INTERNATIONAL CIVIL AVIATION ORGANIZATION
ASIA AND PACIFIC OFFICE

REPORT OF THE CONTINGENCY PLAN FINALIZATION MEETING

Jakarta, Indonesia

25 – 27 April 2007

The views expressed in this Report should be taken as those of the Meeting and not of the Organization

Approved by the Meeting
And Published by the ICAO Asia and Pacific Office

TABLE OF CONTENTS

HISTORY OF THE MEETING

REPORT OF THE MEETING

APPENDICES

PART I – HISTORY OF THE MEETING

1. Introduction

1.1 The Contingency Plan Finalization Meeting was held at the Head Office of PT (Persero) Angkasa Pura II, Soekarno Hatta International Airport, Jakarta, Indonesia from 25 to 27 April 2007.

2. Attendance

2.1 Forty-one participants attended the meeting from Australia, Indonesia, Malaysia, Philippines, Singapore, Sri Lanka and IATA. A list of participants is at **Appendix A**.

3. Officers and Secretariat

3.1 Mr. Kyotaro Harano, Regional Officer ATM, ICAO Asia and Pacific Office, acted as the Moderator and Secretary for the meeting.

4. Opening of the Meeting

4.1 On behalf of Mr. Budhi M. Suyitno, Directorate General of Civil Aviation (DGCA) of Indonesia, Mr. Bambang Tjahjono, Secretary of DGCA, extended a very warm welcome to all participants to Jakarta to attend this important meeting and he hoped the participants would enjoy beneficial experiences during their brief sojourn in Jakarta.

4.2 Mr. Tjahjono remarked that the meeting was convened as the follow-up action by the Regional Director of ICAO Asia and Pacific Office. The participants gathered there to discuss the Contingency Plan for Indonesia, and he hoped that Indonesia's experiences might be taken as a model for other States.

4.3 Mr. Tjahjono expressed his appreciation to ICAO experts at ICAO Asia and Pacific Office for their assistance to Indonesia to prepare a draft of ATS Contingency Plan for the Jakarta and Ujung Pandang FIRs. This draft had already discussed with Indonesian area control centres (ACCs), however since this draft would become a model for the other States, he hoped this meeting could discuss in more details of the draft to harmonize the implementation of the ATS Contingency Plan.

4.4 Accordingly, he hoped all participants could give good contribution and appropriate input, so this draft could be properly implemented. He wished the participants would have a fruitful and constructive discussion. Finally, he declared the Contingency Plan Finalization Meeting officially opened.

4.5 Mr. Kyotaro Harano, on behalf of Mr. Lalit B. Shah, Regional Director, ICAO Asia and Pacific Office, thanked PT (Persero) Angkasa Pura I (AP-I) and PT (Persero) Angkasa Pura II (AP-II) for hosting and making arrangements for the meeting, which would greatly contribute to its successful outcome. He welcomed participants and expressed appreciation for the support provided by their Administrations.

4.6 Mr. Harano reminded the meeting that Annex 11 – *Air Traffic Services* requires that ATS authorities shall develop and promulgate contingency plans for implementation in the event of disruption of air traffic services in the airspace for which they are responsible for the provision of such services. The contingency plan would be activated when the air traffic control facilities become unavailable due to natural disaster including tsunami, volcanic eruption, earthquake, industrial action, etc.

4.7 A Special Implementation Project officer conducted field visits in Indonesia in July 2006, along with initial coordination with Indonesia's neighbouring States. Early draft contingency planning documents were prepared for the Jakarta and Ujung Pandang FIRs, and forwarded back to Indonesia in mid-August 2006 for review and comment. Finalization of the ATS Contingency Plan would be accomplished by Indonesia in coordination with the Regional Office and would include feedback from the neighbouring States, airspace users and concerned parties. The draft Contingency Plan for the Jakarta FIR as well as for the Ujung Pandang FIR was reported to the 17th meeting of ASIA/PAC Air Navigation Planning and Implementation Regional Group (APANPIRG/17, August 2006).

4.8 In reviewing the draft Contingency Plan for the Jakarta FIR, APANPIRG/17 recognized that the final version of the Plan would serve as a useful model for other States of the region in preparing contingency plans.

4.9 Mr. Harano considered that the draft Plan was the demonstration by the States of the high degree of cooperation and friendship. He hoped that the meeting would finalize the Plan with the cooperation of the States and international organizations.

5. Documentation and Working Language

5.1 The working language of the meeting and the language for all documentation were English. The draft Contingency Plan for the Jakarta and the Ujung Pandang FIRs were presented to the meeting.

REPORT OF THE MEETING

Agenda Item 1: Adoption of Agenda

1.1 Indonesia had requested Mr. Harano, Regional Officer, ICAO Asia and Pacific Office, to chair the meeting. The meeting unanimously agreed for Mr. Harano to be the Moderator of the meeting.

1.2 The meeting reviewed the provisional agenda and adopted it for the meeting:

Agenda Item 1:	Adoption of Agenda
Agenda Item 2:	Review of the Contingency Plan for the Jakarta Flight Information Region (FIR)
Agenda Item 3:	Review of the Contingency Plan for the Ujung Pandang FIR
Agenda Item 4:	Signing of the Plans by the States Concerned
Agenda Item 5:	Letter of Agreement between the Air Traffic Service Providers
Agenda Item 6:	Any Other Business

Agenda Item 2: Review of the Contingency Plan for the Jakarta Flight Information Region (FIR)

2.1 The meeting recalled that the APANPIRG/17 recognized in reviewing the draft Contingency Plan for the Jakarta and Ujung Pandang FIRs that the final version of the Plan would serve as a useful model for other States of the Region in preparing contingency plans and formulated the following Conclusion:

Conclusion 17/11 – Adoption of Model National ATM Contingency Plan

That the National ATM Contingency Plans of Jakarta and Ujung Pandang FIRs, which were prepared as a result of the 2006 ICAO Special Implementation Project be adopted as a model for Asia/Pacific States in the preparation of national ATM contingency plans.

2.2 It was noted that the Plan was presented in two parts: Part I for the Jakarta FIR and Part II for the Ujung Pandang FIR. Part I of the Plan provided for the contingency arrangements to be introduced to permit the continuance of international flights through the Jakarta FIR, in the event that the air traffic and support services normally undertaken by Jakarta ACC should become partially or totally unavailable due to any occurrence that restricted the provision of ATS services in international airspace. Similarly, Part II provided for the contingency procedures for Makassar ACC. In the event of both ACCs becoming inoperative, Parts I and II would be activated catering for the worst case scenario of a total disruption in ATS for the upper airspace of the Jakarta and Ujung Pandang FIRs. The meeting noted that Parts I and II of the contingency plan covered all the international airspace of Indonesia.

2.3 The meeting also noted that the Plan had been developed in close co-operation and collaboration with the civil aviation authorities responsible for the adjacent FIRs and representatives of the users of the airspace. The Indonesian military authorities also had been consulted and recognized the requirement for the Plan and the civil aviation procedures that apply thereto.

Effective Date and Publication

2.4 The meeting considered the effective date of the Plan. Indonesia suggested that the Plan could be effective after a couple of meetings to further discuss the details of the content of the Plan and to work on the operational letter of agreement.

2.5 The Moderator responded that the Plan had already reached a mature stage and was to be finalized during this meeting, hence there was no need for additional meetings. The Moderator suggested an effective date of 1 August 2007 based on the meeting schedule of APANPIRG/18 planned in late August so that the Plan could be reported to APANPIRG which had concluded that the Plan be adopted as a model for Asia/Pacific States in the preparation of national ATM contingency plans. Indonesia agreed that the effective date could be 1 August 2007.

2.6 The meeting discussed the publication of the Plan and agreed that since the Plan was too voluminous to be published by AIP, a short summary of the Plan and the information that the copy of the Plan could be obtained from the DGCA Indonesia, AP-I and AP-II could be published by aeronautical information circular (AIC). Indonesia agreed to publish the information via AIC.

2.7 Indonesia informed the meeting that the Plan was meant to ensure the continuity of international air traffic movement through the Indonesian FIRs in the event of a catastrophic failure of one or both ACCs. The Plan was not meant to address arrangements for aircraft arriving and departing at Indonesian airports or for domestic flight operations within the territory of Indonesia and these would be addressed by other domestic arrangements.

States Affected by Part I

2.8 The meeting noted that the civil aviation authorities of the adjacent FIRs would be notified of the event that the Director General, DGCA activates the Plan, in accordance with the Operation Coordination Agreement (OCA), which is a letter of agreement established between Indonesia and the States concerned. The adjacent States directly affected by Part I of the Plan were: Australia, India, Indonesia, Malaysia, Singapore and Sri Lanka.

2.9 The contact details of the civil aviation authorities and organizations concerned were contained in Appendix 1A to the Plan. These details should be kept up to date and relevant information provided to the DGCA as soon as practicable.

Management of the Contingency Plan

2.10 The meeting noted that arrangements had been put in place to ensure that the management of the Plan provides for international flights to proceed in a safe and orderly manner through the upper airspace of the Jakarta FIR.

Central Coordinating Committee

2.11 The meeting noted that the Director General, DGCA should convene the Central Coordinating Committee (CCC) as soon as practicable in advance of, or after a contingency event has occurred. The CCC shall oversee the conduct of the Plan and in the event that Jakarta ACC premises are out of service for an extended period, make arrangements for and facilitate the temporary relocation of Jakarta ACC at Makassar ACC and the restoration of ATS services. The terms of

reference for the CCC will be determined by the DGCA. Contact details of the members of the CCC were provided in Appendix 1B to the Plan.

ATM Operational Contingency Group

2.12 The meeting noted that the ATM Operational Contingency Group (AOCG) would be convened by the CCC with a primary responsibility to oversee the day-to-day operations under the contingency arrangements, and coordinate operational ATS activities, 24 hours a day, throughout the contingency period.

Contingency Route Structure

2.13 The meeting noted that contingency routes would be introduced in the event of disruption of the ATC services provided by Jakarta ACC to ensure safety of flight and to facilitate limited flight operations commensurate with the prevailing conditions. Existing ATS routes were used as the basis of the contingency routes to be used.

2.14 The meeting reviewed the Contingency Routes arrangement and the flight level allocations for both Jakarta and Ujung Pandang FIRs, using the chart in Appendix 1E of the Plan. The meeting considered that the route naming of CRJ (Contingency Route Jakarta) and CRU (Contingency Route Ujung Pandang) did not correctly reflect the actual routings. Some CRJ were also established in the Ujung Pandang FIR and some CRU were established in the Jakarta FIR. The meeting agreed that the distinction of CRJ and CRU was not necessary and decided that the naming should be CR. Accordingly, the list was updated.

2.15 The meeting agreed that the assigned flight levels on CR-8 and CR-10 should be amended based on the agreement reached at the ninth meeting of the Air Traffic Flow Management Task Force (January 2007, Bangkok). Accordingly, CR-8 was now allocated with FLs 320 and 290. CR-10 was allocated with FL 380 only.

2.16 In regard to domestic operations, the meeting noted that all flights should be temporarily suspended until a full assessment of the prevailing conditions has been determined and sufficient ATS restored. A decision to curtail or restart domestic operations would be made by the CCC. In order for the consistency, the meeting agreed to delete the requirement for domestic and regional operators to plan a flight on the basis that FL 290 and above may not be available because it may conversely implied that the domestic and regional operators could plan a flight at or below FL 280.

2.17 The meeting noted that international operators may elect to avoid the Indonesian airspace and route to the west around the Jakarta FIR via the Melbourne and Colombo FIRs to the Chennai and Kuala Lumpur FIRs and vice versa. Part I of the Plan provides for the contingency procedures for the Jakarta FIR. Accordingly, the description of rerouting around the Ujung Pandang FIR to the east via the Brisbane and Oakland FIRs to the Manila and Kota Kinabalu FIRs was deleted.

Air Traffic Management and Contingency Procedures

Reduced ATS and Provision of Flight Information Services (FIS)

2.18 The meeting noted that ATS including ATC might not be available during the contingency critical period, particularly with regard to availability of communications and radar services. In cases where service are not available, a NOTAM would be issued providing the relevant information, including an expected date and time of resumption of service. The contingency plan provides for limited FIS and alerting services to be provided by adjacent ACCs.

2.19 The Indonesian airspace would be divided into two parts, North and South along latitude 05 00 00S then along the existing FIR boundary of the Jakarta and Ujung Pandang FIRs. The designated ATS authorities would provide FIS and flight monitoring for the adjacent FIRs on the contingency routes that enter their respective FIRs. A chart depicting the airspace arrangement is provided in Appendix 1E to the Plan.

2.20 In the event that the Indonesian International NOF is unable to issue the NOTAM, the (alternate) International NOTAM Office (NOF) at Singapore and/or Brisbane would take action to issue the NOTAM of closure airspace upon notification by the DGCA or its designated authority, e.g. the ICAO Asia and Pacific Office.

Aircraft Separation

2.21 The meeting noted that the longitudinal separation would be 15 minutes. However, this might be reduced to 10 minutes in conjunction with application of the Mach number technique in light of developments and as authorized by the DGCA by the appropriate OCA.

2.22 The route structure provides for lateral separation of 100 NM.

2.23 With regard to the description of vertical separation that "for crossing routes, a minimum vertical separation of 2 000 ft will be applied", Australia queried whether the RVSM operation would be suspended and RVSM non-approved aircraft could operate in the RVSM airspace.

2.24 Indonesia, Singapore and IATA advised that flight level allocation was developed to provide 2 000 ft vertical separation and the RVSM would still continue to be operated, therefore the requirement for the RVSM operation would be still valid.

2.25 Accordingly, the meeting agreed that the following description was misleading and should be removed.

~~"5.10 In the event that Indonesian ATC services are terminated, RVSM operations will be suspended and 2000 ft vertical separation minimum provided within Indonesian airspace using the RVSM flight levels contained in the table of cruising levels in ICAO Annex 2, Appendix 3.~~

Flight level restrictions

2.26 The meeting noted that aircraft on long-haul international flights should be given priority with respect to cruising levels, where possible.

Airspace Classifications

2.27 The meeting decided that the RVSM requirement would not be changed in spite of the activation of the Plan. In addition, VFR flight shall not be operate in the Jakarta FIR if there are extensive disruptions to ATC facilities, except in special cases such as State aircraft, Medivac flights, and any other essential flights authorized by the DGCA. Consequently, the meeting agreed that airspace classifications might not be changed even if ATC services become unavailable during the interruption of ATS.

Aircraft Position Reporting

2.28 The meeting confirmed that pilots would continue to make routine position reports in line with normal ATC reporting procedures.

Procedures for ATS Units

2.29 The meeting noted that the ATS units providing ATC services would follow their unit emergency operating procedures and activate the appropriate level of contingency procedures in line with the OCA. These procedures include the following:

2.29.1 Jakarta ACC on determining that ATS may be reduced due to a contingency event, would inform pilots by the controller of the emergency condition and advise if it is likely that the ACC will be evacuated and ATS suspended. In the event of it becoming necessary to evacuate the ACC building, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication.

2.29.2 During the period the contingency procedures are in effect, flight plan messages must continue to be transmitted by operators to the Jakarta ACC and to the Ujung Pandang ACC via the AFTN using normal procedures.

Note: Depending on the phase of emergency and circumstances, the Indonesian NOF may be suspended and alternative AFTN service introduced, e.g. at the Jakarta Airport Tower and Ujung Pandang ACC. Also, the NOF of adjacent ATS authorities may be used to issue Indonesian NOTAMs.

2.29.3 The meeting agreed that operators should obtain prior authorization to overfly the Indonesia sovereignty airspace using normal procedures, however, the special authorization for flying through the contingency airspace or an ATC approval by the adjacent ATC authority (ACC) prior to entry into the Jakarta FIR would not be needed.

2.29.4 It was considered essential that adjacent ACC responsible for aircraft entering for transit of the Jakarta FIR must communicate (by any means available), not less than 30 minutes beforehand, the estimated time over 05 00 00S.

2.29.5 The ACC responsible for aircraft entering the Jakarta FIR would instruct pilots to maintain the last flight level assigned and speed (Mach number if applicable) while overflying the Jakarta FIR.

2.29.6 The ACC responsible would not authorize any change in flight level or speed (Mach number, if applicable) later than 10 minutes before the aircraft enters the Jakarta FIR, except in the case specified in 2.35.5 below.

2.29.7 To facilitate arrival and departures at Singapore, aircraft may climb and descend under the control of Singapore ACC in line with normal operating procedures on agreed route sectors.

2.29.8 The ACC responsible prior to aircraft entering the Jakarta FIR will instruct aircraft that they must communicate with the next (downstream) ATC unit 10 minutes before the estimated time of 05 00 00S.

2.29.9 Aircraft may also choose to avoid the Indonesia airspace, and the controlling authorities of the FIRs concerned will provide alternative contingency routes as appropriate and these will be published by NOTAM.

