to aircraft in the contingency airspace;
• Notification to neighbouring ATSC;
• Imposition of any traffic spacing or metering required;
• Transition of traffic to contingency routes and Flight Level Allocation Scheme;
• Issuing NOTAM in accordance with the relevant Level 1 Contingency Plan;
• Transitional arrangements for the withdrawal or reduction of service; and
• Convening the CCC.

Notification of activation of the plan shall be made to the following:

XXXXXXX FIR ATSC
XXXXXXX FIR ATSC
XXXXXXX FIR ATSC
XXXXXXX [other officials as necessary]

### ATS Responsibilities

**EXAMPLE**
During the application of the contingency arrangements in this agreement air traffic services in the XXXXX FIR, are delegated to neighbouring ATSCs as follows; [if applicable]:

XXXXXXX ACC/ATSC shall provide [define separation and/or FIS and/or communications and/or SAR/alerting] within the following portion of the XXXXX FIR:

XXXXXXX ATSC
That portion of the XXXX FIR ……. (description of applicable portion of FIR)
Services – *(separation, FIS, SAR alerting, comms, etc...)*
### XXXXX ATSC

That portion of the XXXX FIR …… (description of applicable portion of FIR)

Services – *(separation, FIS, SAR alerting, comms, etc…)*

*Repeat as necessary*

The above delegation of responsibility for ATS is illustrated in [Appendix X](#).

<table>
<thead>
<tr>
<th>Plan Continuation and Deactivation</th>
<th>EXAMPLE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The CCC shall be responsible for the ongoing management of the activated contingency arrangements, and for determining the timing and strategy for its deactivation and the managed transition to normal operations.</td>
</tr>
</tbody>
</table>

### Separation [or traffic spacing]

<table>
<thead>
<tr>
<th>Separation Standards</th>
<th>EXAMPLE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Except where otherwise specified in this document, aircraft separation shall be in accordance with ICAO Doc 4444 (PANS/ATM) and Doc 7030 (Regional Supplementary Procedures).</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Longitudinal separation [or spacing]</th>
<th>EXAMPLE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The longitudinal [separation or spacing] between same track aircraft shall be 15 minutes, or 10 minutes with the application of Mach Number Technique.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lateral Separation [or spacing]</th>
<th>EXAMPLE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The XXXXXXX FIR Contingency Route structures provide for lateral spacing of 100nm between routes. In cases where this spacing is not achieved, or for converging or crossing routes, the Flight Level Allocation Scheme (FLAS, <a href="#">Appendix X</a>) shall ensure minimum vertical spacing of 2,000 feet.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Flight Level Allocation</th>
<th>EXAMPLE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Aircraft shall be established at flight levels in accordance with the Flight Level Allocation Scheme described in <a href="#">Appendix X</a>.</td>
</tr>
</tbody>
</table>
| Priority | EXAMPLE  
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Medical Evacuation, Search and Rescue and Flood and Fire Relief flights shall have priority to contingency airspace.</td>
</tr>
<tr>
<td></td>
<td>Where possible, aircraft on long-Haul international Flights shall be given priority with respect to cruising levels.</td>
</tr>
<tr>
<td></td>
<td>Aircraft separation criteria will be applied in accordance with the Procedure for Air Navigation Services- Air Traffic Management (PANS-ATM, Doc 444) and the Regional Supplementary Procedures (Doc 7030)</td>
</tr>
</tbody>
</table>

| Frequency Management | EXAMPLE  
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Operational AGA frequencies and frequency transfers, and the arrangements for CPDLC data authority and transfers, are detailed in the AGA Communications Management Plan at Appendix X</td>
</tr>
</tbody>
</table>

| Aeronautical and Meteorological Information | EXAMPLE  
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Aeronautical and Meteorological information will be available on request from the following:</td>
</tr>
<tr>
<td></td>
<td>AFTN: XXXXXXX, XXXXXXX</td>
</tr>
<tr>
<td></td>
<td>Telephone: XXXXXXX XXXXXXX</td>
</tr>
</tbody>
</table>
The following additional procedures shall apply:

<table>
<thead>
<tr>
<th>Additional Procedures</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Contingency Route – X (ATS Route XXXX)</td>
<td>- <em>Insert additional route-specific procedures as necessary</em></td>
</tr>
<tr>
<td>Contingency route – X (ATS Route XXXX)</td>
<td>- <em>Insert additional route-specific procedures as necessary</em></td>
</tr>
<tr>
<td>Repeat as necessary</td>
<td>- <em>Repeat as necessary</em></td>
</tr>
</tbody>
</table>

List contact details:

