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Flimsy For SAIOSEACG/4

Agenda Item 6: ATM Contingency Plans and Search and Rescue



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Asia and Pacific ANSP Committee (AAC)

The DGCA 57 Conference decided in July 2022 in its action item 21 to form a committee of ANSPs, involving CANSO and IATA, to cooperate in the implementation of regional Air Navigation Services (ANS) initiatives including the ICAO Asia/Pacific Seamless ANS Plan; and to coordinate with ICAO for the purposes of aligning the activities of the committee with the Asia/Pacific Seamless ANS Plan and informing APANPIRG and DGCA Conference of activities and progress.



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AAC/4 – Agenda Item 3

WS-3 – Collaborate on business continuity and contingency planning

Co-leaders

Japan, Malaysia, United States



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- **WS3 Participants:**

- **States:**

- China, Hong Kong China, India, Indonesia, Malaysia, Mongolia, New Zealand, Republic of Korea, Singapore, Thailand, United States

- **International Organizations:**

- CANSO, IFATCA



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Collaborate on business continuity and contingency plan

Updated 25 Oct 2024

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Delivered the APAC Regional Contingency Framework to ICAO, which included a Contingency Arrangements template

Deliverables:

1. Review and provide recommended edits regional guidance material (**APAC Regional ATM Contingency Plan V3.0**) on baseline operational contingency procedures as necessary – **COMPLETED**
2. Develop a regional **'How To'** document for coordination procedures that can be used as an easy reference document by ANSP - **COMPLETED**
3. Develop and/or review/edit **operational contingency plans** for individual APAC ANSPs through collaboration with neighboring ANSPs **with a focus** on how they can assist airspace partners when there is a contingency event - **COMPLETED**



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Business continuity and contingency planning for oceanic ANSPs incorporated into draft regional ATM contingency framework

Deliverables:

Collaborate on AAC WS4(Formation of an Oceanic Working Group specifically focusing on the operations of the oceanic ANSPs) business continuity and contingency plans deliverable, concurrent with the above deliverables –

COMPLETED

- AAC/3 concluded that the business continuity and contingency plans deliverables to be transferred to WS3



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Agreed to *further support ICAO* with advancing the draft APAC Regional Contingency Framework/TTX

Deliverables 4:

Exercise regional operational contingency plans *via table-top exercises*

- Volunteered to facilitate an **APAC contingency arrangements workshop**, including table-top exercises, in CY 2025 pending state confirmation.



Ongoing discussion to find the best accessible electronic platform for sharing of operational contingency plans

Deliverables 5:

Utilize an **easily accessible electronic platform** for sharing of operational contingency plans as well as information/documents developed by other work streams

- CADENCE were proposed. However, response has been lukewarm.
- Explore the possibility of using the ICAO APAC platform as an alternative.



