



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

- Group 4
 - Level 2 Contingency Arrangement Template

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.

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INTERNATIONAL CIVIL AVIATION ORGANIZATION

D R A F T



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.

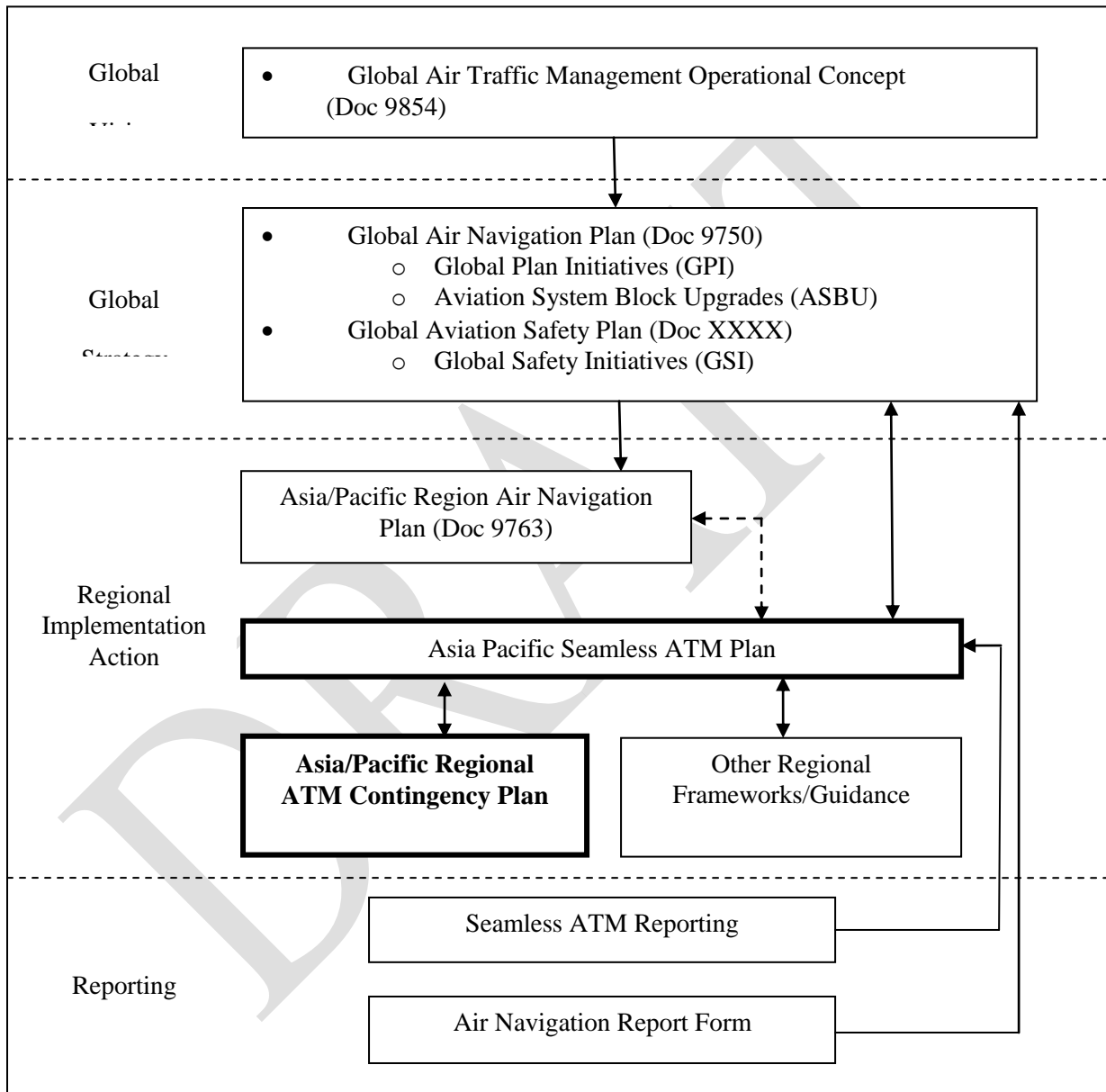


Figure 1: Regional Planning Documents and Linkages.

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:

- xxxxxxxxxxxxxxxxxxxx
- xxxxxxxxxxxxxxxxxxxx
- xxxxxxxxxxxxxxxxxxxx
- xxxxxxxxxxxxxxxxxxxx

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).