Transition to Contingency Scheme

2.30 During times of uncertainty when airspace closures seem possible, aircraft operators should be prepared for a possible change in routing while en-route, familiarization of the alternative routes outlined in this Plan, as well as those which may be promulgated by a State via NOTAM or AIP. In the event of airspace closure that has not been promulgated, ATC should, if possible, broadcast to all aircraft in their airspace, what airspace is being closed and to stand by for further instructions.

Transfer of Control and Coordination

2.31 The description on the transfer of control, which was originally "at the common FIR boundary between ATS", was removed as the service provided would be the FIS and it was not clear what the common FIR boundary means. As the airspace was divided into North and South, the meeting was of view that 05 00 00S is clearly understood.

Review of OCAs

2.32 The ATS providers concerned should review the effectiveness of current coordination requirements and procedures in light of contingency operations or short notice of airspace closure, and make any necessary adjustments to the Plan and OCAs.

Pilots and Operator Procedures

Filing of flight plans

2.33 The meeting noted that flight planning requirements for the Jakarta FIR were to be followed in respect to normal flight planning requirements contained in the Indonesia AIP and as detailed at Appendix 1G to the Plan**.**

Overflight Approval

2.34 Aircraft operators must obtain normal overflight approval from the DGCA prior to operating flights through the Jakarta FIR. The following requirement was deleted:

> "~~During the period of activation of this Contingency Plan, when ATS is not being provided by Indonesia, the adjacent ATS authority will approve aircraft to enter the Jakarta FIR on the basis that operators have obtained prior approval, and the responsibility remains with the operator to ensure such approval has been obtained.~~"

Pilot operating procedures

2.35 The meeting noted that aircraft overflying the Jakarta FIR shall follow the following procedures:

a) Flights are to file a flight plan using the CRs specified in Appendix 1D to the Plan.

b) The meeting agreed that the requirement for aircraft to operate as close as possible to the center line of the assigned contingency route be removed as it is the procedure normally required in Annex 2 – *Rules of the Air*.

c) Pilots were to keep a continuous watch on the specified contingency frequency as specified in Appendix 1F to the Plan, and transmit position information and estimates in line with normal ATC position reporting procedures. The meeting agreed that the transmission should be made in English.

d) The meeting agreed that there was no requirement to make special mention of the need to keep navigation and anti-collision lights on while overflying the Jakarta FIR as this is the normal procedure followed by pilots in the daily operations. Accordingly, the meeting agreed to delete the statement from the Plan.

e) Pilots were to maintain during their entire flight time within the Jakarta FIR, the flight level last assigned by the last ACC responsible prior to the aircraft entering the Jakarta FIR, and shall not change level and the Mach number, except in cases of emergency and for flight safety reasons. In addition, the last SSR transponder assigned shall be maintained or, if no transponder has been assigned, transmit on SSR code 2000.

f) Pilots are to contact the next adjacent ACC as soon as possible, and at the latest, 10 minutes before the estimated time of arrival over 05 00 00S.

g) The meeting recognized that traffic broadcast by aircraft (TIBA) procedures were a broadcasting procedure to be used when no ATS was available for an airspace. Attempting to use TIBA in this Plan as well as the contingency routes and the flight level allocations in place would create an unnecessary complexity of the Plan. that could confuse pilots about actions that are already covered with procedures which pilots need to follow while flying Indonesian airspace with flight information services (FIS) provided by adjacent ATS units. The Secretariat informed the meeting that if all the contingency measures in this Plan failed, then the State still could implement TIBA procedures as a last resort, in accordance with Annex 11. As such, the contingency measures of this Plan, especially the provision of limited FIS from adjacent ATS units, make implementation of TIBA not necessary. Accordingly, the meeting agreed to delete Appendix 1H in relation to TIBA.

h) Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for transit of the Jakarta FIR, pilots are to climb or descend well to the right of the centerline of the contingency route, and if deviating outside the Jakarta FIR, to inform immediately the ACC responsible for that airspace. The meeting was of view that the pilot chat frequency 123.45 MHz should not be used for the purposes of the Plan and agreed that pilots were to make blind broadcast on 121.5 MHz.

i) The draft Plan had required that pilots were to maintain own longitudinal separation of 15 minutes from preceding aircraft at the same cruising level. The meeting agreed to delete the requirement as it is not clear how pilots would be able to perform this task.

Interception of Civil Aircraft

2.36 If circumstances lead to the closure of the Indonesian airspace and no contingency routes are available through the Jakarta and Ujung Pandang FIRs, aircraft will be required to route around the Indonesian airspace. As much warning as possible will be provided by the appropriate ATS authorities in the event of the complete closure of Indonesian airspace.

2.37 Pilots need to continuously guard the VHF emergency frequency 121.5 MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discrete code assigned by ATC or select code 2000 if ATC has not assigned a code.

Communication Procedures

Communication frequencies

2.38 The meeting noted that a list of frequencies to be used for the contingency routes and the ATS units providing FIS and air-ground communication monitoring for the Jakarta FIR was detailed at Appendix 1F to the Plan.

Aeronautical Information Services (AIS)

2.39 A contingency plan in regard to NOTAM would be developed to ensure continuation of the NOTAM service for the Jakarta FIR in support of contingency operations. The NOTAMs will establish the actions to be taken in order to reduce the impact of the failures in the ATS. The NOTAMs will also establish the necessary coordination and operational procedures that would be established before, during and after any contingency phase. The meeting agreed that NOTAM services would be provided by neighboring AIS authorities in accordance with the Plan.

Meteorological Services (MET)

2.40 The meeting noted that Indonesian Meteorological and Geophysical Agency (MGA) should ensure regular provision of the following products and services in order to comply with the ICAO requirements on aeronautical meteorology specified in Annex 3 - *Meteorological Service for International Air Navigation* and the *ASIA/PAC Air Navigation Plan* (Doc 9673):

a) aerodrome observations and reports – local MET REPORT and SPECIAL, as well as WMO-coded METAR and SPECI; METAR and SPECI should be provided for all international aerodromes listed in the AOP Table of ASIA/PAC Basic ANP and FASID Table MET 1A;

b) terminal aerodrome forecast - TAF as per the requirements indicated in FASID Table MET 1A;

c) SIGMET for the two Indonesian FIRs – Jakarta and Ujung Pandang; SIGMET should be issued by the meteorological watch offices (MWO) designated in FASID Table MET 1B – WIII and WAAA;

d) information for the ATS units (Tower, Approach, ACC) as agreed between the meteorological authority and the ATS units concerned; and

e) Flight briefing and documentation as per Annex 3, Chapter 9.

Search and Rescue

Notification and Coordination

2.41 The meeting noted that ACCs involved in this Plan were required to assist as necessary to ensure that the proper Search and Rescue (SAR) authorities are provided with the information necessary to support downed aircraft or aircraft with an in-flight emergency in respect to the Jakarta FIR.

2.42 The fax number of the SAR authority responsible for the Jakarta FIR, which is the Jakarta Rescue Coordination Center (Jakarta RCC/Jakarta SAR Office), was updated at the meeting. The number is 62-21-5501512 and 34832884.

2.43 It was considered advantageous that each ACC assist as necessary in the dissemination of INCERFA, ALERFA and DETRESFA in respect to incidents in the Jakarta FIR.

2.44 In the event that the Jakarta ACC is not available, the responsibility for coordinating with the Jakarta RCC for aircraft emergencies and incidents involving the Jakarta FIR will be undertaken by Makassar ACC. The CCC will take appropriate steps to ensure that SAR information is made available to Jakarta RCC. The AOCG will also oversee SAR coordination and disseminate relevant contact information.

2.45 In the event that both Jakarta and Ujung Pandang ACCs are not available, there are 24 hour-alert SAR Offices (JRCCs) throughout Indonesia coordinated by the National SAR Agency (BASARNAS) to ensure the provision of SAR services in the Indonesian SSR.

Appendix 1A

2.46 The meeting reviewed Appendices of the Plan, starting from Appendix 1A – Contact Details of Adjacent States and International Organizations Participating in the Indonesia Contingency Plan. Malaysia, Philippines, Singapore and Sri Lanka updated the contact details as in Appendix 1A of the Plan.

Appendix 1B

2.47 The meeting reviewed Appendix 1B – Central Coordination Group. The contact details of Jakarta FIR Operational Contingency Unit were updated as in Appendix 1B of the Plan.

Appendix 1C

2.48 The meeting reviewed Appendix 1C – Specimen NOTAMs. An editorial error was pointed out by Singapore and was amended.

Appendix 1D

2.49 The meeting reviewed Appendix 1D – International Route Structure and Communications for Transit the Jakarta FIR When No ATS Available in Indonesian Airspace. The flight level allocation scheme discussed and agreed at the meeting was incorporated in the table of Appendix 1D.

2.50 The meeting agreed that the description of “VHF Air to Air Frequency 123.45 MHz” on to of the table was misleading, and the description was deleted.

Appendix 1E

2.51 The meeting reviewed Appendix 1E – Chart of Contingency Routes. As agreed by the meeting, the CR-12 and G464 were deleted from the chart.

2.52 As agreed at the meeting, the service provided by the adjacent ACC will be the limited FIS, accordingly the description of "Vertical Separation Northbound at BLI on A576/G462 & at PKP on G464/A464 applicable by Brisbane ACC" was removed.

Appendix 1F

2.53 The meeting reviewed Appendix 1F – Contingency Frequencies for Control and/or Flight Monitoring Services. The States provided the frequencies and ADS/CPDLC logon address. The list was updated with the information.

Appendix 1G

2.54 The meeting reviewed Appendix 1G – Flight Planning Requirement. The information in Item 18 of the ICAO flight plan format had originally been required in the draft Plan. The information in Item 18 is not readily available on the flight progress strip and the proposed indication of origin and destination would not be needed. The meeting agreed that the requirement could be removed.

2.55 The draft Plan had originally required that the flight plans should be filed at least 12 hours in advance in order to allow sufficient time for manual processing. It was suggested that the 12 hour requirement could be difficult to meet. The States concerned concurred that they did not need the information 12 hours in advance, and the meeting agreed to delete this part.

Appendix 1H

2.56 As agreed at the meeting, Appendix 1H – ICAO Traffic Information Broadcasts by Aircraft (TIBA) Procedures was deleted.

Appendix 1I

2.57 The meeting noted Appendix 1I – ICAO Interception Procedures. Consequential re-numbering of the appendix due to the cancellation of Appendix 1H was made to this appendix. This appendix became the new Appendix 1H.

Agenda Item 3: Review of the Contingency Plan for the Ujung Pandang FIR

3.1 Subsequent to the review of Part I of the Plan for the Jakarta FIR, the meeting reviewed Part II for the Ujung Pandang FIR.

3.2 The Plan was presented in two Parts: Part I for the Jakarta FIR and Part II for the Ujung Pandang FIR. Part II of the Plan provided for the contingency arrangements to be introduced to permit the continuance of international flights to transit the Ujung Pandang FIR in the event that the air traffic and support services normally undertaken by Makassar ACC should become partially or totally unavailable due to any occurrence that restricts flight operations. In the event of both ACCs of Jakarta and Makassar becoming inoperative, Parts I and II would be activated catering for the worst case scenario of a total disruption in ATS for the upper airspace of the Jakarta and Ujung Pandang FIRs.

3.3 The meeting recalled that the Plan would be activated by promulgation of a NOTAM issued by the Indonesian International NOF as far in advance as is practicable. However, when such prior notification is impracticable for any reason, the Plan would be put into effect on notification by the designated authority, as authorized by the DGAC. It is expected that the civil aviation authorities concerned, and the airline operators will fully cooperate to implement the Plan as soon as possible.

3.4 The meeting confirmed that the effective date of 1 August 2007 agreed for Part I should also apply to Part II.

States Affected

3.5 The meeting noted that the civil aviation authorities of the adjacent FIRs would be notified of the event that the Director General, DGCA activates the Plan, in accordance with the OCA. The adjacent States directly affected by Part II of the Plan were: Australia, Indonesia, Malaysia, Papua New Guinea, Philippines and the United States.

3.6 The meeting was informed that the contact details of the civil aviation authorities and organizations concerned were contained in Appendix 2A to the Plan. These details should be kept up to date and relevant information provided to the DGCA as soon as practicable.

Management of the Contingency Plan

3.7 The meeting noted that arrangements had been put in place to ensure that the management of the Plan provides for international flights to proceed in a safe and orderly manner through the upper airspace of the Ujung Pandang FIR.

Central Coordinating Committee

3.8 The meeting noted that the Director General, DGCA should convene the CCC as soon as practicable in advance of, or after a contingency event has occurred. The meeting was advised that the CCC should oversee the conduct of the Contingency Plan and in the event that the Makassar ACC premises are out of service for an extended period, make arrangements for and facilitate the temporary relocation of Makassar ACC at Jakarta ACC and the restoration of ATS services.

Contingency Route Structure

3.9 Attention was drawn to CR-1 (A464), CR-2 (A576-G462) and CR-3 (A576) where at Bali (BLI) and Pangkal Pinang (PKP) there was not vertical/lateral separation with some of the flight level used in the flight level allocation, i.e.: FLs 410, 380 and 320. There was a note in Attachment 2E that “Vertical Separation Northbound at BLI on A576/G462 & at PKP on G464/A464 applied by Brisbane ACC”.

3.10 In this regard, it was questioned if the adjacent ATS units were going to provide ATC or FIS within the Ujung Pandang FIR during the application of this Plan. The meeting agreed with a recommendation from ICAO to fix the flight level allocation scheme to give vertical and lateral separation at all crossing points, taking into consideration that aircraft will not change level while overflying Indonesian airspace. This will facilitate the provision of FIS by adjacent ATS units unless adjacent States have positive ways to control traffic within Indonesian airspace but then the plan should be amended to reflect this.

3.11 The Moderator invited the meeting to examine the CRs and the flight level allocations in detail, taking into consideration the recommendation from the ICAO. The meeting agreed as follows:

a) G464, which was established for flights departing within Australia to join A464 from Bali, could be deleted from the CRs, so that CR-1 and CR-2/3 can be separated and both FLs 380 and 320 would be retained for CR-1 as originally planned.

b) With the deletion of G464 from CRs, CR-2 and CR-3 could be southeastward unilateral. Consequently, the assigned flight levels are FLs 410, 350 and 290.

c) CR-13, CR-14 and CR-15 were changed in flight level allocation to be aligned with the modified single alternate flight level allocation scheme in the Manila FIR.

d) The meeting confirmed that domestic operations should be temporarily suspended until a full assessment of the prevailing conditions has been determined and sufficient air traffic services restored. Accordingly, CR-12, which was established to cater for the flight between Bali and Philippines and beyond, was deleted.

3.12 The Moderator reported that Australia, Papua New Guinea, Philippines and the United States had agreed that international operators might elect to avoid the Indonesian airspace and route to the east around the Ujung Pandang FIR through the Melbourne and the Port Moresby FIRs to the Oakland and the Manila FIRs and vice versa, via Horn Island (HID) – R204 – KEONE – Koror (ROR).

Air Traffic Management and Contingency Procedures

Reduced ATS and Provision of Flight Information Services (FIS)

3.13 The meeting noted that in cases where service are not available, a NOTAM would be issued providing the relevant information, including an expected date and time of resumption of service.

3.14 The Indonesian airspace would be divided into two parts, North and South along latitude 05 00 00S then along the existing FIR boundary of the Jakarta and Ujung Pandang FIRs. The designated ATS authorities would provide FIS and flight monitoring for the adjacent FIRs on the contingency routes that enter their respective FIRs. A chart depicting the airspace arrangement is provided in Appendix 2E to the Plan.

3.15 In the event that the Indonesian International NOF is unable to issue the NOTAM, the (alternate) International NOF at Singapore and/or Brisbane would take action to issue the NOTAM of closure airspace upon notification by the DGCA or its designated authority, e.g. the ICAO Asia and Pacific Office.

Aircraft Separation

3.16 As is the case with Part I, the meeting agreed to delete the description on vertical separation that “for crossing routes, a minimum vertical separation of 2000 ft will be applied”.

Flight Level Restrictions

3.17 The meeting noted that aircraft on long-haul international flights should be given priority with respect to cruising levels, where possible

Procedures for ATS Units

3.18 The meeting noted that the ATS units providing ATC services would follow their unit emergency operating procedures and activate the appropriate level of contingency procedures in line with the OCA. These procedures include the following:

a) Indonesia confirmed that flight plan messages must continue to be transmitted by operators to Makassar ACC and to Jakarta ACC via the AFTN using normal procedures during the period the contingency procedures are in effect.

b) The meeting agreed that operators should obtain prior authorization to overfly the Indonesia sovereignty airspace using normal procedures, however, the special authorization to fly through the contingency airspace or an ATC approval by the adjacent ATC authority (ACC) prior to entry to the Ujung Pandang FIR would not be needed.

c) Adjacent ACC responsible for aircraft entering for transit of the Ujung Pandang FIR must communicate (by any means available), not less than 30 minutes beforehand, the estimated time over 05 00 00S.

d) In light of the distance from the FIR boundary between Brisbane/Ujung Pandang to Australia, Australia agreed that the provision to allow Brisbane ACC to control certain parts of CRs in the Ujung Pandang FIR to facilitate arrival at and departures from Australia could be deleted.

