



International Civil Aviation Organization

The Eleventh Meeting of the FANS Implementation Team for South-East Asia (FIT-SEA/11) and the Eighteenth Meeting of the South-East Asia ATS Coordination Group (SEACG/18)

Bangkok, Thailand, 3 – 6 May 2011

Agenda Item 8: Development of State Contingency Plans

SUB-REGIONAL INITIATIVES TO IMPROVE AIR TRAFFIC MANAGEMENT (ATM) AND IMPLEMENT INTERIM ARRANGEMENTS DURING VOLCANIC INCIDENTS

(Submitted jointly by Indonesia, The Philippines, Singapore, Thailand and IATA)

(Presented by Singapore)

SUMMARY

This working paper is to inform the meeting of the Special Coordination Meeting (SCM) held in Singapore from 31 January to 1 February 2011 and the discussions that took place. The intent of the SCM is to support and supplement ICAO Asia Pacific Regional office on ATM initiatives in a smaller scale to reap benefits through nimble and simplified coordination processes among a few States. This could be adopted as a model for other sub-regions to implement initiatives in line with the regional targets, with the aim to harmonise procedures among all the sub-regions.

1. INTRODUCTION

1.1 The Fourteenth Meeting of the Communications/Navigation/Surveillance and Meteorology Sub-Group (CNS/MET SG/14) to Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) adopted Decision 14/30 that called on the Meteorological Advisories and Warnings Implementation Task Force (METWARN/I TF) to develop a framework of regional contingency plan for weather phenomenon that includes volcanic ash, tropical cyclone, radioactive cloud and tsunami.

1.2 Similarly, at the Forty-seventh Conference of Directors General of Civil Aviation Asia and Pacific Region (DGCA/47), the conference recognised the need for ATM Contingency Plans to be developed and implemented on a regional basis in consonance with ICAO Annex 11. The Conference requested the 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).

1.3 While waiting for these ICAO initiatives to bear fruit, volcanic eruptions continued to disrupt air traffic in the region. An interim contingency arrangement has to be in place to facilitate air traffic while waiting for the formulation of the regional contingency plans. Therefore, together with IATA, Singapore invited a few like-minded States for a Special Coordination Meeting to discuss how

we could support and supplement the ICAO Regional Office in their development of regional contingency plans and other ATM initiatives.

2. DISCUSSION

2.1 The First Special Coordination Meeting (SCM), held in Singapore from 31 January to 1 February 2011, was attended by Indonesia, the Philippines, Singapore, Thailand and IATA. The meeting focused on the following areas:

- Harmonisation of State Contingency plans (e.g. Contingency routes)
- Development of a Sub-Regional Volcanic Ash Contingency Plan
- Establishment of “green routes” (i.e. specified city pairs at specified times)

2.1.1 The States involved discussed on the way forward to develop their respective State ATM Contingency Plans to meet the ICAO Annex 11 requirements. From the SCM some best practices have been identified which will be useful for States to consider when developing their ATM contingency plans. These best practices will be further discussed in a separate working paper which has been tabled under Agenda Item 8: Development of State Contingency Plans.

2.2 The SCM discussed the need and way forward for an interim volcanic ash contingency plan. The idea of having an interim arrangement was first mooted at the Meteorology/Air Traffic Management (MET/ATM) seminar and MET/ATM Task Force (MET/ATM/TF) meeting in Fukuoka, Japan in January 2011. The proposed volcanic ash contingency plan requires each State to provide a Point of Contact (POC) so that sub-regional coordination arrangements can be set up among the States in the event of a volcanic eruption.

2.3 The proposed interim volcanic ash contingency plan consists of teleconferences between nominated POCs of participating States where real time information will be shared for collaborative decision making to be effected. The SCM agreed that this arrangement would be a good interim measure but the teleconferences should be conducted regularly to allow the various POCs to be familiar with the process. Table-top exercises could also take place as a form of training and preparation. The SCM also agreed to support the work of the METWARN/I Task Force, which is tasked to develop the regional contingency plan for weather phenomena.

2.4 The SCM discussed on the possibilities of implementing “green” initiatives within the region. These “green” initiatives include setting up “green routes” which would have gate-to-gate operational procedures that would reduce fuel burn and emissions for all phases of flight. These gate-to-gate procedures will include procedures like Continuous Descent Operations (CDO), allocation of optimum cruising Flight Levels, unrestricted climb to cruising altitude and minimal holding. The SCM identified possible city-pair routes within the region between Indonesia, the Philippines, Singapore and Thailand which can be set up as “green routes”. The possible “green routes” identified are as follows:

- Bangkok – Chiang Mai (BKK – CMA)
- Bangkok – Singapore (BKK – SIN)
- Singapore – Jakarta (SIN – JKT)
- Bali – Jakarta (BLI – JKT)
- Manila – Mactan (MNL – MCT)
- Manila – Singapore (MNL – SIN)

2.5 A teleconference facilitated by IATA was held on 27 April 2011 and participated by Indonesia, Singapore and Thailand. The teleconference also served as a practice session for the POCs as agreed during the SCM. The discussed items during the teleconference included an Order of Business template that would be used in future teleconference in the event of significant volcanic

eruptions. The template can be found in **Annex A**. Discussions during the teleconference also identified other issues which would help to improve and streamline the interim arrangement. These include trigger conditions, follow-up teleconference frequency and the need to include other expert State agencies in the teleconference to enhance the information sharing and decision making.

2.6 It was agreed that the affected State with any significant volcanic eruption will be the Incident Manager. There will also be a Coordination Manager which will be on a rotational basis among the POCs from the various States (e.g. 6 monthly) to assist the Incident Manager. During such events, the States agreed that the affected State should concentrate on handling the crisis and provide any pertinent information to the Coordination Manager for dissemination. The duties of the Coordination Manager can be summarised as follows:

- Collect any queries from POCs which would be consolidated and referred to the Incident Manager.
- Collect relevant information from the Incident Manager and disseminate to the other POCs.

2.7 The next teleconference has been scheduled in August 2011 where a table top exercise could also be carried out. The States involved agreed that the next meeting should be held in July 2011 where the scenarios for the exercise and refinement to the coordination process could be discussed.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the co-operation and arrangements between States to develop interim arrangements in the absence of a harmonized contingency plans to minimise flight disruptions in the event of volcanic eruption;
- b) Consider participation in this sub-regional group activities or start similar sub-regional arrangements with the aim to expedite implementation of ATM initiatives that will harmonise with the rest of the region;
- c) Note the possibilities of establishing “green routes” within the region among the States of Indonesia, the Philippines, Singapore and Thailand.

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INTERIM ARRANGEMENT FOR VOLCANIC ASH INCIDENTS
TELE-CONFERENCE

(DRAFT TEMPLATE)

Order Of Business

- 1) Introduction of Participants (In alphabetical order of States)
- 2) Update of Volcanic Ash Advisories from VAAC and other information of volcanic activity by the affected State
- 3) Sharing of MET information (MET assessment from State MET services, pilot reports and any other sources of information) among participants.
- 4) Sharing of perceived impact/impact to operations, at airports and air routes among participants.
- 5) Discuss and agree on:
 - a) Area affected by the volcanic ash that should be avoided by flights
 - b) Routes affected
 - c) Alternate routes to circumnavigate the affected area and the impact to capacity on these routes.
 - d) Establishment of ad-hoc routes and horizontal separation minima for these routes if required
 - e) Interim coordination arrangements and follow-up reporting frequency
- 6) Any Other Business