



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

**BEST PRACTICES TO DEVELOP STATE ATM
CONTINGENCY PLAN AND REGIONAL ATM
CONTINGENCY PLAN**

(Presented by Indonesia, Philippines, Singapore and Thailand)

SUMMARY

This working paper is to update the meeting on the efforts by several States to collaborate and discuss the development of their respective State ATM Contingency Plan to meet ICAO Annex 11 requirements. Arising from the discussions that took place, several best practices were identified that could assist States to move forward with developing their State ATM Contingency Plan.

Such best practices could form the necessary foundation for the development of a Regional ATM Contingency Plan, which will also effectively serve to cover the contingency plans of individual States.

1. INTRODUCTION

1.1 It is important to note that it is a requirement for States to comply the ICAO Annex 11 on contingency arrangements. As such, at SEACG/16 held in Bangkok on 11 – 15 May 2009, the meeting noted that a coordinated regional effort to develop contingency plans for States would be more efficient and cost-effective than compared to each and every State having to go through the consultative processes between adjacent FIR authorities. This would require numerous multi-lateral meetings and travels to take place before each State's plan could be finalized.

1.2 At SEACG/17 held in Singapore on 24 – 27 May 2010, the meeting noted the need for States to harmonise the development of their State Contingency Plans. This is to cater for an event where two or more contiguous FIRs need to activate their contingency plans at the same time. With the current situation where each State develops its own contingency plan without a regional coordinated effort, it could lead to a situation of disjointed contingency routes and mismatched flight level assignments when two or more States activated their contingency plans.

1.3 The ICAO model of a State ATM contingency plan based on the Indonesian National ATM Contingency Plans of Jakarta and Ujung Pandang FIRs serves as an excellent example for States to take guidance in developing their contingency plan. ICAO has also been raising the awareness of the importance of this subject by dedicating a specific agenda item in the respective

ATM Coordination Group meetings and reminding States of the need to comply with Annex 11 requirements. However, progress has been slow on the development of such plans as evident from the outcomes from the previous SEACG meetings.

2. DISCUSSION

2.1 Indonesia, the Philippines, Singapore and Thailand understood the importance of this issue and the need to comply with Annex 11 requirement to develop an ATM Contingency Plan. These States met on 31 January – 1 February 2011 in Singapore to discuss on the issues that would help to progress with this matter.

2.2 Through discussions among the States involved, it was recognised that most States would have their various internal contingency plans to support continued operations to provide air traffic services in contingency situation such as fire or failure of equipments. However, these plans may not comply with Annex 11 requirements catering for worse-case scenarios where the States would not be able to provide the necessary services to allow international air traffic to continue to operate across their FIRs safely and orderly.

2.3 At the meeting in Singapore, the States presented their draft State ATM Contingency Plans and provided opportunities for the States involved to discuss the best way forward to achieve an effective Contingency Plan. IATA, who was present at the meeting, provided invaluable users' and customers' perspective to the Contingency Plans and inputs to support the effectiveness of the plans. Please see Annex A-1 to A-3 for the charts showing the proposed contingency routes of the respective States.

2.4 The meeting identified the following best practices that would help States to move forward in developing their State ATM Contingency Plans;

- i) identifying the major traffic flows to preserve the availability of such routes and designating it as contingency routes;
- ii) use of current Flight Level Assignment Scheme (FLAS) to minimise transition issues;
- iii) apportioning segments of the Flight Information Region (FIR) to the adjacent air traffic service providers to ensure flight information services can be provided to flights on the contingency routes; and
- iv) consideration for apportioning segments to minimise communication hand-over between the adjacent units.

2.5 The meeting also agreed that such apportionment of segments of the FIR need to apply only in areas where contingency routes exist. For areas in the FIR where there are no contingency routes, the State need not apportion such area to the adjacent air traffic service providers.

2.6 The meeting agreed that accompanying the State ATM Contingency Plan, States must also publish the appropriate information of the contingency plan in the Aeronautical Information Publication (AIP). As sample of an AIP Supplementary leading to incorporation into the AIP can be found in Annex B. In addition to this, the States involved will also need to formalise the contingency arrangement by including contingency provision clauses in their respective Operational Letter of Agreement with the adjacent States/air traffic services providers.

2.7 It was also noted that Annex 11 has stipulated ICAO will initiate and coordinate appropriate contingency action in the event of disruption of air traffic services and related supporting services affecting international civil aviation operations. In such circumstances, ICAO will work in coordination with States responsible for airspace adjacent to that affected by the disruption and in close consultation with international organizations concerned.