Transfer of Control and Coordination

3.19 The meeting noted that the “transfer of control” had been established “at the common FIR boundary between ATS”. The provided service would be FIS, and it was not clear what the common FIR boundary meant, as the airspace now has been divided to North and South along 05 00 00S. The meeting agreed that the transfer of control be removed.

<u>Pilots and Operator Procedures</u>

Pilot operating procedures

3.20 The meeting noted that aircraft overflying the Ujung Pandang FIR should follow the following procedures:

a) Flights are to file a flight plan using the CRs specified in Appendix 2D to the Plan.

b) The meeting agreed that the requirement for aircraft to operate as close as possible to the center line of the assigned contingency route be removed as it is the procedure normally required in Annex 2.

c) The meeting confirmed that pilots were to maintain during their entire flight time within the Ujung Pandang FIR, the flight level last assigned by the last ACC responsible prior to the aircraft entering the Ujung Pandang FIR, and shall not change level and Mach number, except in cases of emergency and for flight safety reasons. In addition, the last SSR transponder assigned shall be maintained or, if no transponder has been assigned, transmit on SSR code 2000.

d) Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for transit of the Ujung Pandang FIR, pilots are to climb or descend well to the right of the centerline of the contingency route, and if deviating outside the Ujung Pandang FIR, to inform immediately the ACC responsible for that airspace. The meeting was of view the frequency to be used for that situation should not be 123.45 MHz as in original draft but to be 121.5 MHz for pilots to make blind broadcast.

e) The draft Plan had required that pilots were to maintain own longitudinal separation of 15 minutes from preceding aircraft at the same cruising level. IATA was of view that the pilots had no means of establishing the 15 minute separation from the other aircraft. The meeting agreed to delete the requirement.

Communication Procedures

Communication frequencies

3.21 The meeting noted that a list of frequencies to be used for the contingency routes and the ATS units providing FIS and air-ground communication monitoring for the Ujung Pandang FIR was detailed at Appendix 2F to the Plan.

Search and Rescue

Notification and Coordination

3.22 The meeting noted that each ACC should assist as necessary in the dissemination of INCERFA, ALERFA and DETRESFA in respect to incidents in the Ujung Pandang FIR.

3.23 In the event that Makassar ACC is not available, the responsibility for coordinating with the Ujung Pandang RCC for aircraft emergencies and incidents involving the Ujung Pandang FIR would be undertaken by Jakarta ACC. The CCC will take appropriate steps to ensure that SAR information is made available to the Ujung Pandang RCC. The AOCG will also oversee SAR coordination and disseminate relevant contact information.

Appendix 2A

3.24 The meeting reviewed Appendices of Part II of the Plan, starting from Appendix 2A – Contact Details of Adjacent States and International Organizations Participating in the Indonesia Contingency Plan, which is identical with Appendix 1A of Part I.

Appendix 2B

3.25 The meeting reviewed Appendix 2B – Central Coordination Group. The contact details of Ujung Pandang FIR Operational Contingency Unit were updated as in Appendix 2B of the Plan.

Appendix 2C

3.26 The meeting reviewed Appendix 2C – Specimen NOTAMs.

Appendix 2D

3.27 The meeting reviewed Appendix 2D – International Route Structure and Communications for Transit the Ujung Pandang FIR When No ATS Available in Indonesian Airspace. The amended flight level allocations were incorporated in the table of Appendix 2D as follows:

a) G464 is deleted from the CRs;
b) CR-2 and CR-3 are southeastward unilateral;
c) The assigned flight levels of CR-2 and CR-3 are FL 410, 350 and 290;
d) CR-8 is allocated with FLs 320 and 290. CR-10 is allocated with FL 380 only;
e) CR-12 is deleted; and
f) CR-13, 14 and 15 are changed in flight level allocations.

Appendix 2E

3.28 The meeting reviewed Appendix 2E – Chart of Contingency Routes. As agreed by the meeting, CR-12 and G464 were deleted from the chart.

Appendix 2F

3.29 The meeting reviewed Appendix 2F – Contingency Frequencies for Control and/or Flight Monitoring Services. The States provided the frequencies and ADS/CPDLC logon address. The list was updated with the information.

Appendix 2G

3.30 The meeting reviewed Appendix 2G – Flight Planning Requirement. The information in Item 18 of the ICAO flight plan format was originally required in the draft Plan. The meeting agreed that the requirement could be removed.

Appendix 2H

3.31 As agreed at the meeting, Appendix 2H – ICAO Traffic Information Broadcasts by Aircraft (TIB) Procedures was deleted.

Appendix 2I

3.32 The meeting noted Appendix 2I – ICAO Interception Procedures. Consequential re-numbering of the appendix due to the cancellation of Appendix 2H was made to this appendix. This appendix became the new Appendix 2H.

Finalization of the Plan

3.33 The meeting completed the review of the draft Plan in both Parts I and II. The *Indonesia Contingency Plan Part I- Jakarta FIR and Part II – Ujung Pandang FIR* was agreed by the meeting. The finalized Plan has been included in **Appendix B** to this Report.

Agenda Item 4: Signing of the Plans by the States concerned

4.1 The Plan was developed in coordination with Australia, Malaysia, Philippines, Singapore, Sri Lanka, IATA and ICAO. The meeting considered the signatories of the Plan. The meeting was of view that if the neighbouring States sign the Plan, the amendment of the Plan in the future should be signed by the States, which will resulted in the complex process to update the Plan. The States concerned agreed that they would be involved in updating the OCA and signing the OCA would suffice. The meeting decided that the Plan should be authorized under signatures from the DGCA, AP-I and AP-II.

4.2 The meeting had a signing ceremony on 27 April 2007 attended by the representatives of DGCA Indonesia, AP-I and AP-II and all the participants of the meeting. The Contingency Plan was formally signed be appropriate representatives from the DGCA, AP-I and AP-II.

Agenda Item 5: Letter of Agreement between the Air Traffic Service Providers

5.1 The meeting agreed that the States concerned would continue the coordination and finalize the OCA between ACCs to incorporate the procedures in the Plan by 1 August 2007.

Agenda Item 6: Any Other Business

Earthquake, Tsunami and its Mitigation

6.1 Indonesia gave a presentation relating to earthquake, tsunami etc highlighting how the earthquake occurs based on the plate technique theory and how tsunami could be devastating. The mitigation efforts made by Indonesia including the early warning system were presented.

6.2 In response to a question from Australia on the telephone SMS delivery of the warning, Indonesia clarified that the warnings would be delivered to by SMS to telephones in accordance with prior arrangements i.e. messages would be sent to telephone numbers known to the system.

Roles of the National SAR Agency (BASARNAS) in Handling Disaster and Refugees in Indonesia

6.3 Indonesia expressed that Search and Rescue (SAR) actually was the humanitarian activity, which is moral obligation that consist of all matters regarding saving human lives in a danger by flight and shipping accident, as well as natural and other disaster/catastrophes.

6.4 The meeting noted that Indonesia, as a member of ICAO and International Maritime Organization, had the obligation to establish a national SAR agency that is capable to conduct SAR operation throughout Indonesia territory as well as coordinating and making cooperation with neighbouring States in conducting joint SAR operation at border area according to National and International SAR regulations.

BASARNAS Organization

6.5 The meeting was informed that BASARNAS was based on Ministry of Transportation Decree Number: KM 24/2001 on Organization and Task Description in Ministry of Transportation. BASARNAS was a national agency that was responsible for conducting SAR under Ministry of Transportation. According to Government Regulation Number 12 Year 2000 and Ministry of Transportation Decree Number KM 24/2001, BASARNAS is responsible to conduct a training, coordinating as well as controlling SAR potency in the SAR activity toward human and material/belonging loss or the possibility of their loss or having danger in flight and shipping accident as well as giving assistance to others accident and disaster/catastrophe as national and international SAR dictated. In conducting its task as stated above, BASARNAS has main functions as follows:

- Formulate SAR technical policy;
- Initial action for SAR operation;
- Coordination, development and mobilization of SAR potency;
- Coordination and SAR operation control for goverment institution or other organizations with SAR potency; and
- Conducting relation and cooperation in SAR with both domestic parties and foreign countries.

6.6 The meeting noted that BASARNAS organization in the national level consisted of:

- Secretary of Agency;
- SAR Operation Center; and
- SAR Resource Development Center

Conducting SAR Operation

6.7 The meeting was informed that a system was used in conducting SAR operation consisting of five stages and supported by five SAR Components with an emergency phase considerably.

6.8 The meeting noted that SAR operation would be activated soon after an accident occurs or an emergency situation arises. SAR operation is coordinated by a SMC that is appointed by Chief of BASARNAS with the recommendation from Chief of SAR Office.

6.9 SAR operation is considerably terminated while the victim has been successfully saved or while it has been convinced that emergency situation is no longer happens or while it has been analyzed/evaluated that the possibility to be discovered the victim is none.

6.10 The meeting noted that there were five SAR stages as follows:

1) Awareness Stage;
2) Initial Action Stage;
3) Planning Stage;
4) Operation Stage; and
5) Conclusion Stage.

6.11 The meeting was informed that SAR operation needs five supporting components for successful mission as follows:

1) Organization;
2) Facility;
3) Communication;
4) Emergency Care; and
5) Documentation.

Roles of BASARNAS in Handling Catastrophes (Natural Disaster)

6.12 The meeting noted BASARNAS conducts SAR courses or training such as Training for Rescuer, Water Rescue, Vertical Rescue, Extrication Rescue, Medical First Responder, Collapsed Structure SAR Course, etc. to develop the capability of SAR personnel.

6.14 The coordinating agency or the institution responsible for organizing emergency response on any catastrophe or disaster in Indonesia such as tsunami, flood, landslide, earthquake, volcano eruption, etc is Bakornas PBP (the National Coordinating Agency for Handling Disaster and Refugees). This agency is responsible for handling pre- and post-disaster responses such as SAR, rehabilition, relocation, reconstruction and so on. In this case, BASARNAS plays role as the back up for SAR and only actively participates and involved in SAR activities.

6.15 Achievements of BASARANAS in playing roles as the SAR coordinating agency in a disaster were achieved in Tsunami Aceh and Tsunami in West Java, from which hundreds victims can be saved by rescue team.

6.16 BASARNAS is a government agency responsible for SAR activities not only in flight and shipping accidents but also in other catastrophes. So far, BASARNAS has made great achievement in handling humanism disasters in Indonesia and will keep commitment to be concerned in humanism.

6.17 The meeting appreciated BASARNAS for their comprehensive information.

7. Closing of the meeting

7.1 Mr. Harano thanked the participants for their cooperation, which made it possible to finalize the plans. On behalf of the participants, he thanked the PT (Persero) Angkasa Pura I and PT (Persero) Angkasa Pura II for hosting the meeting and its generous and kind hospitality, excellent support and gracious assistance to participants, which contributed to the success of the meeting. The formal approval of the ATS Contingency Plan for the Indonesian airspace was a significant milestone in regional civil aviation arrangements.

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INDONESIA AIR TRAFFIC SERVICES

CONTINGENCY PLAN

JAKARTA FIR – PART I

PREPARED BY

Indonesian Contingency Plan Project Team

AIR TRAFFIC SERVICES DIVISION
DIRECTORATE GENERAL OF CIVIL AVIATION, INDONESIA

TABLE OF CONTENTS

FOREWORD

This is the first edition of the Indonesian Air Traffic Management (ATM) Contingency Plan for Air Traffic Services (ATS) for the Upper Airspace of the Jakarta Flight Information Region (FIR). The Contingency Plan will come into effect as determined by the Director General of the Directorate General of Civil Aviation (DGCA), who is the authority for civil aviation operations in Indonesia.

This Contingency Plan (the Plan) is presented in two Parts: Part I for the Jakarta FIR, and Part II for the Ujung Pandang FIR. Part I of the Plan provides for the contingency arrangements to be introduced to permit the continuance of international flights to transit the Jakarta FIR, in the event that the air traffic and support services normally undertaken by the Jakarta Area Control Centre (ACC) should become partially or totally unavailable due to any occurrence that restricts flight operations. Similarly, Part II provides the contingency procedures for the Makassar ACC. In the event of both ACCs becoming inoperative, Parts I and II will be activated catering for the worst case scenario of a total disruption in ATS for the Upper Airspace of the Jakarta and Ujung Pandang FIRs.

The Indonesian territory, which comprises an archipelago of some 17,500 islands extending about 5000 kms mainly in an east/west direction, is located in a major earthquake zone with many active volcanoes. A major earthquake could strike at any time causing serious damage to civil aviation and air navigation services, facilities and infrastructure. With two major ACCs located at Jakarta for the west region and Ujung Pandang for eastern region, it is considered highly unlikely that both facilitates would be out of service simultaneously. However, in the event that one ACC becomes inoperable, and ATS became unavailable, it would take several days to relocate and operate ATS from the remaining ACC and restore a more normal level of service. During this interim period, flight operations in Indonesia would be severely restricted.

This Plan has been developed in close co-operation and collaboration with the civil aviation authorities responsible for the adjacent FIRs and representatives of the users of the airspace. The Indonesian Air Force also has been consulted and recognizes the requirement for the Plan and the civil aviation procedures that apply thereto.

The Plan will be activated by promulgation of a NOTAM issued by the Indonesian International NOTAM Office (NOF) as far in advance as is practicable. However, when such prior notification is impracticable for any reason, the Plan will be put into effect on notification by the designated authority, as authorized by the DGCA. It is expected that the civil aviation authorities concerned, and the airline operators will fully cooperate to implement the Plan as soon as possible.

This Plan has been prepared in coordination with the International Civil Aviation Organization (ICAO) to meet the requirements in ICAO Annex 11 ─ *Air Traffic Services* to provide for the safe and orderly continuation of international flights through Indonesian airspace.

Any proposed amendments to this plan shall be forwarded to:

Director General
Directorate General of Civil Aviation
Jl. Medan Merdeka Barat No. 8
Gedung Karsa Lt. 5
Jakarta, 10110, Indonesia
Tel: (62-21) 3505137
Fax: (62-21) 3505139
Email: dirjenud@indosat.net.id

RECORD OF AMENDMENTS

Amendment Number	Effective Date	Date Entered	Entered By	Paragraph/ Reference

PART I

ATS CONTINGENCY PLAN FOR INTERNATIONAL FLIGHTS TO TRANSIT THE UPPER AIRSPACE OF THE JAKARTA FIR

Effective: 1 August 2007, 0000 (UTC)

1. OBJECTIVE

1.1 The Air Traffic Management (ATM) Contingency Plan, Part I contains arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of air traffic services in the Jakarta FIR in accordance with ICAO Annex 11 ─ *Air Traffic Services,* Chapter 2, paragraph 2.29. The Contingency Plan provides the ATS procedures and contingency route structure using existing airways in most cases that will allow aircraft operators to transit the Jakarta FIR.

1.2 This Contingency Plan does not address arrangements for aircraft arriving and departing at Indonesian airports or for domestic flight operations within the territory of Indonesia.

2. STATES AND FIRS AFFECTED

2.1 In the event that the Director General, DGCA activates this Contingency Plan, the civil aviation authorities of the adjacent FIRs will be notified in accordance with the Operation Coordination Agreement (OCA) established between the States concerned. The adjacent States, FIRs and ACCs directly affected by this Contingency Plan are as follows:

a) Australia

Melbourne FIR (ACC)

b) India

Chennai FIR (ACC)

c) Malaysia

Kota Kinabalu FIR (ACC)
Kuala Lumpur FIR (ACC)

d) Singapore

Singapore FIR (ACC)

e) Sri Lanka

Colombo FIR (ACC)

f) Indonesia

Ujung Pandang FIR (ACC)

2.2 The contact details of the civil aviation authorities and organizations concerned are contained in **Appendix 1A.** These details should be kept up to date and relevant information provided to the DGCA as soon as practicable**.**

3. MANAGEMENT OF THE CONTINGENCY PLAN

3.1 The contingency measures set out in this Plan are applicable in cases of foreseeable events caused by unexpected interruptions in ATS caused by natural occurrences or other circumstances, which, in one way or another, may impair or totally disrupt the provision of ATS and/or of the related support services in the Jakarta FIR.

3.2 The following arrangements have been put in place to ensure that the management of the Contingency Plan provides for international flights to proceed in a safe and orderly fashion through the Upper Airspace of the Jakarta FIR.

Central Coordinating Committee

3.3 As soon as practicable in advance of, or after a contingency event has occurred, the Director General, DGCA shall convene the Central Coordinating Committee (CCC) comprised of representatives from:

1) Directorate General of Civil Aviation

2) PT (Persero) Angkasa Pura I (ATS provider for the Ujung Pandang FIR and operator of major airports in the eastern region)

3) PT (Persero) Angkasa Pura II (ATS provider for the Jakarta FIR and operator of major airports in the western region)

4) Indonesian Air Force

5) Ministry of Defense

6) Representative from the airlines committee

7) Meteorological and Geophysical Agency

8) Other participants as required

3.4 The CCC shall oversee the conduct of the Contingency Plan and in the event that the Jakarta ACC premises are out of service for an extended period, make arrangements for and facilitate the temporary relocation of the Jakarta ACC at the Ujung Pandang ACC and the restoration of ATS services. The terms of reference for the CCC will be determined by the DGCA.