OBJECTIVESPlan 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

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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

RACP/TF/3 WP/05 ATTACHMENT A

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

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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:

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RESEARCH AND FUTURE DEVELOPMENT

x

8.1 x.

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MILESTONES, TIMELINES, PRIORITIES AND ACTIONS

9.1 x.

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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)
 - xxxxxxxxxx
 - xxxxxxxxxx
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. xxxxxxxxxxxx

Heading

6. xxxxxxxxxxxxxxxx
7. xxxxxxxxxxxxxxxx

Heading

8. xxxxxxxxxxxxxxxx
9. xxxxxxxxxxxxxxxx

Heading

10. xxxxxxxxxxxxxxxx
11. xxxxxxxxxxxxxxxx

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.

- g) Details of how domestic traffic, departing and arriving flights and SAR, humanitarian and State aircraft flights will be managed during the contingency period.
- h) Procedures for transition from normal services levels to contingency services, and resumption of normal service.
- i) Provisions for reduced levels of service, if any, within the affected airspace.
- j) Establishment of arrangements for controlled access to the contingency area to prevent overloading of the contingency system.
- k) Procedures for adjacent service providers to establish longitudinal separation at the entry point, and to maintain such separation through the airspace; and/or
- l) Reassignment of responsibility for providing air traffic services over the high seas or in delegated airspace.
- m) Coordination and frequency transfer procedures for aircraft entering and leaving the affected airspace.

Element 5: Pilot/Operator Procedures

- n) 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;
- o) 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;
- p) Requirements for display of navigation and anti-collision lights;
- q) Requirements for climbing and descending well to the right of the centreline of specifically identified routes;
- r) 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

State/Administration	ATS Unit	Responsible Official	Tel/email
State/Administration Name	Unit 1		
	Unit 2		
	Unit 3		
	Unit 4		
State/Administration Name	Unit 1		
	Unit 2		
	Unit 3		
	Unit 4		

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

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[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

**[XXXXXX FIR] Air Traffic Management
Contingency Plan**

Version X.X

Effective : [DD Month YYYY]

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Document Management

Checklist of Effective Pages

Subject	Pages	Issue Date

Record of Amendment

Subject	Pages	Amendment Date

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 XXXXX 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 XXXXX XXXX and will remain in effect until amended or cancelled.

Plan Management	
Airspace Definition	<p>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].</p>
Central Coordinating Committee	<p>EXAMPLE The Central Coordinating Committee (CCC) shall comprise:</p> <ul style="list-style-type: none"> • Title/Organization <i>[e.g. General Manager Air Traffic Services, ANSP]</i> • Title/Organization <i>[e.g. ATM Facility Manager/General Manager]</i> • Title/Organization <i>[e.g. Operational shift manager/supervisor responsible for provision of ATS in the affected ATS facility]</i> • Title/Organization • Title/Organization • <p>The responsibilities of the CCC include:</p> <ul style="list-style-type: none"> • [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	<p>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 [XXXXXXXX] shall convene the Central Coordinating Committee(CCC).</p> <p>The CCC shall be responsible for;</p> <ul style="list-style-type: none"> • Determining the activation time of the contingency arrangement;

	<ul style="list-style-type: none"> • Notification to affected neighbouring ACC/ATSC; • Industry notification, through NOTAM and industry liaison; • • [add, remove or amend as necessary] <p>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:</p> <ul style="list-style-type: none"> • 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. <p>Notification of activation of the plan shall be made to the following:</p> <p>XXXXXX FIR ATSC</p> <p>XXXXXX FIR ATSC</p> <p>XXXXXX FIR ATSC</p> <p>XXXXXX [other officials as necessary]</p>
<p>ATS Responsibilities</p>	<p>EXAMPLE</p> <p>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]:</p> <p>XXXXXX ACC/ATSC shall provide [define separation and/or /FIS and/or communications and/or SAR/alerting] within the following portion of the XXXXX FIR:</p> <p>XXXXXX ATSC That portion of the XXXX FIR (description of applicable portion of FIR) Services – (<i>separation, FIS, SAR alerting, comms, etc...</i>)</p>

	<p>XXXXX ATSC That portion of the XXXX FIR (description of applicable portion of FIR) Services – (<i>separation, FIS, SAR alerting, comms, etc...</i>)</p> <p><i>Repeat as necessary</i></p> <p>The above delegation of responsibility for ATS is illustrated in Appendix X]</p>
<p>Plan Continuation and Deactivation</p>	<p>EXAMPLE 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.</p>

