



# AT COMMUNICATIONS CONTINGENCY KSA

Refers to  
AMHS/AFTN/CIDIN

# Contingency

- **BASIC**

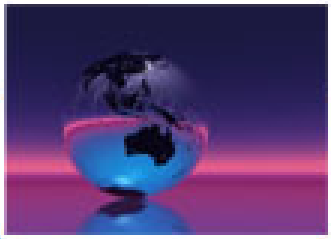
Plan as per Annex 10 for ALTERNATE DELIVERY.

Involves:

ALTN circuit or other means.

Structure of Trunk Circuits or in the case of AMHS, the Network –

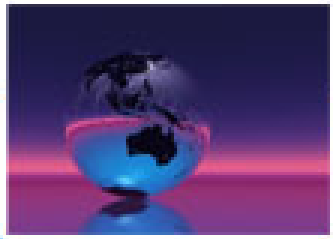
Together provides for ALTN.





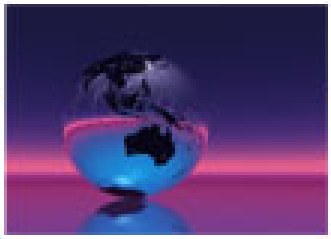
## KSA (JEDDAH COMM. CENTER – Contingency support

- COMSOFT system – AIDA-NG and CADAS
- Another system - 'single' servers located in another location:  
Provides for Development, Training and Contingency B/U
- When not in use for Tech Development or Training it is in set in back-up mode and maintains on-line system configuration and traffic.
- Requires physical relocation of staff and manual switch-over of lines.
- Some configuration required for CADAS for public internet users. (IP Address etc).
- Estimate minimal time to activate Contingency System with acceptable reduction to the level of service.



## Level of Service:

- In a full contingency situation we consider the level of service that can be implemented.
- Therefore;  
consider the loss of co-located systems and/or equipments –  
This may include;  
Air Traffic Management system, Satellite ground equipment and associated circuits, servers for other services DATIS etc.
- If ATM System out of service results in activation of ATM Contingency Plans where traffic flow may be drastically reduced – less traffic.
- KSA – Satellite link to Abu Dhabi , Sana'a , Khartoum , Addis Ababa and some internal circuits.
- Looking at meeting and maintaining a level of service that will be reduced to the minimal degree possible from normal operations.



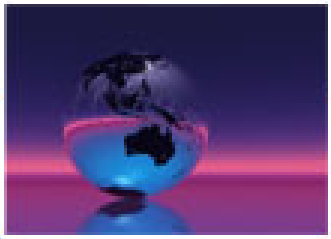
## Level of Service: cont.

- What to do if no system available.

Several alternatives: (Please remember other systems will/may also be completely unserviceable).

1. Experience here indicates that flights into and through airspace may/will be greatly reduced.
2. Aerodromes remaining with capability to handle flights:

Consider facsimile, telephone, radio or even e-mail to pass Distress, Urgency and flight plan information only.



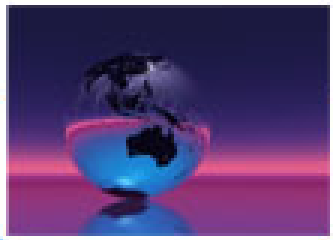
## What can KSA do to assist?

- If an adjoining Center experiences catastrophic loss of circuits/system:

By agreement KSA would relay only high priority (Distress & Urgency) traffic and flight plans as well as messages related to restoration of service.

This may be achieved via facsimile, telephone or even e-mail – depending on the circumstance. (E-mail involves resources)

- Oversee message traffic queue and remove redundant traffic. Implement alternate routing (on address) if required.
- Contingency measures by Letters of Agreement?



## What KSA expects from other Centers?

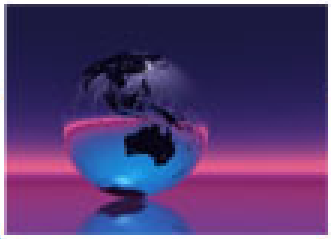
- If Jeddah experiences the loss of the primary system:

Adjoining Centers hold traffic to allow for the cut-over to the back-up system. As per Regional Contingency Plan.

If necessary accept traffic for or via alternate routing.

- A complete loss of systems in Jeddah:

Riyadh would be ATM back-up and by agreement, require only high priority (Distress & Urgency) traffic and flight plans as well as messages related to restoration of service.





**THANK YOU**