- *Operational ATSC involved in this agreement;*
- *CCC members;*
- *Required government and industry representatives;*
- *Designated officials of signatory States;*
- *Other relevant parties.*
## Signatories

<table>
<thead>
<tr>
<th>Name</th>
<th>Position Title</th>
<th>Organization/State</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>[Name]</td>
<td>[Position Title]</td>
<td>[Organization/State]</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Date</td>
<td></td>
<td></td>
</tr>
</tbody>
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<td></td>
</tr>
<tr>
<td>Date</td>
<td>Date</td>
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<td></td>
</tr>
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<th>Position Title</th>
<th>Organization/State</th>
<th>Date</th>
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<td>[Position Title]</td>
<td>[Organization/State]</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Date</td>
<td></td>
<td></td>
</tr>
</tbody>
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<tr>
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<th>Position Title</th>
<th>Organization/State</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>[Name]</td>
<td>[Position Title]</td>
<td>[Organization/State]</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Date</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Appendices

### Appendix X – Contingency Routes and Flight Level Allocation Scheme

**EXAMPLE**

INTERNATIONAL CONTINGENCY ROUTE STRUCTURE AND COMMUNICATIONS FOR TRANSIT OF THE XXXXXXXXXXXX FIR WHEN NO ATS AVAILABLE

<table>
<thead>
<tr>
<th>Contingency Routes</th>
<th>ATS Route</th>
<th>Direction</th>
<th>FL Assignment</th>
<th>ACCs</th>
<th>COM Facilities/ATS Centres</th>
</tr>
</thead>
<tbody>
<tr>
<td>CRX-X</td>
<td>ATS route designator</td>
<td>Direction</td>
<td>XXX, XXX</td>
<td>Neighbouring ACC</td>
<td>HF, ADS/CPDLC</td>
</tr>
<tr>
<td></td>
<td>Relevant waypoints</td>
<td>(One-way)</td>
<td></td>
<td>Neighbouring ACC</td>
<td>HF, VHF, ADS/CPDLC</td>
</tr>
<tr>
<td>CRX-X</td>
<td>ATS route designator</td>
<td>South East bound</td>
<td>XXX, XXX, XXX</td>
<td>Neighbouring ACC</td>
<td>HF, VHF, ADS/CPDLC</td>
</tr>
<tr>
<td></td>
<td>Relevant waypoints</td>
<td>(One-way)</td>
<td></td>
<td>Neighbouring ACC</td>
<td>HF, ADS/CPDLC</td>
</tr>
<tr>
<td>CRX-X</td>
<td>ATS route designator</td>
<td>Southbound</td>
<td>XXX, XXX, XXX</td>
<td>Neighbouring ACC</td>
<td>HF, VHF, ADS/CPDLC</td>
</tr>
<tr>
<td></td>
<td>Relevant waypoints</td>
<td>(One-way)</td>
<td></td>
<td>Neighbouring ACC</td>
<td>HF, ADS/CPDLC</td>
</tr>
</tbody>
</table>

*Repeat as necessary*
### Appendix X – AGA Communications Management Plan

**EXAMPLE**
Before entering contingency airspace, all aircraft shall be instructed to broadcast and monitor on [nominated TIBA frequency], and to contact XXXX ATSC in accordance with the following table:

<table>
<thead>
<tr>
<th>Communications</th>
<th>Direction</th>
<th>Frequency and position</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ATS Route XXXX (CRJ-1)</strong></td>
<td>Northbound</td>
<td>XXXX ACC</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CPDLC LOGON:</td>
</tr>
<tr>
<td><strong>ATS Route XXXX (CRJ-2 &amp; 3)</strong></td>
<td>Southeastbound</td>
<td>XXXX ACC</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CPDLC LOGON:</td>
</tr>
<tr>
<td><strong>ATS Route XXXX (CRJ-4)</strong></td>
<td>South bound</td>
<td>Melbourne ACC</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CPDLC LOGON:</td>
</tr>
</tbody>
</table>

*Add as necessary*
<table>
<thead>
<tr>
<th>Notes</th>
<th>insert here any relevant notes regarding:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Use of CPDLC’s primary means of communication;</td>
</tr>
<tr>
<td></td>
<td>• Use of ADS-C automatic position reporting in lieu of CPDLC or AGA position reporting;</td>
</tr>
<tr>
<td></td>
<td>• Requirements for HF checks before entering contingency airspace;</td>
</tr>
</tbody>
</table>
Appendix X – Contingency Delegation of Air Traffic Services in the XXXX FIR

INSERT AIRSPACE CHART SHOWING ATS ROUTES, FLAS AND DELEGATION OF ATS TO NEIGHBOURING ATSC