<p>Separation [or traffic spacing]</p>	
<p>Separation Standards</p>	<p>EXAMPLE 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).</p>
<p>Longitudinal separation [or spacing]</p>	<p>EXAMPLE The longitudinal [separation or spacing] between same track aircraft shall be 15 minutes, or 10 minutes with the application of Mach Number Technique.</p>
<p>Lateral Separation [or spacing]</p>	<p>EXAMPLE The XXXXXX 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, Appendix X) shall ensure minimum vertical spacing of 2,000 feet.</p>
<p>Flight Level Allocation</p>	<p>EXAMPLE Aircraft shall be established at flight levels in accordance with the Flight Level Allocation Scheme described in Appendix X.</p>

<p>Priority</p>	<p>EXAMPLE Medical Evacuation, Search and Rescue and Flood and Fire Relief flights shall have priority to contingency airspace.</p> <p>Where possible, aircraft on long-Haul international Flights shall be given priority with respect to cruising levels.</p> <p>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)</p>
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<p>Frequency Management</p>	<p>EXAMPLE 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</p>
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<p>Aeronautical and Meteorological Information</p>	<p>EXAMPLE Aeronautical and Meteorological information will be available on request from the following: AFTN: XXXXXX, XXXXXX Telephone: XXXXXX XXXXXX</p>
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<p>Additional Procedures</p>	<p>The following additional procedures shall apply:</p>
<p>Contingency Route – X (ATS Route XXXX)</p>	<p>- <i>Insert additional route-specific procedures as necessary</i></p>
<p>Contingency route – X (ATS Route XXXX)</p>	<p>- <i>Insert additional route-specific procedures as necessary</i></p>
<p><i>Repeat as necessary</i></p>	<p>- <i>Repeat as necessary</i></p> <p>–</p>

<p>Contact Details</p>	<p><i>List contact details:</i></p> <ul style="list-style-type: none"> • <i>Operational ATSC involved in this agreement;</i> • <i>CCC members;</i> • <i>Required government and industry representatives;</i> • <i>Designated officials of signatory States;</i> • <i>Other relevant parties.</i>
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Signatories

<p>.....</p> <p>[Name Position Title Organization/State]</p> <p>Date :</p>	<p>.....</p> <p>[Name Position Title Organization/State]</p> <p>Date :</p>
<p>.....</p> <p>[Name Position Title Organization/State]</p> <p>Date :</p>	<p>.....</p> <p>[Name Position Title Organization/State]</p> <p>Date :</p>
<p>.....</p> <p>[Name Position Title Organization/State]</p> <p>Date :</p>	<p>.....</p> <p>[Name Position Title Organization/State]</p> <p>Date :</p>
<p>.....</p> <p>[Name Position Title Organization/State]</p> <p>Date :</p>	<p>.....</p> <p>[Name Position Title Organization/State]</p> <p>Date :</p>

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

Contingency Routes	ATS Route	Direction	FL Assignment	ACCs	COM Facilities/ATS Centres
CRX-X	ATS route designator	Direction	XXX, XXX	Neighbouring ACC	HF, ADS/CPDLC
	Relevant waypoints	(One-way)		Neighbouring ACC	HF, VHF, ADS/CPDLC
CRX-X	ATS route designator	Sout East bound	XXX, XXX, XXX	Neighbouring ACC	HF, VHF, ADS/CPDLC
	Relevant waypoints	(One-way)		Neighbouring ACC	HF, ADS/CPDLC
CRX-X	ATS route designator	Southbound	XXX, XXX, XXX	Neighbouring ACC	HF, VHF, ADS/CPDLC
	Relevant waypoints	(One-way)		Neighbouring ACC	HF, ADS/CPDLC
<i>Repeat as necessary</i>					

Appendix X – AGA Communications Management Plan

Communications	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:	
	Direction	Frequency and position
ATS Route XXXX (CRJ-1)	Northbound	XXXX ACC CPDLC LOGON:
ATS Route XXXX (CRJ-2 & 3)	Southeastbound Southbound	XXXX ACC XXXX ACC CPDLC LOGON:
ATS Route XXXX (CRJ-4)	South bound	Melbourne ACC CPDLC LOGON:
	<i>Add as necessary</i>	

Notes	<p><i>insert here any relevant notes regarding:</i></p> <ul style="list-style-type: none">• <i>Use of CPDLC s primary means of communication;</i>• <i>Use of ADS-C automatic position reporting in lieu of CPDLC or AGA position reporting;</i>• <i>Requirements for HF checks before entering contingency airspace;</i>
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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

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