



INDONESIA

AIR TRAFFIC MANAGEMENT CONTINGENCY PLAN

LEVEL 1

FOR UJUNG PANDANG FIR



PREPARED BY

Indonesian Contingency Plan Project Team

AIR TRAFFIC SERVICES DIVISION
DIRECTORATE GENERAL OF CIVIL AVIATION, INDONESIA

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FOREWORD

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

This Contingency Plan (the Plan) is presented in the event that the air traffic and support services normally undertaken by the Ujung Pandang Area Control Centre (ACC) should become partially or totally unavailable due to any occurrence that restricts flight operations.

The Indonesian territory, which comprises an archipelago of more than 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. It is considered 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 Ujung Pandang FIR would be delegated to all ATS unit under jurisdiction of Ujung Pandang ACC and Jakarta FIC.

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.

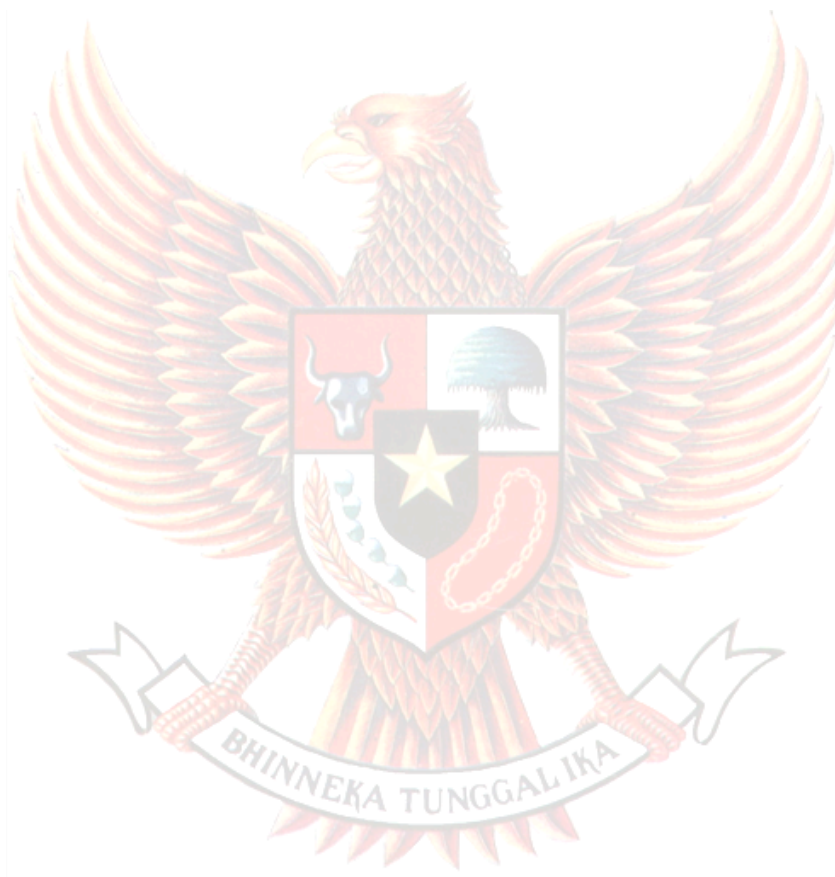
The Plan will be activated by promulgation of a NOTAM issued by the Indonesian International NOTAM Office (NOF) as far in advance as is practicable. However, when such prior notification is impracticable for any reason, the Plan will be put into effect on notification by the designated authority, as 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 for domestic flights through Ujung Pandang FIR.