3.5 Contact details of the members of the CCC are provided in **Appendix 1B**.

ATM Operational Contingency Group

3.6 The ATM Operational Contingency Group (AOCG) will be convened by the CCC with a primary responsibility to oversee the day to day operations under the contingency arrangements, and coordinate operational ATS activities, 24 hours a day, throughout the contingency period. The terms of reference of the AOCG will be determined by the CCC. The AOCG will include specialized personnel from the following disciplines:

- Air traffic services (ATS)
- Aeronautical telecommunication (COM)
- Aeronautical meteorology (MET)
- Aeronautical information services (AIS)
- ATS equipment maintenance service provider

The mission of the AOCG shall include:

i) review and update of the Contingency Plan as required;

ii) keep up to date at all times of the contingency situation;

iii) organize contingency teams in each of the specialized areas;

iv) keep in contact with and update the ICAO Asia and Pacific Regional Office, operators and the IATA Regional Office;

v) exchange up-to-date information with the adjacent ATS authorities concerned to coordinate contingency activities;

vi) notify the designated organizations in Indonesia of the contingency situation sufficiently in advance and/or as soon as possible thereafter;

vii) take the necessary action for issuing NOTAMs according to the corresponding contingency situation, this plan or as otherwise needed (example NOTAMS are provided in **Appendix 1C**). If the situation is foreseeable sufficiently in advance, a NOTAM will be issued 48 hours in advance.

4. CONTINGENCY ROUTE STRUCTURE

4.1 In the event of disruption of the ATC services provided by Jakarta ACC, contingency routes will be introduced to ensure safety of flight and to facilitate limited flight operations commensurate with the prevailing conditions. Existing ATS routes form the basis of the contingency routes to be used, and a flight level assignment scheme introduced to minimize potential points of conflict and to limit the number of aircraft operating simultaneously in the system under reduced air traffic services. The contingency route structure for international flights is detailed in **Appendix 1D.** Additional contingency routes will be introduced as and when circumstances require, such as in the case of volcanic ash clouds forming.

4.2 In regard to domestic operations, if circumstances dictate, all flights shall be temporarily suspended until a full assessment of the prevailing conditions has been determined and sufficient air traffic services restored. A decision to curtail or restart domestic operations will be made by the CCC.

4.3 Aircraft on long-haul international flights and special operations (e.g. Search and Rescue (SAR), State aircraft, humanitarian flights, etc), shall be afforded priority in accordance with this plan.

4.4 International operators affected by the suspension of all operations from Indonesian airports will be notified by the relevant airport authority when operations may be resumed, and flight planning information will be made available pertaining to that airport. International flights who have received such approval may be required to flight plan via domestic routes to join international contingency routes.

4.5 International operators may elect to avoid the Indonesian airspace and route to the west around the Jakarta FIR via the Melbourne and Colombo FIRs to the Chennai and Kuala Lumpur FIRs and vice versa. The contingency routes to be used in this scenario will be provided by the ATS authorities concerned.

5. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

Reduced ATS and provision of flight information services (FIS)

5.1 During the contingency critical period, ATS including ATC, may not be available, particularly with regard to availability of communications and radar services. In cases where service are not available, a NOTAM will be issued providing the relevant information, including an expected date and time of resumption of service. The contingency plan provides for limited flight information and alerting services to be provided by adjacent ACCs.

5.2 The Indonesian airspace will be divided into two parts, North and South along latitude 05 00 00S then along the existing FIR boundary of the Jakarta and Ujung Pandang FIRs. FIS and flight monitoring will be provided by the designated ATS authorities for the adjacent FIRs on the contingency routes that enter their respective FIRs. A chart depicting the airspace arrangement is provided in **Appendix 1E**.

5.3 The primary means of communication will be by VHF or HF radio except for aircraft operating automatic dependent surveillance (ADS) and controller /pilot data link communication (CPDLC) systems. When CPDLC has been authorized for use by the relevant ATC authority, this will become the primary means of communication with HF as secondary. In the case of ADS automatic position reporting, this replaces voice position reporting and CPDLC or HF will become the secondary means. Details of the communication requirements are provided in **Appendix 1F.**

ATS Responsibilities

5.4 During the early stages of a contingency event, ATC may be overloaded and tactical action taken to reroute aircraft on alternative routes not included in this Plan.

5.5 In the event that ATS cannot be provided in the Jakarta FIR a NOTAM shall be issued indicating the following:

a) time and date of the beginning of the contingency measures;

b) airspace available for landing and overflying traffic and airspace to be avoided;

c) details of the facilities and services available or not available and any limits on ATS provision (e.g., ACC, APPROACH, TOWER and FIS), including an expected date of restoration of services if available;

d) information on the provisions made for alternative services;

e) any changes to the ATS contingency routes contained in this Plan;

f) any special procedures to be followed by neighbouring ATS units not covered by this Plan;

g) any special procedures to be followed by pilots; and

h) any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

5.6 In the event that the Indonesian International NOTAM Office is unable to issue the NOTAM, the (alternate) International NOTAM Office at Singapore and/or Brisbane will take action to issue the NOTAM of closure airspace upon notification by the DGCA or its designated authority, e.g. the ICAO Asia and Pacific Regional Office.

Aircraft Separation

5.7 Aircraft separation criteria will be applied in accordance with the *Procedures for Air Navigation Services-Air Traffic Management* (PANS-ATM, Doc 4444) and the *Regional Supplementary Procedures* (Doc 7030).

5.8 The longitudinal separation will be 15 minutes. However, this may be reduced to 10 minutes in conjunction with application of the Mach number technique in light of developments and as authorized by the DGCA by the appropriate OCA.

5.9 The route structure provides for lateral separation of 100 NM and in cases where this is less, and for crossing routes, a standard minimum vertical separation will be applied.

Flight level restrictions

5.10 Where possible, aircraft on long-haul international flights shall be given priority with respect to cruising levels.

Aircraft position reporting

5.11 Pilots will continue to make routine position reports in line with normal ATC reporting procedures.

VFR operations

5.12 VFR flights shall not operate in the Jakarta FIR if there are extensive disruptions to ATC facilities, except in special cases such as State aircraft, Medivac flights, and any other essential flights authorized by the DGCA.

Procedures for ATS Units

5.13 The ATS units providing ATC services will follow their unit emergency operating procedures and activate the appropriate level of contingency procedures in line with the Operational Coordination Agreement. These procedures include the following:

a) the Jakarta ACC on determining that ATS may be reduced due to a contingency event, will inform pilots by the controller responsible of the emergency condition and advise if it is likely that the ACC will be evacuated and ATS suspended. In the event of it becoming necessary to evacuate the ACC building, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication;

b) during the period the contingency procedures are in effect, flight plan messages must continue to be transmitted by operators to the Jakarta ACC and to the Ujung Pandang ACC via the AFTN using normal procedures;

Note: Depending on the phase of emergency and circumstances, the Indonesian NOF may be suspended and alternative AFTN service introduced, e.g. at the Jakarta Airport Tower and Ujung Pandang ACC. Also, the NOF of adjacent ATS authorities may be used to issue Indonesian NOTAMs.

c) on notification by DGCA, Indonesia, the ATS authorities operating the ACCs of the adjacent FIRs, viz. Chennai, Colombo, Kota Kinabalu, Kuala Lumpur, Ujung Pandang, Melbourne, and Singapore will activate the contingency procedures in accordance with their respective Operational Coordination Agreement;

d) the adjacent ACC responsible for aircraft entering for transit of the Jakarta FIR must communicate, not less than 30 minutes beforehand, the estimated time over 0500 S;

e) the ACC responsible for aircraft entering the Jakarta FIR will instruct pilots to maintain the last flight level assigned and speed (MACH number if applicable) while overflying the Jakarta FIR;

f) the ACC responsible will not authorize any change in flight level or speed (MACH number, if applicable) later than 10 minutes before the aircraft enters the Jakarta FIR, except in the case specified in h) below;

g) to facilitate arrival and departures at Singapore on the following route sectors, aircraft may climb and descend under the control of Singapore ACC in line with normal operating procedures:

- R469 - From Pekan Baru (PKU) to TAROS;
- G579 - From Palembang (PLB) to PARDI; and
- B470 - From ANITO to Pangkal Pinang (PKP)

h) the ACC responsible prior to aircraft entering the Jakarta FIR will instruct aircraft that they must communicate with the next (downstream) ATC unit 10 minutes before the estimated time of 0500 S; and

i) aircraft may also chose to avoid the Indonesia airspace, and the controlling authorities of the FIRs concerned will provide alternative contingency routes as appropriate and these will be published by NOTAM.

Transition to contingency scheme

5.14 During times of uncertainty when airspace closures seem possible, aircraft operators should be prepared for a possible change in routing while en-route, familiarization of the alternative routes outlined in this Contingency Plan, as well as those which may be promulgated by a State via NOTAM or AIP.

5.15 In the event of airspace closure that has not been promulgated, ATC should, if possible, broadcast to all aircraft in their airspace, what airspace is being closed and to stand by for further instructions.

5.16 ATS providers should recognize that when closures of airspace or airports are promulgated, individual airlines might have different company requirements as to their alternative routings. ATC should be alert to respond to any request by aircraft and react commensurate with safety.

Review of OCAs

5.17 The ATS providers concerned should review the effectiveness of current coordination requirements and procedures in light of contingency operations or short notice of airspace closure, and make any necessary adjustments to the Contingency Plan and OCAs.

6. PILOTS AND OPERATOR PROCEDURES

Filing of flight plans

6.1 Flight planning requirements for the Jakarta FIR are to be followed in respect to normal flight planning requirements contained in the Indonesia Aeronautical Information Publication (AIP) and as detailed at **Appendix 1G.**

Overflight approval

6.2 Aircraft operators must obtain normal over flight approval from the DGCA, Indonesia prior to operating flights through the Jakarta FIR.

Pilot operating procedures

6.3 Aircraft overflying the Jakarta FIR shall follow the following procedures:

a) all aircraft proceeding along the ATS routes established in this Contingency Plan will comply with the instrument flight rules (IFR) and will be assigned a flight level in accordance with the flight level allocation scheme applicable to the route(s) being flown as specified in Appendix 1D;

b) flights are to file a flight plan using the Contingency Routes specified in Appendix 1D, according to their airport of origin and destination;

c) pilots are to keep a continuous watch on the specified contingency frequency as specified in Appendix 1F and transmit in English position information and estimates line with normal ATC position reporting procedures;

d) pilots are to maintain during their entire flight time within Jakarta FIR, the flight level last assigned by the last ACC responsible prior to the aircraft entering the Jakarta FIR, and under no circumstances change this level and Mach Number, except in cases of emergency and for flight safety reasons. In addition, the last SSR transponder assigned shall be maintained or, if no transponder has been assigned, transmit on SSR code 2000;

e) aircraft are to reach the flight level last assigned by the responsible ACC at least 10 minutes before entering the Jakarta FIR or as otherwise instructed by the ATC unit in accordance with the OCA with Indonesia;

f) pilots are to include in their last position report prior to entering the Jakarta FIR, the estimated time over the entry point of the Jakarta FIR and the estimated time of arrival over the relevant exit point of the Jakarta FIR;

g) pilots are to contact the next adjacent ACC as soon as possible, and at the latest, ten (10) minutes before the estimated time of arrival over 0500 S;

h) whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for transit of Jakarta FIR, pilots are to climb or descend well to the right of the centerline of the contingency route, and if deviating outside the Jakarta FIR, to inform immediately the ACC responsible for that airspace. Pilots are to make blind broadcast on 121.5 MHz of the relevant emergency level change message (comprising the aircraft call sign, the aircraft position, the flight levels being vacated and crossed, etc);

i) not all operational circumstances can be addressed by this Contingency Plan and pilots are to maintain a high level of alertness when operating in the contingency airspace and take appropriate action to ensure safety of flight.

Interception of civil aircraft

6.4 Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off normal traffic flows, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2 –*Rules of the Air*, paragraph 3.8 and Appendix 2, Sections 2 and 3.

6.5 The Indonesian Air Force may intercept civil aircraft over the territory of Indonesia in the event that a flight may not be known to and identified by the military authority. In such cases, the ICAO intercept procedures contained in Annex 2 (reproduced in **Appendix 1H**) will be followed by the Indonesian Air Force, and pilots are to comply with instructions given by the pilot of the intercepting aircraft. In such circumstances, the pilot of the aircraft being intercepted shall broadcast information on the situation.

6.6 If circumstances lead to the closure of the Indonesian airspace and no contingency routes are available through the Jakarta and Ujung Pandang FIRs, aircraft will be required to route around the Indonesian airspace. As much warning as possible will be provided by the appropriate ATS authorities in the event of the complete closure of Indonesian airspace.

6.7 Pilots need to continuously guard the VHF emergency frequency 121.5 MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discrete code assigned by ATC or select code 2000 if ATC has not assigned a code.

7. COMMUNICATION PROCEDURES

Degradation of Communication - Pilot Radio Procedures

7.1 When operating within the contingency airspace of the Jakarta FIR, pilots should use normal radio communication procedures where ATS services are available. These will be in accordance with the communication procedures in this Plan or as otherwise notified by NOTAM.

7.2 If communications are lost unexpectedly on the normal ATS frequencies, pilots should try the next applicable frequency, e.g. if en-route contact is lost then try the next appropriate frequency, that is, the next normal handover frequency. Pilots should also consider attempting to contact ATC on the last frequency where two-way communication had been established. In the absence of ~~no~~ communication with ATC, the pilot should continue to make routine position reports on the assigned frequency, and also broadcast positions on the specified contingency frequency.

Communication frequencies

7.3 A list of frequencies to be used for the contingency routes and the ATS units providing FIS and air-ground communication monitoring for the Jakarta FIR is detailed at Appendix 1F

8. AERONAUTICAL SUPPORT SERVICES

Aeronautical Information Services (AIS)

8.1 A NOTAM contingency plan will be developed to ensure continuation of the NOTAM service for the Jakarta FIR in support of contingency operations. The NOTAMs will establish the actions to be taken in order to reduce the impact of the failures in the air traffic services. The NOTAMs will also establish the necessary coordination and operational procedures that would be established before, during and after any Contingency phase.

8.2 NOTAM services will be provided by neighboring AIS authorities in accordance with OCAs.

Meteorological Services (MET)

8.3 The Indonesian Meteorological and Geophysical Agency (MGA) is the designated meteorological authority of Indonesia. MGA is also the provider of meteorological services for the international and domestic air navigation. In order to comply with the ICAO requirements on aeronautical meteorology specified in Annex 3, Meteorological Service for International Air Navigation and the ASIA/PAC Air Navigation Plan – Doc 9673, MGA should ensure regular provision of the following products and services:

a) aerodrome observations and reports – local MET REPORT and SPECIAL, as well as WMO-coded METAR and SPECI; METAR and SPECI should be provided for all international aerodromes listed in the AOP Table of ASIA/PAC Basic ANP and FASID Table MET 1A;

b) terminal aerodrome forecast - TAF as per the requirements indicated in FASID Table MET 1A;

c) SIGMET for the two Indonesian FIRs – Jakarta and Ujung Pandang; SIGMET should be issued by the meteorological watch offices (MWO) designated in FASID Table MET 1B – WIII and WAAA;

d) Information for the ATS units (TWR, APP, ACC) as agreed between the meteorological authority and the ATS units concerned;

e) Flight briefing and documentation as per Annex 3, Chapter 9.

8.4 It is expected that the Indonesia MET services would continue to be available in the event of an ATS contingency situation. However, should ATS services for the Jakarta FIR be withdrawn, timely MET information may not be immediately available to pilots in flight. Alternative means of obtaining up to date MET information concerning the Jakarta FIR will be provided to the extent possible through the adjacent ATS authorities. In addition, alternative means of OPMET information transmission to the regional OPMET data bank Singapore and both WAFCs (London and Washington), which offers available contingency for the global dissemination of OPMET information will be attempted, e.g. making use of the communication networks of communication service providers (ARINC and SITA).

9. SEARCH AND RESCUE

Notification and Coordination

9.1 ACCs involved in this Contingency Plan are required to assist as necessary to ensure that the proper Search and Rescue (SAR) authorities are provided with the information necessary to support downed aircraft or aircraft with an in-flight emergency in respect to the Jakarta FIR.

9.2 The SAR authority responsible for the Jakarta FIR is the Jakarta Rescue Coordination Centre (Jakarta RCC/Jakarta SAR Office)

IDD	62-21-5501512 and 3521111
Fax	62-21-5501513 and 34832884
AFTN	WIIIYKYX
Email	basarnas@indo.net.id

9.3 Each ACC shall assist as necessary in the dissemination of INCERFA, ALERFA and DETRESFA in respect to incidents in the Jakarta FIR.

9.4 In the event that the Jakarta ACC is not available, the responsibility for coordinating with the Jakarta RCC for aircraft emergencies and incidents involving the Jakarta FIR will be undertaken by the Ujung Pandang ACC. The CCC will take appropriate steps to ensure that SAR information is made available to the Jakarta RCC. The AOCG will also oversee SAR coordination and disseminate relevant contact information.