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INTERNATIONAL CIVIL AVIATION ORGANIZATION

ASIA AND PACIFIC REGION ATM CONTINGENCY FRAMEWORK

Version 4.0, October 2024

Approved by ATM/SG/X and published by the
ICAO Asia and Pacific Office, Bangkok

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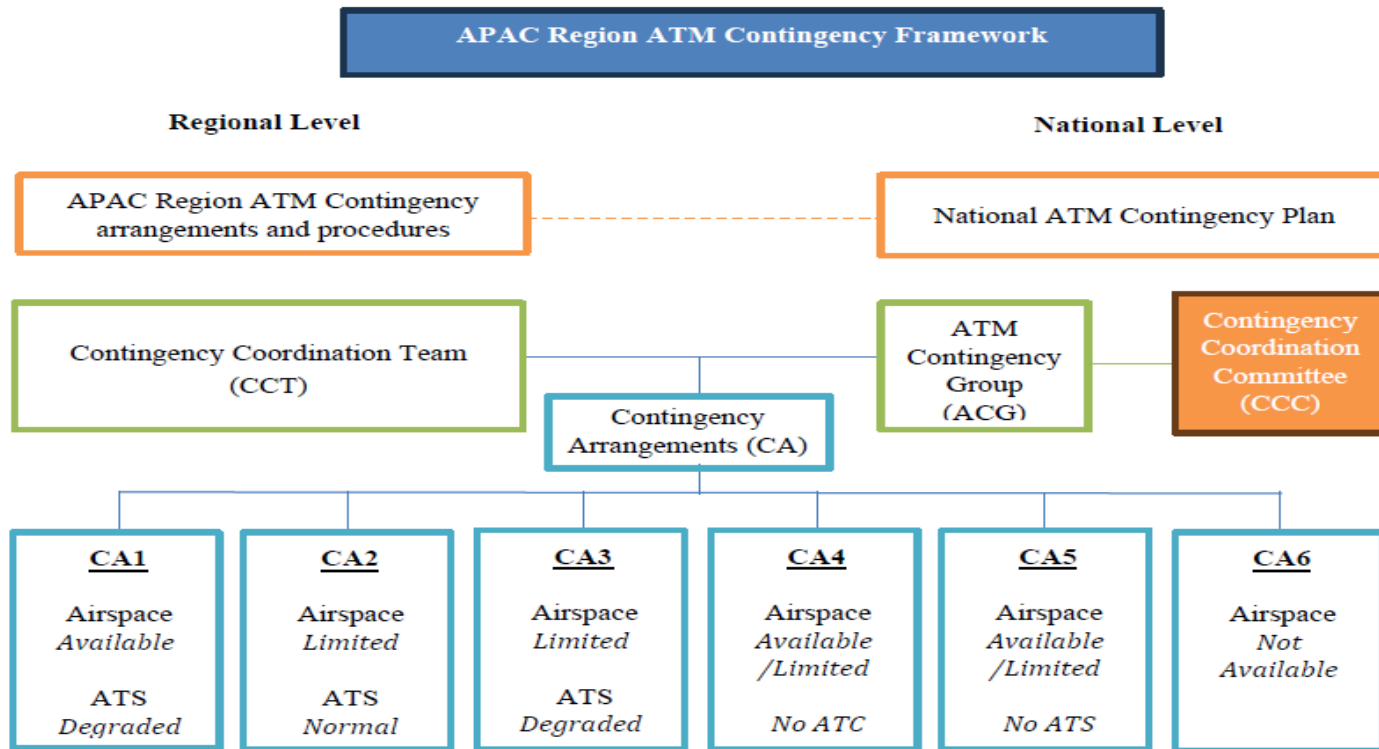


Figure1. APAC Regional ATM Contingency Framework



1.10 The following are the three levels describing the management **scale of a contingency event** in the ICAO APAC Region:

Level 1: contingency within the State's delineated FIR(s) that can be managed locally;

Level 2: cross-border contingency requiring collaboration between two adjacent States; and

Level 3: sub-regional or regional contingency requiring collaboration of more than two States.

1.11 The following are the categories of contingency events that identify the **scope of the event** and its potential impact on traffic flows. These categories are based on combinations of airspace availability and status of air traffic services:

Category A /CA1 – Airspace Available/ ATS degraded.

Category B /CA2 – Airspace Limited/ ATS Available.

Category C /CA3 – Airspace Limited/ ATS degraded.

Category D /CA4 – Airspace Available or Limited/ No ATC

Category E /CA5 – Airspace Available or Limited/ No ATS at all

Category F /CA6 – Airspace Not Available or Avoided by airlines



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[ACC] Contingency Arrangement 1		
This contingency arrangement helps to ensure the continued safety of flight operations during a disruption. The plan has been prepared in accordance with ICAO Annex 11 — <i>Air Traffic Services</i> , Chapter 2, paragraph 2.32 and Attachment C to provide the ATS procedures, contingency route structure, and other arrangements, to be used on a temporary basis, while air traffic services are being provided from [ACC NAME] ACC but with some limitation than normal situation.		
Airspace Available	ATS or supporting services	Name:
Due to: (select what apply)	Date:	Time:
ATCO shortage (or strike)	SUR	GNSS interference/spoofing
ATM System failure	COM	Cyber attack
VAC	Political unrest	Weather
Natural Disaster	Conflict zone	Other
ATCO shortage	SUR	GNSS interference/spoofing
ATM System failure	COM	Cyber attack
	Power supply	Other
Explain the cause:		
	Actions	Status
Adjacent ACCs	Contact	
ACC A		
ACC B		
ACC C		
IATA		
ICAO		
ATS PROCEDURES	OPERATIONAL	
<i>Issuing NOTAM</i>		
<i>REROUTING SCHEME</i>		
<i>Separation</i>		
<i>Flow Control</i>		
<i>Level Restrictions</i>		
<i>Airspace Classification</i>		

<i>TRANSFER OF CONTROL</i>		
<i>Position Reporting</i>		
<i>Instructions for Overflying traffic</i>		
<i>Procedures for flights to/from airports inside [Name of States]</i>		
<i>Filing of flight plans</i>		
<i>Pilot operating procedures</i>		
<i>Collision Avoidance</i>		
<i>OVERFLIGHT PERMISSION</i>		
<i>PPR</i>		
<i>INTERCEPTION OF CIVIL AIRCRAFT</i>		
<i>Search and Rescue</i>		

Thank You

