



ICAO

*International Civil Aviation Organization*

**The First Meeting of the South Asia, Indian Ocean and  
Southeast Asia ATM Coordination Group (SAIOSEACG/1)**

Video Teleconference, 28 March – 01 April 2022

---

**Agenda Item 7: ATM Contingency Plans and Search and Rescue**

**REVISED AIR TRAFFIC MANAGEMENT CONTINGENCY PLAN (LEVEL 2) IN KUALA  
LUMPUR FIR**

(Presented by MALAYSIA)

**SUMMARY**

This paper presents the background information of the revised ATM contingency plan (level 2) in Malaysia as well as details on the routes and flight levels available during the period when ATS services are limited or not available in the Kuala Lumpur FIR. This revised Contingency plan was tailored to cater the implementation of new airspace structure in Malaysia. This Contingency Plan does not address arrangements for aircraft arriving at and departing from airports or for domestic flight operations.

This paper relates to the GANP performance ambitions where the capacity, cost-effectiveness, interoperability, participation by ATM community, and safety are concerned.

**1. INTRODUCTION**

1.1 Dated 17 June 2021, Malaysia has successfully implemented a new airspace structure in Kuala Lumpur FIR and to cater to these changes, a revised ATM contingency plan following the latest route structure was developed.

1.2 The revised ATM contingency plan incorporates the guidelines from ICAO regarding the level of contingency and the categories of contingency. One of the requirements in ICAO Annex 11 was to cater to the needs of a contingency plan whereby the ATS services are limited or not available within the FIR.

**2. DISCUSSION**

Features

2.1 The revised contingency plan level 2 contains the latest route structure and updated contact details for Kuala Lumpur FIR.

2.2 To ensure a safe and orderly flow of international air traffic traversing through Kuala Lumpur FIR during the disruption of ATS in Kuala Lumpur FIR.

2.3 Notification to the airspace user of the disruption is through NOTAM.

Contingency Routes

2.4 Table below shows the contingency routes between Kuala Lumpur FIR and:

2.4.1 Chennai FIR

No	Contingency Routes	ATS Routes	Orientation	Flight Levels
i.	CRMYS003	N571/M630	Eastbound	290, 350, 390
ii.	CRMYS004	Y342/Y513/Y504/N571	Westbound	300, 340, 380

2.4.2 Bangkok FIR

No	Contingency Routes	ATS Routes	Orientation	Flight Levels
i.	CRMYS001	Y509/Y508/M630	Eastbound	310, 370, 410
ii.	CRMYS002	M751/B469	Westbound	320, 360, 400
iii.	CRMYS005	P627	Bi-direction	330, 360

2.4.3 Singapore FIR

No	Contingency Routes	ATS Routes	Orientation	Flight Levels
i.	CRMYS001	Y509/Y508/M630	Eastbound	310, 370, 410
ii.	CRMYS002	M751/B469	Westbound	320, 360, 400
iii.	CRMYS003	N571/M630	Eastbound	290, 350, 390
iv.	CRMYS004	Y342/Y513/Y504/N571	Westbound	300, 340, 380

2.4.4 Jakarta FIR

No	Contingency Routes	ATS Routes	Orientation	Flight Levels
i.	CRMYS005	P627	Bi-direction	330, 360

2.5 The illustrated Air Traffic Management Contingency Plan (Level 2) in Kuala Lumpur FIR Chart can be found in Appendix A.

Adjacent FIR

2.6 Malaysia's revised ATM contingency plan level 2 was submitted to the neighbouring States for their review in November 2021. Ongoing discussion with adjacent FIR will be done to ensure a safe implementation of this contingency plan. To date, positive feedback and agreement received from adjacent FIRs has enabled Malaysia to better cater to the needs for adjacent FIR in managing traffic traversing Kuala Lumpur FIR and harmonised with their respective plan should this contingency activated.

2.7 Table below shows the progress of the discussion with respective FIR:

No	Adjacent FIR	Status of discussion
i.	Chennai FIR	Completed
ii.	Bangkok FIR	Completed
iii.	Singapore FIR	Ongoing
iv.	Jakarta FIR	Ongoing
v.	Ho Chi Minh FIR	Pending feedback

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

.....

Appendix A