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

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**ATM CONTINGENCY PLAN LEVEL 1
FOR DOMESTIC FLIGHT
IN UJUNG PANDANG FIR**

Effective: day/month/year/time (UTC)

1. OBJECTIVE

- 1.1 The Air Traffic Management (ATM) Contingency Plan Level 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 Ujung Pandang FIR in accordance with Civil Aviation Safety Regulation (CASR) Part 170 – *Air Traffic Rules* (Section 170.030), Civil Aviation Safety Regulation (CASR) Part 172 – *Air Traffic Service Providers* (Section 172.150), and Minister of Transportation Act. KP 232 Tahun 2014 (Chapter 2). The Contingency Plan provides the ATS procedures using existing airways in most cases that will allow aircraft operated in the Ujung Pandang FIR.
- 1.2 This Contingency Plan address arrangements for aircraft operated at Indonesian airports or for domestic flight operations within the jurisdiction of Ujung Pandang FIR.
- 1.3 In the event of disruption of the ATC services provided by Ujung Pandang ACC, airspace is delegated to all ATS Units (under jurisdiction of Ujung Pandang ACC) and Jakarta FIC will be introduced to ensure safety of flight and to facilitate flight operations of Domestic flight commensurate with the prevailing conditions.
- 1.4 All TMAs under jurisdiction of Ujung Pandang ACC will be raised vertically up to FL280.
- 1.5 Jakarta FIC which under taking the Ujung Pandang FIR has a responsibility for flight information up to FL280.

2. ATS Units affected

- 2.1 In the event that the Director General of Civil Aviation activates this Contingency Plan, the ATS Units of the Terminal Control Area (TMA) and Flight Information Center (FIC) affected will be notified in accordance with Letter Operational Coordination Agreement (LOCA) established. Such ATS Units directly affected by this Contingency Plan are as follows:
 - a) Jakarta FIC
 - b) Bali APP
 - c) Surabaya APP
 - d) Kupang APP
 - e) Balikpapan APP
 - f) Banjarmasin APP
 - g) Pangkalan Bun APP
 - h) Tarakan APP
 - i) Palu APP
 - j) Gorontalo APP
 - k) Manado APP
 - l) Ternate APP
 - m) Kendari APP
 - n) Ambon APP
 - o) Sorong APP
 - p) Biak APP
 - q) Jayapura APP

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- 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.

Level and Categories of ATM Contingency Plan

- 2.3 This is ATM State Contingency Plan Level 1 for domestic flight having little or no effect on external air navigation service providers.

2.4 Category of ATM Contingency Plan

- a. Category A - Airspace Safe, but Restricted or No ATS, due to causal events such as industrial action, pandemic, earthquake, nuclear emergency affecting the provision of ATS, or ATM system failure or degradation;
- b. Category B - Airspace Not Safe, due to causal events such as Volcanic Ash Cloud (VAC), nuclear emergency, military activity, and;
- c. Category C – Airspace Not Available, due to causal events such as pandemic, national security – normally a political decision.

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 domestic flights to proceed in a safe in the Ujung Pandang FIR.*

Central Coordinating Committee (CCC)

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

- 1) Directorate General of Civil Aviation
- 2) AirNav Indonesia
- 3) Indonesian Air Force
- 4) Ministry of Defense
- 5) Meteorological and Geophysical Agency
- 6) Search and Rescue Agency (SAR)
- 7) Airport Service Provider
- 8) Representative from the airlines committee
- 9) 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, an arrangements for facilitate the temporary relocation of 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 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 or as required, 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:
- a. Air Traffic Service (ATS)
 - b. Aeronautical Telecommunication (CNS)
 - c. Aeronautical Meteorology (MET)
 - d. Aeronautical Information Services (AIS)
 - e. Search and Rescue (SAR)

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

- a. review and update of the Contingency Plan as required;
- b. keep up to date at all times of the contingency situation;
- c. organize contingency teams in each of the specialized areas;
- d. exchange up-to-date information with the ATS Unit authorities concerned to coordinate contingency activities;
- e. notify CCC of the contingency situation sufficiently in advance and/or as soon as possible thereafter;
- f. issue NOTAMs or relevant information by Aerodrome AIS Unit according to the corresponding contingency situation, this plan or as otherwise needed. If the situation is foreseeable sufficiently in advance, a NOTAM or relevant information by Aerodrome AIS Unit will be issued 48 hours in advance. (example NOTAMS are provided in Appendix 1C).

4. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

Reduced ATS and provision of flight information services (FIS)

- 4.1 During the contingency critical period, Air Traffic Control Services may not be available, particularly with regard to availability of communications and radar services. In cases where service are not available, the relevant information will be provided by NOTAM office or Aerodrome ATS Unit, 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 FIC affected.
- 4.2 The primary means of communication will be by VHF or HF radio or CPDLC.

