



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY-SECOND MEETING OF THE  
ASIA/PACIFIC AIR NAVIGATION PLANNING AND  
IMPLEMENTATION REGIONAL GROUP (APANPIRG/22)**

Bangkok, Thailand, 5-9 September 2011

**Agenda Item 3: Performance Framework for Regional Air Navigation Planning  
and Implementation**
**3.2 ATM/AIS/SAR**
**REQUIREMENT OF ATM CONTINGENCY PLAN**

(Presented by India)

**SUMMARY**

This paper presents the ATS procedures and contingency route structure for safe and orderly flow of international air traffic through upper Indian airspace during ATM contingency. The contingency may arise at any time due to a Major Earthquake, Flood, Cyclonic Storm, Fire, Bomb Explosion or Terrorist Attack etc.

This Contingency Plan does not address arrangements for aircraft arriving and departing at airports or for domestic flight operations.

***This paper relates to –***
***Strategic Objectives:***

- A: **Safety** – Enhance global civil aviation safety
- C: **Environmental Protection and Sustainable Development of Air Transport** – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment

***Global Plan Initiatives:***

- GPI-6 Air traffic flow management
- GPI-7 Dynamic and flexible ATS route management
- GPI-8 Collaborative airspace design and management

**1. INTRODUCTION**

1.1 India prepared ATM Contingency Plan for Indian FIRs in February 2008 on the lines of model ATM Contingency Plan of Indonesia to meet the requirement of Annex 11 - *Air Traffic Services*, Chapter 2, paragraph 2.30. The plan was circulated to all Neighboring States for their comments and ICAO APAC office in Feb 2008.

1.2 In the Twenty First Meeting of the Bay of Bengal ATS Coordination Group (BOBACG/21) held from 7<sup>th</sup> to 10<sup>th</sup> March 2011 in Bangkok, ICAO urged States to prepare ATM Contingency Plan which is compatible with neighboring States. All States were advised by ICAO to update the progress in BBACG/22 Meeting.

1.3 India took initiative and discussed the revised ATM Contingency Plan with the Neighbouring Countries in the first ATS Coordination Meeting of Bay of Bengal, Arabian Sea and Indian Ocean (BOBASIO) Region held in New Delhi on 5<sup>th</sup> and 6<sup>th</sup> May, 2011. During the meeting Sri Lankan delegates informed that Sri Lanka has prepared the ATM Contingency Plan and will coordinate and finalize it within a month. Oman Delegates accepted the proposed contingency routes. Nepal and Thailand requested for more routes/levels. With requirement of 2000 ft separation at crossing points and 100 NM spacing between ATS routes, it is difficult to accommodate more routes/levels.

1.4 ICAO presented a working paper in ATM/AIS/SAR/SG/22 Meeting held in June 2011 regarding establishment of a task force for planning, coordination and implementation of a regional ATM Contingency Plan. The paper also presented three levels for ATM Contingency Plans:-

Level 1 -State ATM Contingency Plan

Level 2 - Contingency Plan in which neighbouring state will provide ATC as per bilateral agreement.

Level 3 - Regional ATM Contingency Plan

## 2. DISCUSSION

2.1 Airports Authority of India has updated the first edition of ATM Contingency Plan in accordance with the decision taken in BBACG/21 to include revised route structure and latest contact details for all Indian FIRs. The ATM Contingency Plan is developed for safe and orderly flow of international air traffic through upper Indian airspace in case of disruption of Air Traffic Services. There may be partial or total disruption of Air Traffic Services in the FIR which will be notified through NOTAM.

2.2 It is considered highly unlikely that all facilitates would be out of service simultaneously in all Indian FIRs, therefore, separate ATM Contingency Plan have been developed for Delhi, Mumbai, Chennai and Kolkata FIR.

2.3 Following Contingency routes are proposed in Indian FIR in the revised contingency plan May 2011 which are 100 NM apart and are separated by 2000 ft separation at crossing points:

Contingency Route	ATS Route	Flight level (EB)	Flight level (WB)
CRI -1	M 300 ATETA – LOTAV	FL 310 & FL 330	FL 400
CRI -2	P574 NOPEK – TOTOX	FL 350 & FL 370	FL 320
CRI -3	L 301 RINDA – RASKI	FL 330 & FL 410	FL 300 & FL 380
CRI -4	A 599/ B465-A 791 CTG VOR – TASOP	-----	FL 300 & FL 380
CRI -5	A 791 / B 465 TELEM – CTG VOR	FL 330 & FL 410	-----
CRI -6	A 201/R594 / G 333/ A589 ANSOS – DPN - TIGER / SAMAR	----	FL 320 & FL 380
CRI -7	A 466/R460/A201 SAMAR – ANSOS	FL 290	

CRI -8	G 452/R460/L507 TIGER – TEBOV	FL 350	-----
CRI -9	P 762 LULDA – DUGOS	FL 270	FL 280
CRI -10	P628 VIKIT - IGREX	FL 350	-----
CRI-11	P570 BASUR - KITAL	F290	F280
CRI-12	L894 BIBGO - KITAL	F330	F360
CRI-13	L626/G333 ONISA – TIGER	----	F280
CRI - 14	G 465 ELKEL - OTKIR	F270	----
CRI - 15	A 462 / A 791 BEMAK - TASOP	----	F 280

2.4 In case of disruption of Air Traffic Services in one of the FIRs, other FIRs/ACCs will assume the responsibility of providing air traffic services in the air space as delegated by Central Coordinating Committee (CCC) and may open more ATS routes for smooth and efficient flow of traffic.

2.5 The second edition of ATM Contingency Plan is being submitted to ICAO and Neighbouring States and India is willing to be member of proposed task force for planning, coordination and implementation of a Regional ATM Contingency Plan (Level 2 and Level 3).

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Urge states develop their ATM Contingency Plan which is compatible with Indian Contingency ATS Routes;
- b) India is willing to participate in the task force for Regional Contingency Plan team; and
- c) Time frame for Level 2 and Level 3 Contingency Plan may be finalized and paper trial of the Contingency Plan is suggested to check validity.

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