9.5 In the event that both Jakarta and Ujung Pandang ACCs are not available, there are 24 hour-alert SAR Offices (JRCCs) throughout Indonesia coordinated by the National SAR Agency (BASARNAS) to ensure the provision of SAR services in the Indonesian SSR.

CONTACT DETAILS OF ADJACENT STATES AND INTERNATIONAL ORGANIZATIONS PARTICIPATING IN THE INDONESIAN CONTINGENCY PLAN

NO	ADDRESS	TEL NO.	FAX. NO.	E-MAIL	AFTN
	Australia				
1	Airservices Australia	tbd	tbd	tbd	tbd
2	Melbourne ACC	tbd	tbd	tbd	tbd
	India				
3	Director of Civil Aviation	tbd	tbd	tbd	tbd
4	Airports Authority of India	tbd	tbd	tbd	tbd
5	Chennai ACC	tbd	tbd	tbd	tbd
	Malaysia				
6	Director of Civil Aviation Level 1-4, Podium Block No. 27 Pesiaran Perdana, Precint 4 Federal Goverment Administrative Centre 62570 Putrajaya Malaysia.	+60-3-8871 4000	+60-3-8881 0530	tbd	WMKKYAYX
7	Departement of Civil Aviation Malaysia Kota Kinabalu International Airport Jalan Kepayan 88618 Kota Kinabalu Sabah Malaysia	+60-88-22 4911 +60-19-8816094	+60-88-21 9198	dcasbh@tm.net.my	WBKKYAYX

8	Kuala Lumpur ACC Sultan Abdul A212 Shan Airport 47200 Subang Selangor, Malaysia	+60-3-7847 3573	+60-3-7847 3572	klatcc@dca.gov.my	WMFCZQZX
	Philippines				
9	Air Transportation Office Mia Road Pasay City Philippines 1300	+63-2-8799-259	+63-2-8799-160	chief_ATS@ATO.gou.ph wilborjaaeb@yahoo.com	RPHIYAYZ
10	Manila ACC Air Transportation Office Mia Road Pasay City Philippines 1300	+63-2-851-0639 +63-2-8799-183	+63-2-851-0639	tbd	RPHIZRZX
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11	Civil Aviation Authority of Singapore Singapore ATC Centre (SATCC) 60 Biggin Hill Road, Singapore 509950	+65-6541 2685	+65-6545 6252	rosly_saad@caas.gov.sg	WSJCZQZX
12	Singapore ACC Singapore ATC Centre (SATCC) 60 Biggin Hill Road, Singapore 509950	+65-6541 2430	+65-6545 6252	andrew_wee@caas.gov.sg	WSJCZQZX
	Sri Lanka				
13	Director General of Civil Aviation Civil Aviation Authority of Srilanka Supreme Building B4 Galle Road Colombo	+94-11-23 3447	+94-11-24 24540	sldgca@slt.lk	VCCCYAYX
14	Chairman Airport and aviation services (SL) Ltd Bandaranaike International airport Colombo Katunayake Sri Lanka	+94-11-22 52745	+94-11-22 53187	Chairman@airport.lk	VCCCYAYS

15	Colombo ACC Colombo Airport Ratmalana	+94-11-26 35106 +94-11-26 35105	+94-11-26 35106	acc@airport.lk	VCCCZQZX
	United States of America				
16	Federal Aviation Administration	tbd	tbd	tbd	tbd
17	Oakland ACC	tbd	tbd	tbd	tbd
	ICAO				
18	Mr. Lalit B Shah Regional Director Asia/Pacific Regional Office 252/1 Vibhavadi Rangsit Rd, Chatuchak, Bangkok, 10110, Thailand	+61-2-5378189 Ext 37	+61-2-537 8199	icao_bkk@bangkok.icao.int	tbd
19	Mr. Andrew Tiede Regional Officer ATM Asia/Pacific Regional Office 252/1 Vibhavadi Rangsit Rd, Chatuchak, Bangkok, 10110, Thailand	+61-2-5378189 Ext 152	+61-2-537 8199	atiede@bangkok.icao.int	tbd
	IATA				
20	Singapore Office International Air Transport Association 77 Robinson Road, Robinson 77 Singapore 068896	+65-62397161	+65-65366267	EAGLESR@iata.org	WSSSIATA
	IFALPA				
21	Southeast Asia Regional Director	tbd	tbd	tbd	tbd

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tuwamin@yahoo.com

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Deputy Director of ATS

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Fax: 62 21 550 1135
AFTN: WIIIZQZW
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Executive General Manager of Soekarno Hatta International Airport

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Fax: 62 21 550 6823
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3. PT (Persero) Angkasa Pura I

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4. Meteorological and Geophysical Agency

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E-mail: tuwamin@bmg.go.id

tuwamin@yahoo.com

SAMPLE NOTAMS

a) Avoidance of airspace

NOTAM…….DUE TO DISRUPTION OF ATS IN THE JAKARTA AND UJUNG PANDANG FIRS ALL ACFT ARE ADVISED TO AVOID THE FIRS**.**

b) Airspace available Limited ATS

NOTAM ……DUE TO ANTICIPATED DISRUPTION OF ATS IN THE JAKARTA FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

c) Contingency plan activated

NOTAM …….DUE TO DISRUPTION OF ATS IN JAKARTA AND UJUNG PANDANG FIRs ALL ACFT ARE ADVISED THAT THE INDONESIAN INTERNATIONAL CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY THESE FIRS IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE CONTINGENCY ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY INDONESIAN AIRSPACE.

d) Non adherence to the Contingency Plan

NOTAM ……..OPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE JAKARTA AND UJUNG PANDANG FIRS.

INTERNATIONAL ROUTE STRUCTURE AND COMMUNICATIONS FOR TRANSIT OF THE JAKARTA FIR WHEN NO ATS AVAILABLE IN INDONESIAN AIRSPACE

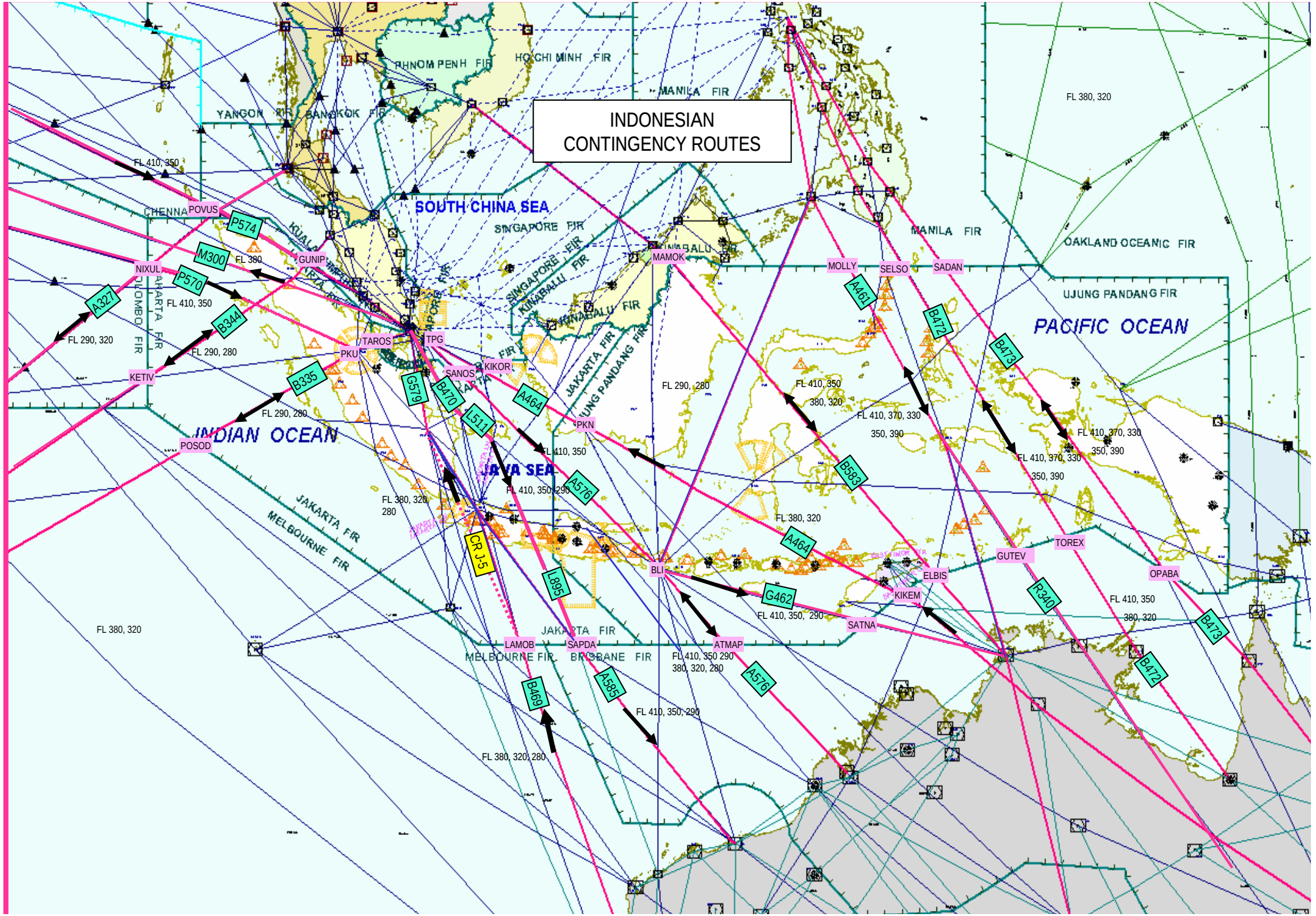
Contingency Routes Jakarta (CRJ)	ATS Route	Direction	FL Assignment	ACCs	COM (Frequency Details in Appendix X)
CRJ-1	A464 Darwin-KIKEM-KIKOR-TPG-SINJON	Northbound (One-way)	380, 320	Brisbane Singapore	HF, ADS/CPDLC HF, VHF, ADS/CPDLC
CRJ-2	A576-G462 SINJON-TPG-SANOS-BLI-SATNA-Darwin	South East bound (One-way)	410, 350, 290	Singapore Brisbane	HF, VHF, ADS/CPDLC HF, ADS/CPDLC
CRJ-3	A576 SINJON-TPG-SANOS-BLI-ATMAP-Alice Springs	Southbound (One-way)	410, 350, 290	Singapore Brisbane	HF, VHF, ADS/CPDLC HF, ADS/CPDLC
CRJ-4	B470-L511/L895-A585 SINJON-S00 02.4 E104 042.1-ANITO-PKP(L511/L895)-MIMIX(L895)-SAPDA	Southbound (One-way)	410, 350, 290	Singapore Melbourne	HF, VHF, ADS/CPDLC HF, ADS/CPDLC
CRJ-5[2]	B469-G579 LAMOB-DCT-PLB(G579)-PARDI-S00 16.1 E104 09.3-SINJON	Northbound (One-way)	380, 320, 280	Brisbane Singapore	HF, ADS/CPDLC HF, VHF, ADS/CPDLC
CRJ-6	R469- B335 SINGAPORE-SAMKO-TAROS-PKU(B335)-POSOD	Two-way	290 280	Singapore Melbourne	HF, VHF, ADS/CPDLC HF, ADS/CPDLC

CONTINGENCY ROUTES JAKARTA (CRJ)	ATS ROUTES	DIRECTION	FL ASSIGNMENT	ACCS PROVIDING FIS	COM (DETAILS OF FREQUENCIES ARE IN APPENDIX X)
CRJ-7	B344-G468 VPG-GOTLA-MDN(B334)-KETIV-ELATI	Two-way	290 280	Kuala Lumpur Colombo+	HF, VHF HF, ADS/CPDLC
CRJ-8	A327 POVUS - NIXUL	Two-way	290, 320	Kuala Lumpur Colombo+	HF, VHF HF, ADS/CPDLC
CRJ-9	P570-R469 NIXUL – MABIX - PKU(R469) - TAROS-SINJON	Eastbound (One-way)	410, 350	Colombo+ Kuala Lumpur Singapore+	HF, ADS/CPDLC HF, VHF VHF
CRJ-10	A576-M300 SINJON-DUMOK(M300)-SALAX-TOPIN	Westbound (One-way)	380	Singapore+ Kuala Lumpur	VHF HF, VHF
CRJ-11	P574-R461 ANSAX-PUGER(R461)-VKL	Eastbound (One-way)	410, 350	Chennai+ Kuala Lumpur	HF, ADS/CPDLC HF, VHF

+ ACCs not providing FIS in the Jakarta FIR for these routes

Note 1: In the event that the Jakarta and Makassar ACCs are out of service and no ATS available for the Jakarta and Ujung Pandang FIRs, flight information service (FIS) for the upper airspace will be delegated to the designated ATS authority specified above with the airspace divided north/south at latitude 05 00 00S then along the existing Jakarta FIR boundary. FIS will be provided by the adjacent ACCs in accordance with the OCAs with Indonesia.

Note 2: On the CRJ-5 sector LAMOB-PLB a direct track is established between the positions.


INDONESIAN
CONTINGENCY ROUTES
PHNOM PENH FIR
HO CHI MINH FIR
MANILA FIR
YANGON FIR
BANGKOK FIR
SOUTH CHINA SEA
SINGAPORE FIR
KUALA LUMPUR FIR
KOTA KINABALU FIR
JAKARTA FIR
UJUNG PANDANG FIR
OAKLAND OCEANIC FIR
PACIFIC OCEAN
INDIAN OCEAN
JAVA SEA
MELBOURNE FIR
BRISBANE FIR
COLOMBO FIR
CHENNAI
POVUS
NIXUL
GUNIP
MAMOK
MOLLY
SELSO
SADAN
TARO
TPG
PKU
KIKOR
SANOS
KETIV
POSOD
PKN
BLI
LAMOB
SAPDA
ATMAP
SATNA
ELBIS
KIKEM
GUTEV
TOREX
OPABA
P574
M300
P570
A327
B344
B335
G579
B470
L511
A464
A576
CR J5
L895
G462
A461
B472
B473
B583
R340
A585
B469
FL 410, 350
FL 380
FL 290, 320
FL 290, 280
FL 380, 320
FL 410, 350, 290
FL 410, 370, 330
350, 390
FL 380, 320, 280
FL 410, 350 290
380, 320, 280

CONTINGENCY FREQUENCIES FOR CONTROL AND/ OR FLIGHT MONITORING SERVICES

CONTINGENCY ROUTE JAKARTA (CRJ)	ATS ROUTE	ACC	COM
CRJ-1	A464	Brisbane Singapore	HF, VHF, ADS/CPDLC: Logon YBBB HF SEA-3, VHF: Primary 134.4 Mhz/ Secondary 128.1 Mhz, ADS/CPDLC: Logon WSJC
CRJ-2	A576-G462	Singapore Brisbane	HF SEA-3, VHF: Primary 134.4 Mhz/ Secondary 128.1 Mhz, ADS/CPDLC: Logon WSJC HF, ADS/CPDLC: Logon YBBB
CRJ-3	A576	Singapore Brisbane	HF-SEA-3, VHF: Primary 134.4 Mhz/ Secondary 128.1 Mhz, ADS/CPDLC: Logon WSJC HF, ADS/CPDLC: Logon YBBB
CRJ-4	B470-L511/L895-A585	Singapore Melbourne	HF SEA-3, Primary 134.4 Mhz/Secondary 128.1 Mhz, ADS/CPDLC: Logon WSJC HF, ADS/CPDLC: Logon YMMM
CRJ-5	B469-G579	Melbourne Singapore	HF, ADS/CPDLC: Logon YMMM HF-SEA-3, VHF: Primary 134.4 Mhz/ Secondary 128.1 Mhz, ADS/CPDLC: Logon WSJC
CRJ-6	R469-B335	Singapore Melbourne	HF SEA-3, VHF: Primary 133.25 Mhz/ Secondary 135.8 Mhz. HF, ADS/CPDLC: Logon YMMM
CRJ-7	B334-G468	Kuala Lumpur Colombo*	HF : 8942 KHz, 6556 KHz, VHF, Primary : 132.8 MHz, 133.4 MHz, 123.75MHz. HF SEA 1B, INO 1, ADS/CPDLC : Logon VCCC
CRJ-8	A327	Kuala Lumpur Colombo*	HF, VHF HF SEA 1B, INO 1, ADS/CPDLC : Logon VCCC
CRJ-9	P570/R469	Colombo* Kuala Lumpur	HF SEA 1B, INO 1, ADS/CPDLC : Logon VCCC HF, VHF

CONTINGENCY ROUTE JAKARTA (CRJ)	ATS ROUTE	ACC	COM
CRJ-10	A576-M300	Kuala Lumpur	HF, VHF
		Colombo*	HF, ADS/CPDLC, VHF: 124.9 MHz
CRJ-11	P574-R461	Chennai*	HF, ADS/CPDLC
		Kuala Lumpur	HF, VHF

* ACC not providing FIS in the Jakarta FIR for these routes

The adjacent ATS provider HF primary and secondary are interchangeable subject to climatic conditions. When CPDLC is being used, this will be the primary means of communication and HF will be secondary. When ADS is being used for automatic position reporting, pilots are not required to report position on CPDLC or HF unless requested by ATC. The frequencies to be used are contained in Appendix xx

**) addressee for ADS/CPDLC must be re-confirmed*

FLIGHT PLANNING REQUIREMENT

Airline operators are expected to familiarize themselves with the Contingency Plans of Jakarta FIR and the activation times. For aircraft intending to operate in areas during periods when the contingency plans are activated, the operators shall plan the flight to conform with the requirement of Contingency Plans.

