



*International Civil Aviation Organization*

**The Fifth Meeting of the Regional ATM Contingency Plan Task Force  
(RACP/TF/5)**

Bangkok, Thailand, 1 – 4 December 2015

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

**PERFORMANCE IMPROVEMENT PLAN**

(Presented by the Secretariat)

**SUMMARY**

This paper presents a draft performance improvement plan for inclusion in the Regional ATM Contingency Plan.

**1. INTRODUCTION**

1.1 The general requirements for Regional plans include the requirement for a performance improvement plan.

1.2 The implementation timelines of the proposed performance improvement plan as determined by RACP/TF/4.

**2. DISCUSSION**

2.1 The updated Performance Improvement Plan section of the Regional ATM Contingency Plan is provided at **Attachment A**.

2.2 The updated Performance Improvement Plan now includes performance objectives related to volcanic ash cloud contingency events.

2.3 RACP/TF/4 determined that the performance objectives of the Regional ATM contingency plan were expected to be implemented by 10 November 2016.

2.4 The meeting is invited to consider the updated performance objectives, and whether a further implementation date for some performance objectives should be considered.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss and amend where necessary the performance objectives listed in Appendix A;

- c) discuss, amend and/or agree to the proposed performance improvement plan implementation phase and timeline; and
- d) discuss any relevant matters as appropriate.

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## PERFORMANCE IMPROVEMENT PLAN

### ATM Contingency Operations Capability

*Note: prior to implementation, ATM Contingency plans should be verified by an appropriate safety assessment conducted under the State's Safety Management System.*

- **Expected implementation by 10 November 2016**

#### Level 1 (Domestic or Internal State) Plans

7.1 Each State should establish an ATM contingency Central Coordinating Committee (CCC) function for the development, maintenance, activation and conduct of contingency plans, and for the forming and convening of an ATM Operational Contingency Group (AOCG) function.

7.2 Terms of reference and procedures for the activation of the ATM Operational Contingency Group (AOCG) function should be developed.

7.3 Level 1 contingency plans for Category A, B and C contingency events, conforming with the Principles and including the Basic Plan Elements of the Regional ATM Contingency Plan, should be developed and implemented for all ATS units.

7.4 Human performance-based training and procedures for response to ATM contingency operations for all staff providing related ATS, including ATC, Flight Information, Aeronautical Information, Aeronautical Telecommunication and ATS equipment maintenance staff should be developed and implemented.

7.5 Programs of regular desktop and inter-unit coordinated exercises of all Level 1 contingency plans should be implemented.

7.6 Processes should be implemented to ensure the outcomes of any testing, pre-activation or activation a contingency plan or any contingency exercise are reviewed and analysed, and lessons learned incorporated in contingency procedures and training.

7.7 Details of contingency ATS routes and associated flight level allocation schemes should be published in State AIP (Section ENR 3.5).

7.8 Relevant sections of contingency plans that may have an effect on international flights should be made available on the public internet website of the ANSP, and the hyperlink provided to ICAO Asia/Pacific Regional Office for inclusion in the Regional ATM Contingency Plan.

*Note: A single combined document comprising information from all relevant Level 1 contingency plans may be suitable for this purpose*

#### Level 2 Contingency Arrangements

7.9 Level 2 contingency arrangements should be formalized for all cases where the pre-activation or activation of a Level 1 contingency plan would impact upon ATS within the area of responsibility of a neighbouring State.

7.10 Level 2 contingency arrangements should include procedures for the tactical definition and promulgation by NOTAM of contingency ATS routes to avoid airspace affected by Category B contingency conditions.

7.11 Details of contingency ATS routes and flight level allocation scheme details should be published in State AIP.

Level 3 Sub-Regional Contingency Plans

7.12 Where practicable, each State should harmonize its Contingency ATS Route and FLAS structures with those of all neighbouring States.

Volcanic Ash Contingency Planning

7.13 States' regulatory provisions and arrangements should be reviewed to ensure that, in accordance with the guidance provided in ICAO Doc 9974 – *Flight Safety and Volcanic Ash* :

- a) Aircraft operators are required to include in their safety management system (SMS) an identifiable safety risk assessment for operations into airspace forecast to be, or at aerodromes known to be, contaminated with volcanic ash
- b) Safety oversight procedures are used for the evaluation of operators' capability to conduct flight operations safely into airspace forecast to be, or aerodromes known to be, contaminated with volcanic ash.

7.14 States' airspace and airport management policies and procedures should be reviewed to ensure that, in accordance with the guidance provided in ICAO Doc 9974 – *Flight Safety and Volcanic Ash* and the provisions of ICAO Doc 4444 – *PANS-ATM*, 15.8.1c and Note 2:

- c) Airspace affected by volcanic ash cloud should not be 'closed'
- d) Specification in NOTAM of alternate routing or other air traffic flow management (ATFM)<sup>1</sup> measures to manage airspace constraints arising from volcanic ash cloud should be solely for the purpose of ensuring the predictability and regularity of air traffic, and should be based on an assessment of capacity and demand in airspace affected by volcanic ash and/or or by aircraft avoiding the volcanic ash cloud
- e) NOTAM specifying alternate routing or other ATFM measures related to a volcanic eruption or volcanic ash cloud should be issued separately from the ASHTAM/NOTAM issued in accordance with Annex 15, 5.1.1.1, r and u
- f) Aerodromes should only be closed by NOTAM for periods of observed volcanic ash contamination of the surface of the aerodrome movement area

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<sup>1</sup> ATFM capability for the Asia/Pacific Region is expected to be implemented under the provisions of the Asia/Pacific Region Manual for Collaborative ATFM.

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- g) Airport capacity limitations of alternate aerodromes, including apron capacity, should be considered, and recommendations for the use of other alternates considered for inclusion in NOTAM (in c, above)
- h) If required by State regulations, any declaration of a Danger Area or Restricted Area should be confined to the pre-eruptive or erupting volcano and the area containing its forecast or observed ejecta.

7.15 Each State should ensure that a list of ICAO registered volcanoes relevant to the State, drawn from ICAO Doc 9691 - Manual on Volcanic Ash, Radioactive Material and Toxic Chemical Clouds Appendix F, is maintained at all International NOTAM Offices, with volcano name, number and nominal position

7.16 A series of templates should be available for different stages of volcanic activity to assist Meteorological Watch Office (MWO) and Aeronautical Information Service (AIS) staff in expediting the process of originating and issuing relevant MET and AIS messages.

7.17 Multi-lateral Volcanic Ash Cloud Exercises should be conducted by each State at least annually. Internal desktop contingency plan exercises should include volcanic ash cloud scenarios.

7.18 States should establish a mechanism to provide regular and timely updates of information during a volcanic eruption and/or ash cloud event to ensure all stakeholders are up to date with current information, situation reports and contingency planning;

7.19 States should establish an internal crisis management centre to support the collaborative and timely sharing of information such as volcanic eruptions, or other crises that will have a significant impact on airport and/or airspace management.

*Note 1: This information sharing process is supplemental to the mandatory provisions of Annex 3 and Annex 15 relating to the dissemination of volcanic eruption and ash cloud information.*

*Note 2: Information relating to volcanic eruption and ash cloud should be collaboratively shared through the State's CDM/ATFM processes, where established.*

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