



*International Civil Aviation Organization*

**The Fifth Meeting of the Regional ATM Contingency Plan Task Force  
(RACP/TF/5)**

Bangkok, Thailand, 1 – 4 December 2015

---

**Agenda Item 3: Review the status of Asia/Pacific ATM Contingency Plans**

**INDONESIA ATM CONTINGENCY PLAN**

(Presented by INDONESIA)

**SUMMARY**

Document of Indonesia ATM Contingency Plan Level 1 has been established, according AIP Supplement No.13/2015, on 29 October 2015.

In case the status of Jakarta and Ujung Pandang ACC in Contingency, whole APP Unit under Jurisdiction of Jakarta and Ujung Pandang ACC will arise up to FL280, to accommodate handling Domestic traffic that operated in those area.

For the document of Indonesia ATM Contingency plan Level 2 already finish and preparing to Publication on next November 2016.

**1. INTRODUCTION**

1.1 Document of Indonesia ATM Contingency Plan Level 1 has been established, AIP Supplement No.13/2015, on 29 October 2015.

1.2 In case the status of Jakarta and/ or Ujung Pandang ACC in Contingency, whole APP Unit under Jurisdiction of Jakarta and Ujung Pandang ACC will arise up to FL280, to accommodate handling **Domestic traffic** that operated in those area.

1.3 For the document of Indonesia ATM Contingency plan Level 2 already finish and preparing to Publication on next November 2016.

1.4 This paper presents the status of Jakarta and Ujung Pandang ATM Contingency Plan that aims at advance preparedness and instantaneous response to a contingency arising due to disruption of Jakarta Air Traffic Services or Ujung Pandang Air Traffic Services with an objective of providing safe and orderly continuation of to international flights through Jakarta and Ujung Pandang FIR.

**2. DISCUSSION**

2.1 Between Ujung Pandang ACC and Jakarta ACC has been agree to manage International traffic in the event *one* FIR is out of service for an extended period.

Ujung Pandang Contingency Route and FLAS (Appendix 2E)

<b>Contingency Routes Ujung Pandang (CRU)</b>	<b>ATS Route</b>	<b>Direction</b>	<b>FLAS</b>
CRU-1	M635 TAVIP-SUMDI-RAMPY- BLI-ATMAP	Unidirectional (Southbound)	F310, F350
CRU-2	M774 KIKEM-KEONG-KEVOK- LAMUD-PKN-TANUR	Unidirectional (Northbound)	F320, F360
CRU-3	M768 ELBIS-PORAK-LADOP- MAMOK (V.V)	Bidirectional	Northbound :F 340 Southbound : F370
CRU-4	R340-A461 GUTEV-AMN-BONDA- MOLLY	Unidirectional (Northbound)	F340, F380
CRU-5	B473 SADAN-SAMGE- OLENG-OPABA	Unidirectional (Southbound)	F330, F370

**Table 1:** Ujung Pandang Contingency Route and FLASJakarta Contingency Route and FLAS (Appendix 2E) :

<b>Contingency Routes Jakarta (CRJ)</b>	<b>ATS Route</b>	<b>Direction</b>	<b>FLAS</b>
CRJ-1	POVUS P627-NIXUL	Bidirectional	FL280 SW FL390 NE
CRJ-2	ANSAX P574-PUGER	Bidirectional	FL320 NW F370 SE
<b>CRJ-3</b>	<b>NISOK P756 MABIX P570 PKU R469 TAROS</b>	<b>Bidirectional</b>	<b>FL310, FL350 W FL300, FL340 E</b>
CRJ-4	ATMAL N752 PLB G579 PARDI	Unidirectional	FL300, FL340
CRJ-5	ANITO B470 PKP L511 MIMIX L895 SAPDA	Unidirectional	FL 290, FL330
CRJ-6	SURGA M635 TAVIP	Unidirectional	FL310, FL350
CRJ-7	TANUR M774 KADAR	Unidirectional	FL320, FL360

**Table 2:** Jakarta FIR Contingency Route and FLAS

2.2 A chart representing the Indonesia ATS contingency route structure is provided at **Attachment A**.

2.3 In the event that the Jakarta ACC premises are out of service, make arrangements for and facilitate the temporary relocation of the Jakarta ACC at Ujung Pandang ACC and the restoration of ATS services. All the International Flight who will flight transit through the Jakarta FIR shall make a contact to Ujung Pandang ACC. The flight monitoring will be provided by the Ujung Pandang ACC.

2.4 In the event that the Ujung Pandang ACC premises are out of service, make arrangements for and facilitate the temporary relocation of the Ujung Pandang ACC at Jakarta ACC and the restoration of ATS services. All the International Flight who will flight transit through the Ujung Pandang FIR shall make a contact to Jakarta ACC. The flight monitoring will be provided by the Jakarta ACC.

2.5 The contingency plans level 2 category B – **Airspace Airspace Not Safe**, due to causal events such as Volcanic Ash Cloud (VAC), military activity;

- All flights should avoid affected area and flight information service will be given by another FIR or others relevant information (ASHTAM).

2.6 The contingency plans level 2 Category C – **Airspace Not Available**, due to causal events such as pandemic, national security – normally a political decision.

- All flights may elect to avoid the Jakarta FIR and re-route to the west or east around the Jakarta FIR via the Melbourne and Colombo FIRs to the Chennai and Kuala Lumpur FIRs and vice versa or through Ujung Pandang FIR. The contingency routes to be used in this scenario will be provided by the ATS authorities concerned.
- All flights may elect to avoid the Ujung Pandang FIR and re-route to the west to Jakarta FIR or to the east around the Ujung Pandang FIR via the Brisbane, Port Moresby, Oakland, Manila, and Kinabalu FIRs and vice versa. The contingency routes to be used in this scenario will be provided by the ATS authorities concerned

2.7 In the event status of Volcano Ash Cloud activity, refer to ASHTAM report from VAAC Darwin and NOTAM published by Jakarta NOF, The Jakarta ACC and Ujung Pandang ACC may arrange an alternative Route to facilitate aircraft flown on route impacted by Volcano Ash Cloud.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a. Note the information contained in this paper, and
- b. Discuss any relevant matters as appropriate.

.....