The flight planning requirements during the contingency period will be in accordance to ICAO Annex 2 Chapter 3 and Doc 4444 Chapter 4 and Appendix 2. Additional information, will, however, be required, to indicate that the flight will operate in airspace where the contingency plan is active.

Repetitive Flight Plans (RPLs/Bulk Stored) will not be accepted during the time that the contingency plan is activated. Airline operators are required to file flight plans in accordance with the contingency flight planning procedures.

Contingency Scheme

ICAO INTERCEPTION PROCEDURES

Article 3 *bis**

a) The contracting States recognize that every State must refrain from resorting to the use of weapons against civil aircraft in flight and that, in case of interception, the lives of persons on board and the safety of aircraft must not be endangered. This provision shall not be interpreted as modifying in any way the rights and obligations of States set forth in the Charter of the United Nations.

(Extract from ICAO Annex 2 — *Rules of the Air***)**

3.8 Interception

Note.— The word "interception" in this context does not include intercept and escort service provided, on request, to an aircraft in distress, in accordance with Volumes II and III of the International Aeronautical and Maritime Search and Rescue Manual *(Doc 9731).*

3.8.1 Interception of civil aircraft shall be governed by appropriate regulations and administrative directives issued by Contracting States in compliance with the Convention on International Civil Aviation, and in particular Article 3(d) under which Contracting States undertake, when issuing regulations for their State aircraft, to have due regard for the safety of navigation of civil aircraft. Accordingly, in drafting appropriate regulations and administrative directives due regard shall be had to the provisions of Appendix 1, Section 2 and Appendix 2, Section 1.

Note.— Recognizing that it is essential for the safety of flight that any visual signals employed in the event of an interception which should be undertaken only as a last resort be correctly employed and understood by civil and military aircraft throughout the world, the Council of the International Civil Aviation Organization, when adopting the visual signals in Appendix 1 to this Annex, urged Contracting States to ensure that they be strictly adhered to by their State aircraft. As interceptions of civil aircraft are, in all cases, potentially hazardous, the Council has also formulated special recommendations which Contracting States are urged to apply in a uniform manner. These special recommendations are contained in Attachment A.

3.8.2 The pilot-in-command of a civil aircraft, when intercepted, shall comply with the Standards in Appendix 2, Sections 2 and 3, interpreting and responding to visual signals as specified in Appendix 1, Section 2.

Note.— See also 2.1.1 and 3.4.

* On 10 May 1984 the Assembly amended the Convention by adopting the Protocol introducing Article 3 ***bis*. Under Article 94 *a)* of the Convention, the amendment came into force on 1 October 1998 in respect of States which have ratified it.**

INTERCEPTION OF CIVIL AIRCRAFT

(Appendix 2 of ICAO Annex 2 — *Rules of the Air***)**

(Note.— See Chapter 3, 3.8 of the Annex)

1. Principles to be observed by States

1.1 To achieve the uniformity in regulations which is necessary for the safety of navigation of civil aircraft due regard shall be had by Contracting States to the following principles when developing regulations and administrative directives:

a) interception of civil aircraft will be undertaken only as a last resort;

b) if undertaken, an interception will be limited to determining the identity of the aircraft, unless it is necessary to return the aircraft to its planned track, direct it beyond the boundaries of national airspace, guide it away from a prohibited, restricted or danger area or instruct it to effect a landing at a designated aerodrome;

c) practice interception of civil aircraft will not be undertaken;

d) navigational guidance and related information will be given to an intercepted aircraft by radiotelephony, whenever radio contact can be established; and

e) in the case where an intercepted civil aircraft is required to land in the territory overflown, the aerodrome designated for the landing is to be suitable for the safe landing of the aircraft type concerned.

Note.— In the unanimous adoption by the 25th Session (Extraordinary) of the ICAO Assembly on 10 May 1984 of Article 3 bis *to the Convention on International Civil Aviation, the Contracting States have recognized that "every State must refrain from resorting to the use of weapons against civil aircraft in flight."*

1.2 Contracting States shall publish a standard method that has been established for the manoeuvring of aircraft intercepting a civil aircraft. Such method shall be designed to avoid any hazard for the intercepted aircraft.

Note.— Special recommendations regarding a method for the manoeuvring are contained in Attachment A, Section 3.

1.3 Contracting States shall ensure that provision is made for the use of secondary surveillance radar, where available, to identify civil aircraft in areas where they may be subject to interception.

2. Action by intercepted aircraft

2.1 An aircraft which is intercepted by another aircraft shall immediately:

a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1;

b) notify, if possible, the appropriate air traffic services unit;

c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; and if no contact has been established and if practicable, repeating this call on the emergency frequency 243 MHz;

d) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

2.2 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

2.3 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

3. Radiocommunication during interception

If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in Table 2.1 and transmitting each phrase twice:

Table 2.1

Phrases for use by INTERCEPTING aircraft			*Phrases for use by INTERCEPTED aircraft*		
Phrase	*Pronunciation*1	Meaning	Phrase	Pronunciation1	Meaning
CALL SIGN	KOL SA-IN	What is your call sign?	CALL SIGN (call sign)2	KOL SA-IN (call sign)	My call sign is (call sign)
FOLLOW	FOL-LO	Follow me	WILCO	VILL-KO	Understood Will comply
DESCEND	DEE-SEND	Descend for landing	CAN NOT	KANN NOTT	Unable to comply
YOU LAND	YOU LAAND	Land at this aerodrome	REPEAT	REE-PEET	Repeat your instruction
PROCEED	PRO-SEED	You may proceed	AM LOST	AM LOSST	Position unknown
			MAYDAY	MAYDAY	I am in distress
			HIJACK3	HI-JACK	I have been hijacked
			LAND (place name)	LAAND (place name)	I request to land at (place name)
			DESCEND	DEE-SEND	I require descent

1.In the second column, syllables to be emphasized are underlined.

2.The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.

3.Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".

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INDONESIA AIR TRAFFIC MANAGEMENT

CONTINGENCY PLAN

UJUNG PANDANG FIR – PART II

PREPARED BY

Indonesian Contingency Plan Project Team

AIR TRAFFIC SERVICES DIVISION
DIRECTORATE GENERAL OF CIVIL AVIATION, INDONESIA

TABLE OF CONTENTS

FOREWORD

This is the first edition of the Indonesian Air Traffic Management (ATM) Contingency Plan for Air Traffic Services (ATS) for the Upper Airspace of the Ujung Pandang Flight Information Region (FIR). The Contingency Plan will come into effect as determined by the Director General of the Directorate General Civil Aviation (DGCA), who is the authority for civil aviation operations in Indonesia.

This Contingency Plan (the Plan) is presented in two Parts: Part I for the Jakarta FIR, and Part II for the Ujung Pandang FIR. Part I of the Plan provides for the contingency arrangements to be introduced to permit the continuance of international flights to transit the Jakarta FIR, in the event that the air traffic and support services normally undertaken by the Jakarta Area Control Centre (ACC) should become partially or totally unavailable due to any occurrence that restricts flight operations. Similarly, Part II provides the contingency procedures for the Ujung Pandang ACC. In the event of both ACCs becoming inoperative, Parts I and II will be activated catering for the worst case scenario of a total disruption in ATS for the Upper Airspace of the Jakarta and Ujung Pandang FIRs.

The Indonesian territory, which comprises an archipelago of some 17,500 islands extending about 5000 kms mainly in an east/west direction, is located in a major earthquake zone with many active volcanoes. A major earthquake could strike at any time causing serious damage to civil aviation and air navigation services, facilities and infrastructure. With two major ACCs located at Jakarta for the west region and Ujung Pandang for eastern region, it is considered highly unlikely that both facilitates would be out of service simultaneously. However, in the event that one ACC becomes inoperable, and ATS became unavailable, it would take several days to relocate and operate ATS from the remaining ACC and restore a more normal level of service. During this interim period, flight operations in Indonesia would be severely restricted.

This Plan has been developed in close co-operation and collaboration with the civil aviation authorities responsible for the adjacent FIRs and representatives of the users of the airspace. The Indonesian Air Force also have been consulted and recognize the requirement for the Plan and the civil aviation procedures that apply thereto.

The Plan will be activated by promulgation of a NOTAM issued by the Indonesian International NOTAM Office (NOF) as far in advance as is practicable. However, when such prior notification is impracticable for any reason, the Plan will be put into effect on notification by the designated authority, as authorized by the DGCA. It is expected that the civil aviation authorities concerned and the airline operators will fully cooperate to implement the Plan as soon as possible.

This Plan has been prepared in coordination with the International Civil Aviation Organization (ICAO) to meet the requirements in ICAO Annex 11 ─ *Air Traffic Services* to provide for the safe and orderly continuation of international flights through Indonesian airspace.

Any proposed amendments to this plan shall be forwarded to:

Director General
Directorate General of Civil Aviation
Jl. Medan Merdeka Barat No. 8
Gedung Karsa Lt. 5
Jakarta, 10110, Indonesia
Tel: (62-21) 3505137
Fax: (62-21) 3505139
Email: dirjenud@indosat.net.id

RECORD OF AMENDMENTS

Amendment Number	Effective Date	Date Entered	Entered By	Paragraph/ Reference

PART II

ATM CONTINGENCY PLAN FOR INTERNATIONAL FLIGHTS TO TRANSIT THE UPPER AIRSPACE OF THE UJUNG PANDANG FIR

Effective: 1 August 2007, 0000 (UTC)

1. OBJECTIVE

1.1 The Air Traffic Management (ATM) Contingency Plan, Part II contains arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of air traffic services in the Ujung Pandang FIR in accordance with ICAO Annex 11 ─ *Air Traffic Services*, Chapter 2, paragraph 2.29. The Contingency Plan provides the ATS procedures and contingency route structure using existing airways in most cases that will allow aircraft operators to transit the Ujung Pandang FIR.

1.2 This Contingency Plan does not address arrangements for aircraft arriving and departing at Indonesian airports or for domestic flight operations within the territory of Indonesia.

2. STATES AND FIRS AFFECTED

2.1 In the event that the Director General, DGCA activates this Contingency Plan, the civil aviation authorities of the adjacent FIRs will be notified in accordance with Operational Coordination Agreement (OCA) established between the States concerned. The adjacent States, FIRs and ACCs directly affected by this Contingency Plan are as follows:

a) Australia

Brisbane FIR (ACC)

b) Malaysia

Kota Kinabalu FIR (ACC)

c) United States of America

Oakland FIR (ACC)

d) Philippines

Manila FIR (ACC)

e) Papua New Guinea

Port Moresby FIR (ACC)

f) Indonesia

Jakarta FIR (ACC)

2.2 The contact details of the civil aviation authorities and organizations concerned are contained in **Appendix 2A.** These details should be kept up to date and relevant information provided to the DGCA as soon as practicable**.**

3. MANAGEMENT OF THE CONTINGENCY PLAN

3.1 The contingency measures set out in this Plan are applicable in cases of foreseeable events caused by unexpected interruptions in ATS caused by natural occurrences or other circumstances, which, in one way or another, may impair or totally disrupt the provision of ATS and/or of the related support services in the Ujung Pandang FIR.

3.2 The following arrangements have been put in place to ensure that the management of the Contingency Plan provides for international flights to proceed in a safe and orderly fashion through the Upper Airspace of the Ujung Pandang FIR.

Central Coordinating Committee

3.3 As soon as practicable in advance of, or after a contingency event has occurred, the Director General, DGCA shall convene the Central Coordinating Committee (CCC) comprised of representatives from:

1) Directorate General of Civil Aviation

2) PT (Persero) Angkasa Pura I (ATS provider for the Ujung Pandang FIR and operator of major airports in the eastern region)

3) PT (Persero) Angkasa Pura II (ATS provider for the Jakarta FIR and operator of major airports in the western region)

4) Indonesian Air Force

5) Ministry of Defense

6) Representative from the airlines committee

7) Meteorological and Geophysical Agency

8) Other participants as required

3.4 The CCC shall oversee the conduct of the Contingency Plan and in the event that the Ujung Pandang ACC premises are out of service for an extended period, make arrangements for and facilitate the temporary relocation of the Ujung Pandang ACC at the Jakarta ACC and the restoration of ATS services. The terms of reference for the CCC will be determined by the DGCA.

3.5 Contact details of the members of the CCC are provided in **Appendix 2B**.

ATM Operational Contingency Group

3.6 The ATM Operational Contingency Group (AOCG) will be convened by the CCC with a primary responsibility to oversee the day to day operations under the contingency arrangements, and coordinate operational ATS activities, 24 hours a day, throughout the contingency period. The terms of reference of the AOCG will be determined by the CCC. The AOCG will include specialized personnel from the following disciplines:

- Air traffic services (ATS)
- Aeronautical telecommunication (COM)
- Aeronautical meteorology (MET)
- Aeronautical information services (AIS)
- ATS equipment maintenance service provider

The mission of the AOCG shall include taking the following action:

i) review and update of the Contingency Plan as required;

ii) keep up to date at all times of the contingency situation;

iii) organize contingency teams in each of the specialized areas;

iv) keep in contact with and update the ICAO Asia and Pacific Regional Office, operators and the IATA Regional Office;

v) exchange up-to-date information with the adjacent ATS authorities concerned to coordinate contingency activities;

vi) notify the designated organizations in Indonesia of the contingency situation sufficiently in advance and/or as soon as possible thereafter; and

vii) issue NOTAMs according to the corresponding contingency situation, this plan or as otherwise needed (example NOTAMS are provided in **Appendix 2C**). If the situation is foreseeable sufficiently in advance, a NOTAM will be issued 48 hours in advance.

4. CONTINGENCY ROUTE STRUCTURE

4.1 In the event of disruption of the ATC services provided by Ujung Pandang ACC, contingency routes will be introduced to ensure safety of flight and to facilitate limited flight operations commensurate with the prevailing conditions. Existing ATS routes form the basis of the contingency routes to be used, and a flight level assignment scheme introduced to minimize potential points of conflict and to limit the number of aircraft operating simultaneously in the system under reduced air traffic services.

4.2 The contingency route structure for international flights is detailed in **Appendix 2D.** Additional contingency routes will be introduced as and when circumstances require, such as in the case of volcanic ash clouds forming.

4.3 In regard to domestic operations, if circumstances dictate, all flights shall be temporarily suspended until a full assessment of the prevailing conditions has been determined and sufficient air traffic services restored. A decision to curtail or restart domestic operations will be made by the CCC.

4.4 Aircraft on long-haul international flights and special operations (e.g. Search and Rescue (SAR), State aircraft, humanitarian flights, etc), shall be afforded priority for levels at FL290 and above.

4.5 International operators affected by the suspension of all operations from Indonesian airports will be notified by the relevant airport authority when operations may be resumed, and flight planning information will be made available pertaining to that airport. International flights who have received such approval may be required to flight plan via domestic routes to join international contingency routes.

4.6 International operators may elect avoid the Ujung Pandang FIR to the east routing via the Brisbane, Port Moresby and Oakland FIRs to the Manila and Kota Kinabalu FIRs. The contingency routes to be used in this scenario will be provided by the ATS authorities concerned.

5. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

Reduced ATS and provision of flight information services (FIS)

5.1 During the contingency critical period, ATS including ATC, may not be available, particularly with regard to availability of communications and radar services. In cases where service are not available, a NOTAM will be issued providing the relevant information, including an expected date and time of resumption of service. The contingency plan provides for limited flight information and alerting services to be provided by adjacent ACCs.

5.2 The Indonesian airspace will be divided into two parts, North and South along latitude 05 00 00S then along the existing FIR boundary of the Jakarta and Ujung Pandang FIRs. FIS and flight monitoring will be provided by the designated ATS authorities for the adjacent FIRs on the contingency routes that enter their respective FIRs. A chart depicting the airspace arrangement is provided in **Appendix 2E**.

5.3 The primary means of communication will be by VHF or HF radio except for aircraft operating automatic dependent surveillance (ADS) and controller/pilot data link communication (CPDLC) systems. When CPDLC has been authorized for use by the relevant ATC authority, this will become the primary means of communication with HF as secondary. In the case of ADS automatic position reporting, this replaces voice position reporting and CPDLC or HF will become the secondary means. Details of the communication requirements are provided in **Appendix 2F.**

ATS Responsibilities

5.4 During the early stages of a contingency event, ATC may be overloaded and tactical action taken to reroute aircraft on alternative routes not included in this Plan.