2.8 While the efforts from Indonesia, Philippines, Singapore and Thailand in moving forward to develop a coordinated and harmonised contingency plan, it would only cover a sub-region within the wider Asia Pacific Region. Thus it is obvious that for the contingency plan to work effectively as stipulated in Annex 11, such efforts need to be replicated on a wider scale. A Regional ATM Contingency Plan would be the most viable solution.

2.9 The development of a Regional ATM Contingency Plan would best serve the needs of all the States in this region. With the Regional ATM Contingency Plan, all the States in the region can meet the Annex 11 requirement on contingency planning. Through coordinated effort and collaboration by all States in the region, the Regional ATM Contingency Plan would be much more effective and robust to cater for contingency scenarios.

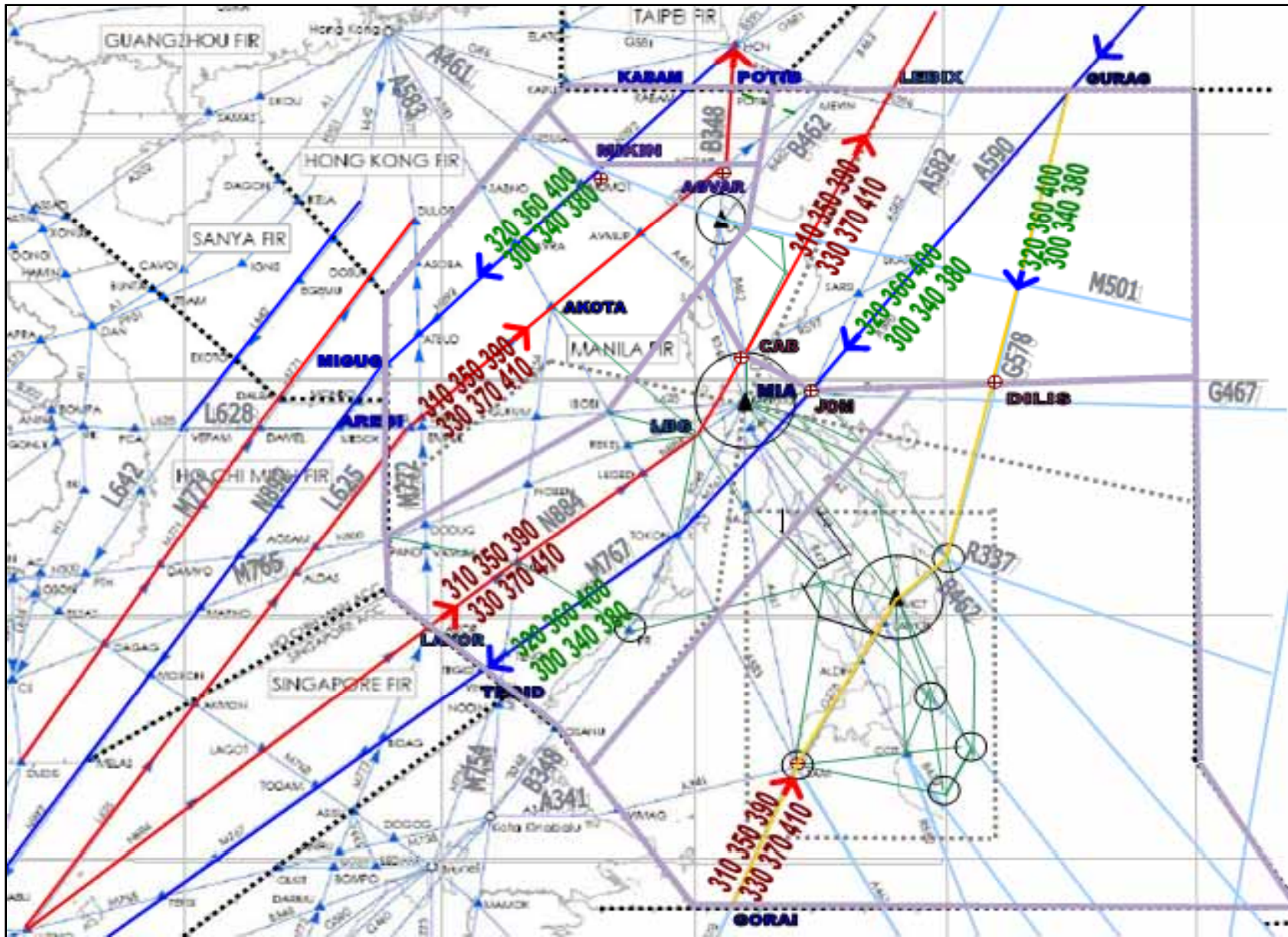
3. ACTION BY THE MEETING

3.1 The meeting is invited to:

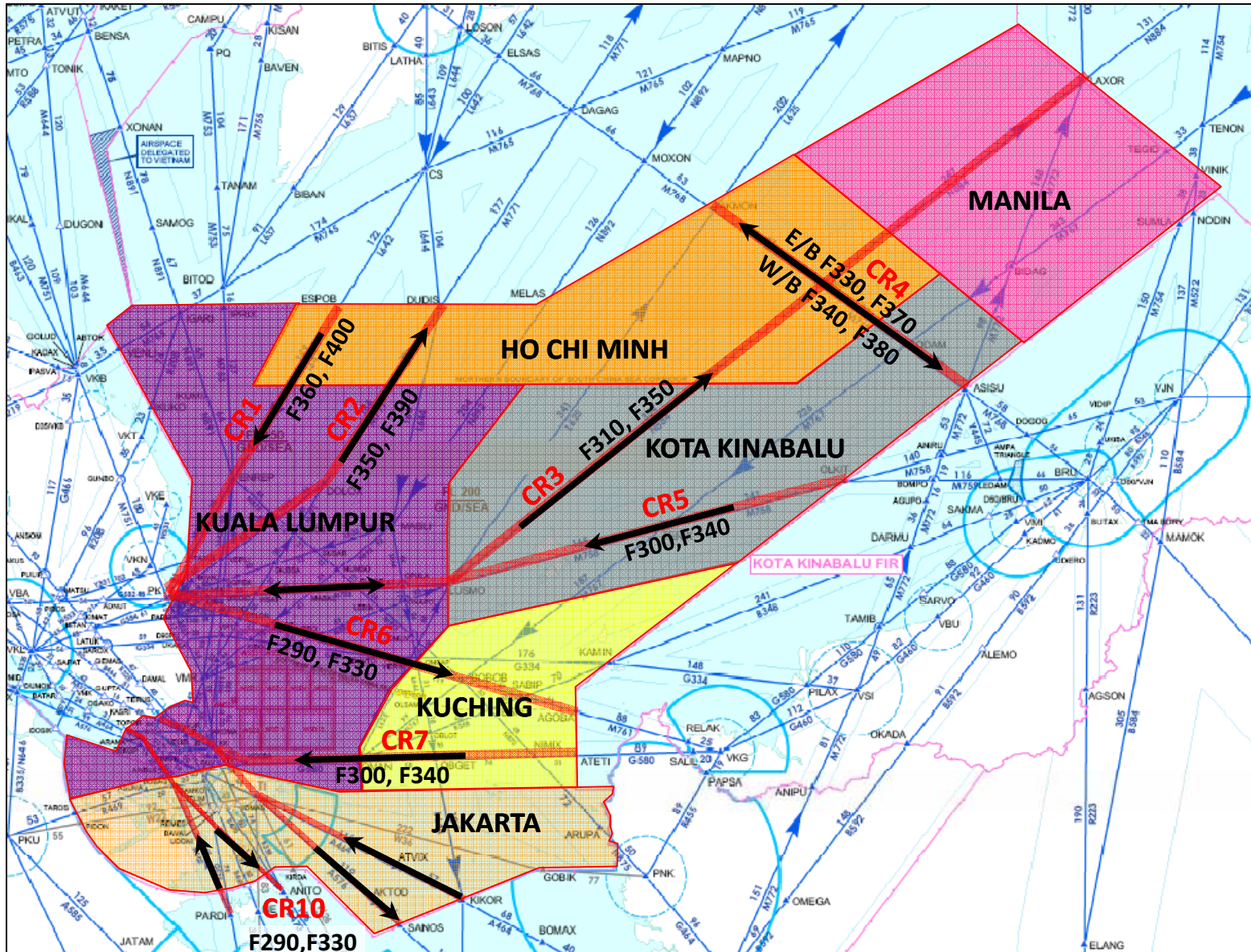
- a) note the collaboration by the States involved in to develop and harmonise their State ATM Contingency Plans;
- b) note the identified best practices in developing State ATM Contingency Plan; and
- c) discuss on the way forward to help States meet the Annex 11 Contingency Planning requirements by means of a Regional ATM Contingency Plan and consider the various best practices identified in developing the regional plan.

.....

PHILIPPINES ATM CONTINGENCY ROUTES



SINGAPORE ATM CONTINGENCY ROUTES



CR11 F300,F340
CRJ5 F280, F320,F380

CR9 F310,F350
CRJ2 F290,F350, F410

CR8 F320, F360
CRJ1 F320, F380