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The Third Meeting of the South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG/3)

Bangkok, Thailand, 16 – 19 April 2024

Agenda Item 6: ATM Contingency Plans and Search and Rescue

INDONESIA ATM CONTINGENCY PLAN IMPLEMENTATION

(Presented by INDONESIA)

SUMMARY

This paper presents information on contingency plan implementation in Indonesia. The paper includes an update on Indonesia ATM Contingency Plan Document, concerning reporting on implementation.

1. INTRODUCTION

1.1 Indonesia has designed a procedure related to contingency situations outlined in the Air Traffic Management (ATM) Contingency Plan. This document must always be updated, practical, dynamic, effective, and efficient. The ATM Contingency Plan is a procedure designed to anticipate failures and potential disruptions in providing air traffic services and other supporting services for arriving and departing aircraft, as well as overflying aircraft, caused by various factors such as pandemics, earthquakes, major floods, tsunamis, volcanic ash, nuclear impacts, military conflicts, and non-conductive national security conditions.

1.2 In 2023, Indonesia updated the ATM Contingency Plan document level 1 and level 2 version 2.0 which was published on 14th December 2023 and effective on 25th January 2024 (AIRAC AIP AMDT 140).

2. DISCUSSION

2.1 The ATM Contingency Plan requires regulation and coordination between Ministries/Agencies and related units to ensure that the management of the Contingency Plan can be implemented to enable flights to continue operating safely and orderly through the Indonesian FIR area.

2.2 To support the implementation of the ATM Contingency Plan in Jakarta and Ujung Pandang FIR, the Directorate General of Civil Aviation has established a Central Coordination Committee (CCC) and the CCC activated and deactivated the ATM Operational Coordination Group (AOCG).

2.3 For the implementation of CCC and AOCG activities, a Terms of Reference (TOR) document has been formulated to be used as a reference for all relevant stakeholders involved so that

the implementation of the ATM Contingency Plan can proceed according to the provisions and will then be used as part of the ATM Contingency Plan document.

2.4 In the event of contingency for air traffic services in Jakarta ACC or Ujung Pandang ACC, the services will be delegated to APP units under their respective FIRs by increasing the jurisdictional altitude up to FL 280. Meanwhile, for aircraft above FL 280, if Jakarta ACC experiences disruption then service will be delegated to the Ujung Pandang ACC unit, and vice versa.

2.5 Modifications will be implemented in the Level 1 ATM Contingency Plan to reflect the airspace changes resulting from the FIR Jakarta – Singapore realignment, effective March 21st, 2024 (AIRAC AIP AMDT 142 & 87). These adjustments will specifically ensure the inclusion of Tanjungpinang TMA within the Jakarta FIR, enhancing operational coordination and response capabilities under the comprehensive framework of the ATM Contingency Plan Level 1.

2.6 Indonesia will conduct periodic simulations and exercises for the ATM contingency plan.

3. ACTION BY THE MEETING

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

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