5.5 In the event that ATS cannot be provided in the Ujung Pandang FIR a NOTAM shall be issued indicating the following:

a) time and date of the beginning of the contingency measures;

b) airspace available for landing and overflying traffic and airspace to be avoided;

c) details of the facilities and services available or not available and any limits on ATS provision (e.g., ACC, APPROACH, TOWER and FIS), including an expected date of restoration of services if available;

d) information on the provisions made for alternative services;

e) any changes to the ATS contingency routes contained in this Plan;

f) any special procedures to be followed by neighbouring ATS units not covered by this Plan;

g) any special procedures to be followed by pilots; and

h) any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

5.6 In the event that the Indonesian International NOTAM Office is unable to issue the NOTAM, the (alternate) International NOTAM Office at Singapore and/or Brisbane will take action to issue the NOTAM of closure airspace upon notification by the DGCA or its designated authority, e.g. the ICAO Asia and Pacific Regional Office.

Aircraft Separation

5.7 Aircraft separation criteria will be applied in accordance with the *Procedures for Air Navigation Services-Air Traffic Management* (PANS-ATM, Doc 4444) and the *Regional Supplementary Procedures* (Doc 7030).

5.8 The longitudinal separation will be 15 minutes. However, this may be reduced to 10 minutes in conjunction with application of the Mach number technique in light of developments and as authorized by the DGCA by the appropriate OCA.

5.9 The route structure provides for lateral separation of 100 NM and in cases where this is less, and for crossing routes, a standard vertical separation will be applied.

Flight level restrictions

5.10 Where possible, aircraft on long-haul international flights shall be given priority with respect to cruising levels.

Aircraft position reporting

5.11 Pilots will continue to make routine position reports in line with normal ATC reporting procedures.

VFR operations

5.12 VFR flights shall not operate in the Ujung Pandang FIR if there are extensive disruptions to ATC facilities, except in special cases such as State aircraft, Medivac flights, and any other essential flights authorized by the DGCA.

Procedures for ATS Units

5.13 The ATS units providing ATC services will follow their unit emergency operating procedures and activate the appropriate level of contingency procedures in line with the operational Letter of Agreement. These procedures include the following:

a) the Ujung Pandang ACC on determining that ATS may be reduced due to a contingency event, will inform pilots by the controller responsible of the emergency condition and advise if it is likely that the ACC will be evacuated and ATS suspended. In the event of it becoming necessary to evacuate the ACC building, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication;

b) during the period the contingency procedures are in effect, flight plan messages must continue to be transmitted by operators to the Jakarta ACC and to the Ujung Pandang ACC via the AFTN using normal procedures;

Note: The Ujung Pandang ACC.AFTN is routed through the Jakarta Airport AMSC for the NOF.

c) on notification by DGCA, Indonesia, the ATS authorities operating the ACCs of the adjacent FIRs, viz. Brisbane, Kota Kinabalu, Oakland, and Manila will activate the contingency procedures in accordance with their respective Operational Coordination Agreement;

d) the adjacent ACC responsible for aircraft entering for transit of the Ujung Pandang FIR must communicate not less than 30 minutes beforehand, the estimated time over 0500 S;

e) the ACC responsible for aircraft entering the Ujung Pandang FIR will instruct pilots to maintain the last flight level assigned and speed (MACH number if applicable) while overflying the Ujung Pandang FIR;

f) the ACC responsible will not authorize any change in flight level or speed (MACH number, if applicable) later than 10 minutes before the aircraft enters the Ujung Pandang FIR, except in the case specified in h) below;

g) the ACC responsible prior to aircraft entering the Ujung Pandang FIR will inform aircraft that they must communicate with the next (downstream) ATC unit 10 minutes before the estimated time of 0500 S; and

h) operators may also chose to avoid the Indonesia airspace, and the controlling authorities of the FIRs concerned will provide alternative contingency routes as appropriate and these will be published by NOTAM.

Transition to contingency scheme

5.14 During times of uncertainty when airspace closures seem possible, aircraft operators should be prepared for a possible change in routing while en-route, familiarization of the alternative routes outlined in this Contingency Plan, as well as those which may be promulgated by a State via NOTAM or AIP.

5.15 In the event of airspace closure that has not been promulgated, ATC should, if possible, broadcast to all aircraft in their airspace, what airspace is being closed and to stand by for further instructions.

5.16 ATS providers should recognize that when closures of airspace or airports are promulgated, individual airlines might have different company requirements as to their alternative routings. ATC should be alert to respond to any request by aircraft and react commensurate with safety.

Review of OCAs

5.17 The ATS providers concerned should review the effectiveness of current coordination requirements and procedures in light of contingency operations or short notice of airspace closure, and make any necessary adjustments to the Contingency Plan and OCAs.

6. PILOTS AND OPERATOR PROCEDURES

Filing of flight plans

6.1 Flight planning requirements for the Ujung Pandang FIR are to be followed in respect to normal flight planning requirements contained in the Indonesia Aeronautical Information Publication (AIP) and as detailed at **Appendix 2G.**

Overflight approval

6.2 Aircraft operators must obtain overflight approval from the DGCA, Indonesia prior to operating flights through the Ujung Pandang FIR.

Pilot operating procedures

6.3 Aircraft overflying the Ujung Pandang FIR shall follow the following procedures:

a) all aircraft proceeding along the ATS routes established in this Contingency Plan will comply with the instrument flight rules (IFR) and will be assigned a flight level in accordance with the flight level allocation scheme applicable to the route(s) being flown as specified in **Appendix 2D**;

b) flights are to file flight plan using the Contingency Routes specified in **Appendix 2D**, according to their airport of origin and destination;

c) pilots are to keep a continuous watch on the specified contingency frequency as specified in **Appendix 2F** and transmit in English position information and estimates in line with normal ATC position reporting procedures;

d) pilots are to maintain during their entire flight time within Ujung Pandang FIR, the flight level last assigned by the last ACC responsible prior to the aircraft entering the Ujung Pandang FIR, and under no circumstances change this level and Mach Number, except in cases of emergency and for flight safety reasons. In addition, the last SSR transponder assigned shall be maintained or, if no transponder has been assigned, transmit on SSR code 2000;

e) aircraft are to reach the flight level last assigned by the responsible ACC at least 10 minutes before entering the Ujung Pandang FIR or as otherwise instructed by the ATC unit in accordance with the OCA with Indonesia;

f) pilots are to include in their last position report prior to entering the Ujung Pandang FIR, the estimated time over the entry point of the Ujung Pandang FIR and the estimated time of arrival over the relevant exit point of the Ujung Pandang FIR;

g) pilots are to contact the next adjacent ACC as soon as possible, and at the latest, ten (10) minutes before the estimated time of arrival over 0500 S;

h) whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for transit of Ujung Pandang FIR, pilots are to climb or descend well to the right of the centerline of the contingency route, and if deviating outside the Ujung Pandang FIR, to inform immediately the ACC responsible for that airspace. Pilots are to make blind broadcast on 121.5 MHz of the relevant emergency level change message (comprising the aircraft call sign, the aircraft position, the flight levels being vacated and crossed, etc);

i) not all operational circumstances can be addressed by this Contingency Plan and pilots are to maintain a high level of alertness when operating in the contingency airspace and take appropriate action to ensure safety of flight.

Interception of civil aircraft

6.4 Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off normal traffic flows, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2 *–Rules of the Air*, paragraph 3.8 and Appendix 2, Sections 2 and 3.

6.5 The Indonesian Air Force may intercept civil aircraft over the territory of Indonesia in the event that a flight may not be known to and identified by the Indonesian Air Force. In such cases, the

ICAO intercept procedures contained in Annex 11, Attachment C (reproduced in **Appendix 2I**) will be followed by the military authority, and pilots are to comply with instructions given by the pilot of the intercepting aircraft. In such circumstances, the pilot of the aircraft being intercepted shall broadcast information on the situation.

6.6 If circumstances lead to the closure of the Indonesian airspace and no contingency routes are available through the Jakarta and Ujung Pandang FIRs, aircraft will be required to route around the Indonesian airspace. As much warning as possible will be provided by the appropriate ATS authorities in the event of the complete closure of Indonesian airspace.

6.7 Pilots need to continuously guard the VHF emergency frequency 121.5 MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discrete code assigned by ATC or select code 2000 if ATC has not assigned a code.

7. COMMUNICATION PROCEDURES

Degradation of Communication - Pilot Radio Procedures

7.1 When operating within the contingency airspace of the Ujung Pandang FIR, pilots should use normal radio communication procedures where ATS services are available. These will be in accordance with the communication procedures in this Plan or as otherwise notified by NOTAM.

7.2 If communications are lost unexpectedly on the normal ATS frequencies, pilots should try the next applicable frequency, e.g. if en-route contact is lost then try the next appropriate frequency, that is, the next normal handover frequency. Pilots should also consider attempting to contact ATC on the last frequency where two-way communication had been established. In the absence of no communication with ATC, the pilot should continue to make routine position reports on the assigned frequency, and also broadcast positions on the specified contingency frequency.

Communication frequencies

7.3 A list of frequencies to be used for the contingency routes and the ATS units providing FIS and air-ground communication monitoring for the Ujung Pandang FIR is detailed at **Appendix 2F**.

8. AERONAUTICAL SUPPORT SERVICES

Aeronautical Information Services (AIS)

8.1 A NOTAM contingency plan will be developed to ensure continuation of the NOTAM service for the Ujung Pandang FIR in support of contingency operations. The NOTAMs will establish the actions to be taken in order to reduce the impact of the failures in the air traffic services. The NOTAMs will also establish the necessary coordination and operational procedures that would be established before, during and after any contingency phase.

8.2 NOTAM services will be provided by neighboring AIS authorities in accordance with OCAs.

Meteorological Services (MET)

8.3 The Indonesian Meteorological and Geophysical Agency (MGA) is the designated meteorological authority of Indonesia. MGA is also the provider of meteorological services for the international and domestic air navigation. In order to comply with the ICAO requirements on

aeronautical meteorology specified in Annex 3, Meteorological Service for International Air Navigation and the ASIA/PAC Air Navigation Plan – Doc 9673, MGA should ensure regular provision of the following products and services:

a) aerodrome observations and reports – local MET REPORT and SPECIAL, as well as WMO-coded METAR and SPECI; METAR and SPECI should be provided for all international aerodromes listed in the AOP Table of ASIA/PAC Basic ANP and FASID Table MET 1A;

b) terminal aerodrome forecast - TAF as per the requirements indicated in FASID Table MET 1A;

c) SIGMET for the two Indonesian FIRs – Jakarta and Ujung Pandang; SIGMET should be issued by the meteorological watch offices (MWO) designated in FASID Table MET 1B – WIII and WAAA;

d) information for the ATS units (TWR, APP, ACC) as agreed between the meteorological authority and the ATS units concerned;

e) Flight briefing and documentation as per Annex 3, Chapter 9.

8.4 It is expected that the Indonesia MET services would continue to be available in the event of an ATS contingency situation. However, should ATS services for the Ujung Pandang FIR be withdrawn, timely MET information may not be immediately available to pilots in flight. Alternative means of obtaining up to date MET information concerning the Ujung Pandang FIR will be provided to the extent possible through the adjacent ATS authorities. In addition, alternative means of OPMET information transmission to the regional OPMET data bank Singapore and both WAFCs (London and Washington), which offers available contingency for the global dissemination of OPMET information will be attempted, e.g. making use of the communication networks of communication service providers (ARINC and SITA).

9. SEARCH AND RESCUE

Notification and Coordination

9.1 ACCs involved in this Contingency Plan are required to assist as necessary to ensure that the proper Search and Rescue (SAR) authorities are provided with the information necessary to support downed aircraft or aircraft with an in-flight emergency in respect to the Ujung Pandang FIR.

9.2 The SAR authority responsible for the Ujung Pandang FIR is the Makassar Rescue Coordination Centre (Makassar RCC/Makassar SAR Office)

IDD	62-411-554111
Fax	62-411-554852
AFTN	WAAAYCYE
E-mail	basarnas@indo.net.id

9.3 Each ACC shall assist as necessary in the dissemination of INCERFA, ALERFA and DETRESFA in respect to incidents in the Ujung Pandang FIR.

9.4 In the event that the Ujung Pandang ACC is not available, the responsibility for coordinating with the Jakarta RCC for aircraft emergencies and incidents involving the Ujung Pandang FIR will be undertaken by the Jakarta ACC. The CCC will take appropriate steps to ensure that SAR information is made available to the Jakarta RCC. The AOCG will also oversee SAR coordination and disseminate relevant contact information.

9.5 In the event that both Jakarta and Ujung Pandang ACCs are not available, there are 24 hour-alert SAR Offices (JRCCs) throughout Indonesia coordinated by the National SAR Agency (BASARNAS) to ensure the provision of SAR services in the Indonesian SSR.

CONTACT DETAILS OF ADJACENT STATES AND INTERNATIONAL ORGANIZATIONS PARTICIPATING IN THE INDONESIAN CONTINGENCY PLAN

NO	ADDRESS	TEL NO.	FAX. NO.	E-MAIL	AFTN
	Australia				
1	Airservices Australia	tbd	tbd	tbd	tbd
2	Brisbane ACC	tbd	tbd	tbd	tbd
	Malaysia				
3	Director of Civil Aviation Level 1-4, Podium Block No. 27 Pesiaran Perdana, Precint 4 Federal Goverment Administrative Centre 62570 Putrajaya Malaysia.	+60-3-8871 4000	+60-3-8881 0530	tbd	WMKKYAYX
4	Departement of Civil Aviation Malaysia Kota Kinabalu International Airport Jalan Kepayan 88618 Kota Kinabalu Sabah Malaysia	+60-88-22 4911 +60-19-8816094	+60-88-21 9198	dcasbh@tm.net.my	WBKKYAYX
	Philippines				
5	Air Transportation Office Mia Road Pasay City Philippines 1300	63-2-8799-259	63-2-8799-160	chief_ATS@ATO.gou.ph wilborjaaeb@yahoo.com	RPHIYAYZ
6	Manila ACC Air Transportation Office Mia Road Pasay City Philippines 1300	63-2-851-0639 63-2-8799-183	63-2-851-0639	tbd	RPHIZRZX

	United States of America				
7	Federal Aviation Administration	tbd	tbd	tbd	tbd
8	Oakland ACC	tbd	tbd	tbd	tbd
	ICAO				
9	Mr. Lalit B Shah Regional Director Asia/Pacific Regional Office 252/1 Vibhavadi Rangsit Rd, Chatuchak, Bangkok, 10110, Thailand	+61-2-5378189 Ext 37	+61-2-537 8199	icao_bkk@bangkok.icao.int	tbd
10	Mr. Andrew Tiede Regional Officer ATM Asia/Pacific Regional Office 252/1 Vibhavadi Rangsit Rd, Chatuchak, Bangkok, 10110, Thailand	+61-2-5378189 Ext 152	+61-2-537 8199	atiede@bangkok.icao.int	tbd
	Papua New Guinea				
11	Director General of Civil Aviation	tbd	tbd	tbd	tbd
12	Port Moresby ACC	tbd	tbd	tbd	tbd
	IATA				
13	Singapore Office International Air Transport Association 77 Robinson Road, Robinson 77 Singapore 068896	+65-62397161	+65-65366267	EAGLESR@iata.org	WSSSIATA
	IFALPA				
14	Southeast Asia Regional Director	tbd	tbd	tbd	tbd

CENTRAL COORDINATING GROUP

1. Director General
Directorate General of Civil Aviation
JL. Medan Merdeka Barat No.8
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ais_indonesia@indo.net.id

2. Director Operations and Engineering
PT (Persero) Angkasa Pura I

Tel: 62 21 6541610
Fax: 62 21 6541513
E-mail: risman_n@angkasapura1.co.id

3. Director Operations and Engineering
PT (Persero) Angkasa Pura II

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4. Indonesian Meteorological and Geophysical Agency

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Fax: 62-21-6544701
E-mail: tuwamin@bmg.go.id

tuwamin@yahoo.com

JAKARTA FIR OPERATIONAL CONTINGENCY UNIT

1. Directorate Genenaral of Civil Aviation

Director Aviation Safety (Chairperson)

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Fax: 62 21 3507569
AFTN: WRRRYNYX
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Deputy Director of ATS

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Fax: 62 21 3507569
AFTN: WRRRYNYX
E-mail: atsdivision_indo@yahoo.com

Deputy Director of Aeronautical Information Service

Tel: 62 21 3507603, 350 6190
Fax: 62 21 3507603
AFTN: WRRRYNYX
E-mail: ais_indonesia@indo.net.id

2. PT (Persero) Angkasa Pura II

Vice President of ATS

Tel: 62 21 5506148
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E-mail: atc@angkasapura2.co.id

ATS Regional Coordinator Jakarta ACC

Tel: 62 21 550 6182
Fax: 62 21 550 6182
AFTN: WIIIZQZW
E-mail: atc@angkasapura2.co.id

ATS Manager Jakarta ACC

Tel: 62 21 550 6131
Fax: 62 21 550 1135
AFTN: WIIIZQZW
E-mail: atc@angkasapura2.co.id

Manager Aeronautical Information Service of Soekarno - Hatta International Airport

Tel: 62 21 550 6111
Fax: 62 21 550 1129
AFTN: WIIIZXKX
E-mail: atc@angkasapura2.co.id

Executive General Manager of Soekarno Hatta International Airport

Tel: 62 21 550 7300
Fax: 62 21 550 6823
AFTN: WIIIZQZX
E-mail: atc@angkasapura2.co.id

3. PT (Persero) Angkasa Pura I

a. Deputy Director of ATS Operations

Tel: 62 21 6541642
Fax: 62 21 65866838
E-mail: atc@angkasapura1.co.id

b. Assistant Deputy Director ATS Quality Assurance

Tel: 62 21 6541642
Fax: 62 21 65866838
E-mail: atc@angkasapura1.co.id

c. ATS Manager Ujung Pandang

Tel: 62 411 4813210
Fax: 62 411 4813222
E-mail: edy_amirudin@angkasapura1.co.id

4. Meteorological and Geophysical Agency

Tel: 62 21 6544701
Fax: 62 21 6544701
E-mail: tuwamin@bmg.go.id

tuwamin@yahoo.com

SAMPLE NOTAMS

a) **Avoidance of airspace**

NOTAM…….DUE TO DISRUPTION OF ATS IN THE JAKARTA AND UJUNG PANDANG FIRS ALL ACFT ARE ADVISED TO AVOID THE FIRS**.**

b) Airspace available Limited ATS

NOTAM ……..…DUE TO ANTICIPATED DISRUPTION OF ATS IN THE UJUNG PANDANG FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

.

c) **Contingency plan activated**

NOTAM …..…….DUE TO DISRUPTION OF ATS IN JAKARTA AND UJUNG PANDANG FIRs ALL ACFT ARE ADVISED THAT THE INDONESIAN INTERNATIONAL CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY THESE FIRS IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE CONTINGENCY ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY INDONESIAN AIRSPACE.

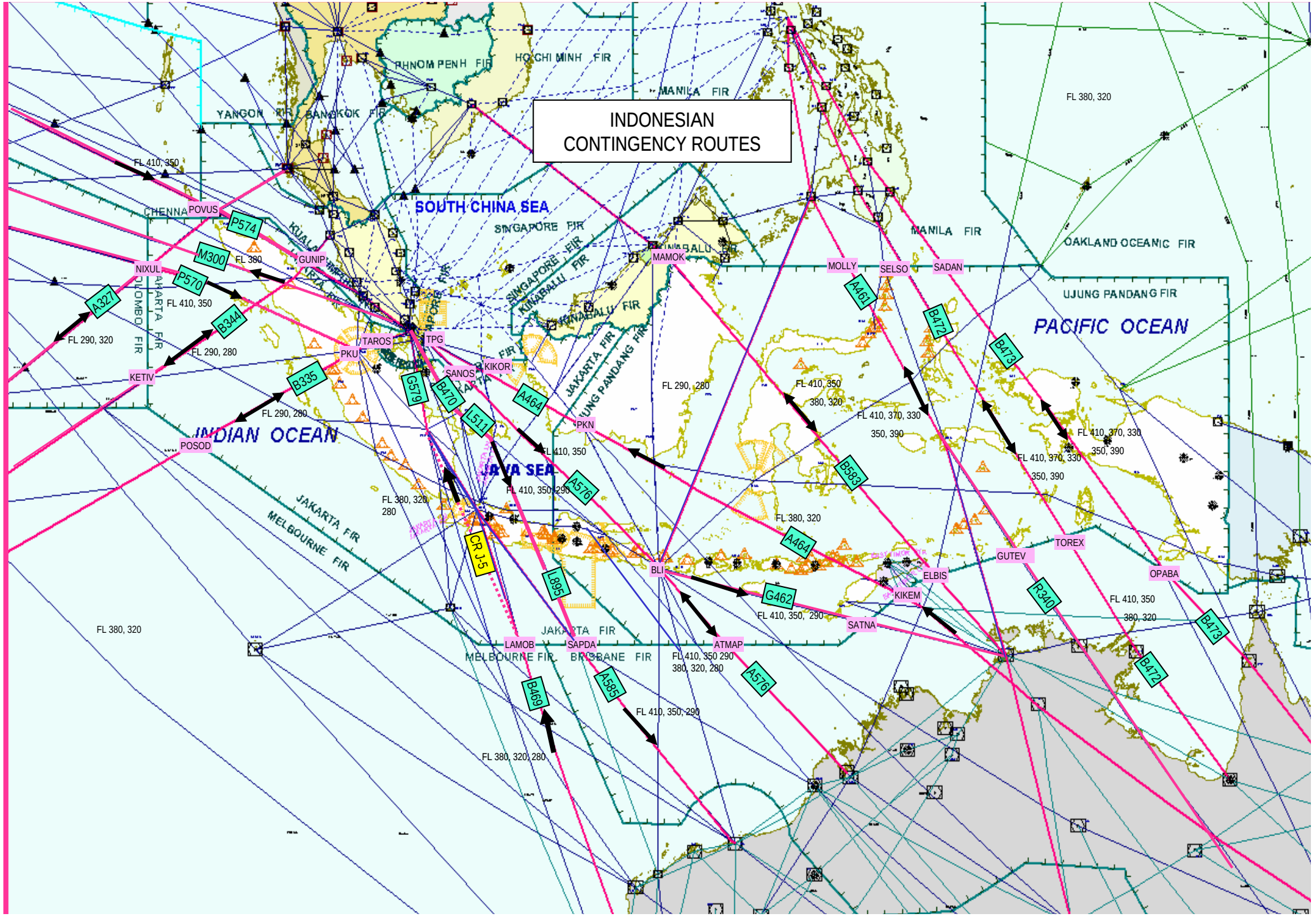
d) **Non adherence to the Contingency Plan**

NOTAM ……..OPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE JAKARTA AND UJUNG PANDANG FIRS.

INTERNATIONAL ROUTE STRUCTURE AND COMMUNICATIONS FOR TRANSIT OF THE UJUNG PANDANG FIR WHEN NO ATS AVAILABLE IN INDONESIAN AIRSPACE

Contingency Routes Ujung Pandang (CRU)	ATS Route	Direction	FL Assignment	ACCs	COM (Frequency Details in Appendix X)
CRJ-1	A464 Darwin-KIKEM-KIKOR-TPG-SINJON	Northbound (One-way)	380, 320	Brisbane Singapore	HF, ADS/CPDLC HF, VHF, ADS/CPDLC
CRJ-2	A576-G462 SINJON-TPG-SANOS-BLI-SATNA-Darwin	South East bound (One-way)	410, 350, 290	Singapore Brisbane	HF, VHF, ADS/CPDLC HF, ADS/CPDLC
CRJ-3	A576 SINJON-TPG-SANOS-BLI-ATMAP-Alice Springs	Southbound (One-way)	410, 350, 290	Singapore Brisbane	HF, VHF, ADS/CPDLC HF, ADS/CPDLC
CRU-13	B583-M768 Darwin-ELBIS-MAMOK(M768)	Two-way	410, 350 380, 320	Brisbane Kota Kinabalu	HF 11396 KHz, 6556 KHz, VHF 132.5 MHz, ADS/CPDLC
CRU-14	R340-A461 GUTEV-AMBON(A461)-MOLLY	Two-way	350, 390 330, 370, 410	Brisbane Manila	HF, VHF, ADS/CPDLC HF, VHF
CRU-15	B472 TOREX-SELSO	Two-way	350, 390 330, 370, 410	Brisbane Manila	HF, VHF, ADS/CPDLC HF, VHF
CRU-16	B473 OPABA-SADAN	Two-way	350, 390 330, 370, 410	Brisbane Manila	HF, VHF, ADS/CPDLC HF, VHF

Note 1: In the event that the Jakarta and Makassar ACCs are out of service and no ATS available for the Jakarta and Ujung Pandang FIRs, flight information service (FIS) for the upper airspace will be delegated to the designated ATS authority specified above with the airspace divided north/south at latitude 05 00 00S then along the existing Jakarta and Ujung Pandang FIR boundaries. FIS will be provided by the adjacent ACCs in accordance with the OCAs with Indonesia.


INDONESIAN
CONTINGENCY ROUTES
PHNOM PENH FIR
HO CHI MINH FIR
MANILA FIR
YANGON FIR
BANGKOK FIR
SOUTH CHINA SEA
SINGAPORE FIR
KUALA LUMPUR FIR
KOTA KINABALU FIR
JAKARTA FIR
UJUNG PANDANG FIR
OAKLAND OCEANIC FIR
PACIFIC OCEAN
INDIAN OCEAN
JAVA SEA
MELBOURNE FIR
BRISBANE FIR
COLOMBO FIR
CHENNAI
POVUS
NIXUL
GUNIP
MAMOK
MOLLY
SELSO
SADAN
TARO
TPG
PKU
KIKOR
SANOS
KETIV
POSOD
PKN
BLI
LAMOB
SAPDA
ATMAP
SATNA
ELBIS
KIKEM
GUTEV
TOREX
OPABA
P574
M300
P570
A327
B344
B335
G579
B470
L511
A464
A576
CR J5
L895
G462
A461
B472
B473
B583
R340
A585
B469
FL 410, 350
FL 380
FL 290, 320
FL 290, 280
FL 380, 320
FL 410, 350, 290
FL 410, 370, 330
350, 390
FL 380, 320, 280
FL 410, 350 290
380, 320, 280

CONTINGENCY FREQUENCIES FOR CONTROL AND/ OR FLIGHT MONITORING SERVICES

CONTINGENCY ROUTE UJUNG PANDANG (CRU)	ATS ROUTE	ACC	COM
CRJ-1	A464	Brisbane Singapore	HF, VHF, ADS/CPDLC: Logon YBBB HF SEA-3, VHF: Primary 134.4 Mhz/ Secondary 128.1 Mhz, ADS/CPDLC: Logon WSJC
CRJ-2	A576-G462	Singapore Brisbane	HF SEA-3, VHF: Primary 134.4 Mhz/ Secondary 128.1 Mhz, ADS/CPDLC: Logon WSJC HF, ADS/CPDLC: Logon YBBB
CRJ-3	A576	Singapore Brisbane	HF-SEA-3, VHF: Primary 134.4 Mhz/ Secondary 128.1 Mhz, ADS/CPDLC: Logon WSJC HF, ADS/CPDLC: Logon YBBB
CRU-13	B583-M768	Brisbane Kota Kinabalu	HF, ADS/CPDLC: Logon YBBB VHF
CRU-14	R340-A461	Brisbane Manila	HF, ADS/CPDLC: Logon YBBB HF, VHF
CRU-15	B472	Brisbane Manila	HF HF, VHF
CRU-16	B473	Brisbane Manila	HF, ADS/CPDLC: Logon YBBB HF, VHF

The adjacent ATS providers HF primary and secondary are interchangeable subject to climatic conditions. When CPDLC is being used, this will be the primary means of communication and HF will be secondary. When ADS is being used for automatic position reporting, pilots are not required to report position on CPDLC or HF unless requested by ATC. The frequencies to be used are contained in Appendix xx

**) addressee for ADS/CPDLC must be re-confirmed*

FLIGHT PLANNING REQUIREMENT

Airline operators are expected to familiarize themselves with the Contingency Plans of Jakarta FIR and the activation times. For aircraft intending to operate in areas during periods when the contingency plans are activated, the operators shall plan the flight to conform with the requirement of Contingency Plans.

The flight planning requirements during the contingency period will be in accordance to ICAO Annex 2 Chapter 3 and Doc 4444 Chapter 4 and Appendix 2. Additional information, will, however, be required, to indicate that the flight will operate in airspace where the contingency plan is active.

Repetitive Flight Plans (RPLs/Bulk Stored) will not be accepted during the time that the contingency plan is activated. Airline operators are required to file flight plans in accordance with the contingency flight planning procedures.

Contingency Scheme

ICAO INTERCEPTION PROCEDURES

Article 3 *bis**

a) The contracting States recognize that every State must refrain from resorting to the use of weapons against civil aircraft in flight and that, in case of interception, the lives of persons on board and the safety of aircraft must not be endangered. This provision shall not be interpreted as modifying in any way the rights and obligations of States set forth in the Charter of the United Nations.

(Extract from ICAO Annex 2 — *Rules of the Air***)**

3.8 Interception

Note.— The word "interception" in this context does not include intercept and escort service provided, on request, to an aircraft in distress, in accordance with Volumes II and III of the International Aeronautical and Maritime Search and Rescue Manual *(Doc 9731).*

3.8.1 Interception of civil aircraft shall be governed by appropriate regulations and administrative directives issued by Contracting States in compliance with the Convention on International Civil Aviation, and in particular Article 3(d) under which Contracting States undertake, when issuing regulations for their State aircraft, to have due regard for the safety of navigation of civil aircraft. Accordingly, in drafting appropriate regulations and administrative directives due regard shall be had to the provisions of Appendix 1, Section 2 and Appendix 2, Section 1.

Note.— Recognizing that it is essential for the safety of flight that any visual signals employed in the event of an interception which should be undertaken only as a last resort be correctly employed and understood by civil and military aircraft throughout the world, the Council of the International Civil Aviation Organization, when adopting the visual signals in Appendix 1 to this Annex, urged Contracting States to ensure that they be strictly adhered to by their State aircraft. As interceptions of civil aircraft are, in all cases, potentially hazardous, the Council has also formulated special recommendations which Contracting States are urged to apply in a uniform manner. These special recommendations are contained in Attachment A.

3.8.2 The pilot-in-command of a civil aircraft, when intercepted, shall comply with the Standards in Appendix 2, Sections 2 and 3, interpreting and responding to visual signals as specified in Appendix 1, Section 2.

Note.— See also 2.1.1 and 3.4.

* On 10 May 1984 the Assembly amended the Convention by adopting the Protocol introducing Article 3 ***bis*. Under Article 94 *a)* of the Convention, the amendment came into force on 1 October 1998 in respect of States which have ratified it.**

INTERCEPTION OF CIVIL AIRCRAFT

(Appendix 2 of ICAO Annex 2 — *Rules of the Air***)**

(Note.— See Chapter 3, 3.8 of the Annex)

1. Principles to be observed by States

1.1 To achieve the uniformity in regulations which is necessary for the safety of navigation of civil aircraft due regard shall be had by Contracting States to the following principles when developing regulations and administrative directives:

a) interception of civil aircraft will be undertaken only as a last resort;

b) if undertaken, an interception will be limited to determining the identity of the aircraft, unless it is necessary to return the aircraft to its planned track, direct it beyond the boundaries of national airspace, guide it away from a prohibited, restricted or danger area or instruct it to effect a landing at a designated aerodrome;

c) practice interception of civil aircraft will not be undertaken;

d) navigational guidance and related information will be given to an intercepted aircraft by radiotelephony, whenever radio contact can be established; and

e) in the case where an intercepted civil aircraft is required to land in the territory overflown, the aerodrome designated for the landing is to be suitable for the safe landing of the aircraft type concerned.

Note.— In the unanimous adoption by the 25th Session (Extraordinary) of the ICAO Assembly on 10 May 1984 of Article 3 bis *to the Convention on International Civil Aviation, the Contracting States have recognized that "every State must refrain from resorting to the use of weapons against civil aircraft in flight."*

1.2 Contracting States shall publish a standard method that has been established for the manoeuvring of aircraft intercepting a civil aircraft. Such method shall be designed to avoid any hazard for the intercepted aircraft.

Note.— Special recommendations regarding a method for the manoeuvring are contained in Attachment A, Section 3.

1.3 Contracting States shall ensure that provision is made for the use of secondary surveillance radar, where available, to identify civil aircraft in areas where they may be subject to interception.

2. Action by intercepted aircraft

2.1 An aircraft which is intercepted by another aircraft shall immediately:

a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1;

b) notify, if possible, the appropriate air traffic services unit;

c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; and if no contact has been established and if practicable, repeating this call on the emergency frequency 243 MHz;

d) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

2.2 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

2.3 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

3. Radio communication during interception

If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in Table 2.1 and transmitting each phrase twice:

Table 2.1

Phrases for use by INTERCEPTING aircraft			*Phrases for use by INTERCEPTED aircraft*		
Phrase	*Pronunciation*1	Meaning	Phrase	Pronunciation1	Meaning
CALL SIGN	KOL SA-IN	What is your call sign?	CALL SIGN (call sign)2	KOL SA-IN (call sign)	My call sign is (call sign)
FOLLOW	FOL-LO	Follow me	WILCO	VILL-KO	Understood Will comply
DESCEND	DEE-SEND	Descend for landing	CAN NOT	KANN NOTT	Unable to comply
YOU LAND	YOU LAAND	Land at this aerodrome	REPEAT	REE-PEET	Repeat your instruction
PROCEED	PRO-SEED	You may proceed	AM LOST	AM LOSST	Position unknown
			MAYDAY	MAYDAY	I am in distress
			HIJACK3	HI-JACK	I have been hijacked
			LAND (place name)	LAAND (place name)	I request to land at (place name)
			DESCEND	DEE-SEND	I require descent

1.In the second column, syllables to be emphasized are underlined.

2.The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.

3.Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".

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