ATS Responsibilities

- 4.3 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.
- 4.4 In the event that ATS cannot be provided in the Ujung Pandang FIR a NOTAM or relevant information by Aerodrome AIS Unit shall be issued indicating the following:
- a. time and date of the beginning of the contingency measures;
 - b. details of the facilities and services available or not available and any limits on ATS provision (e.g., ACC, APP, TWR and FIC), including an expected date of restoration of services if available;
 - b. information on the provisions made for alternative services;

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- a. applicable ATS routes, AIP-published contingency route, or tactically defined contingency routes (if any);
 - b. any special procedures to be followed by pilots; and
 - c. any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

Aircraft Separation

- 4.5 Aircraft separation criteria will be applied in accordance with the standard separation of each TMA concerned.

Flight level restrictions

- 4.6 Where possible, special operations (e.g. Search and Rescue (SAR)), State aircraft, humanitarian flights, etc) shall be given priority with respect to cruising levels.

Airspace Classifications

- 4.7 If ATC services become unavailable during the interruption of air traffic services, and depending on the level of service and anticipated outage of facilities, airspace classifications may be changed to reflect the reduced level of services. Changes to airspace classification will be notified by NOTAM.

Aircraft position reporting

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

VFR operations

- 4.9 VFR flights may still operate in the Ujung Pandang FIR depend on subject of APP-TMA or Jakarta FIC concerned, including special cases such as State aircraft, Medivac flights, and any other essential flights authorized by the DGCA.

Procedures for ATS Units

- 4.10 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 Letter of Operational Coordination Agreement (LOCA).

Transition to and from Contingency

- 4.11 During times of uncertainty in the event of partial or total disruption of air traffic service in the Jakarta FIR, aircraft operators should be prepared for a possibility of level change (descend) in routing while en-route, familiarization of the alternative routes outlined in this Contingency Plan, as well as those which may be promulgated by ATS Units concerned.
- 4.12 In the event of disruption 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.

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- 4.13 ATS Units concerned 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.

Transfer of control and coordination

- 4.14 The transfer of control and communication should be at the common TMA boundary between ATS units (under jurisdiction Ujung Pandang ACC) and/or Jakarta FIC unless there is mutual agreement between ATS units and authorization given to use alternative transfer of control points. These will be specified in the respective LOCAs.
- 4.15 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 LOCAs.

5. PILOTS AND OPERATOR PROCEDURES

Filing of flight plans

- 5.1 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 1E.

Interception of civil aircraft

- 5.2 Pilots need to be aware that in flight 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 Civil Aviation Safety Regulation (CASR) Part 170 – Air Traffic Services.
- 5.3 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 – Air Traffic Services, , CASR 170 - Air Traffic Services, will be followed by the military authority, and pilots shall comply with instructions given by the pilot of the interceptor. In such circumstances, the pilot of the aircraft being intercepted shall broadcast information on the situation.
- 5.4 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.

6. COMMUNICATION PROCEDURES

Degradation of Communication - Pilot Radio Procedures

- 6.1 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 or relevant information provided by Aerodrome AIS Unit.

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- 6.2 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 in accordance with the communication failure procedures.

Communication frequencies

- 6.3 A list of frequencies to be used for the ATS units providing FIS and air-ground communication monitoring for the Ujung Pandang FIR is detailed at Appendix 1D.

7. AERONAUTICAL SUPPORT SERVICES

Aeronautical Information Services (AIS)

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

Meteorological Services (MET)

- 7.2 The Indonesia Agency for Meteorology, Climatology and Geophysics (BMKG) is the designated meteorological authority of Indonesia. BMKG is also the provider of meteorological services for the international and domestic air navigation. In order to comply with CASR 174 – Aeronautical Meteorological Information Services, BMKG 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 should be issued by the meteorological watch offices (MWO) designated in FASID Table MET 1B – VIII;
 - 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 CASR Part 174.
- 7.3 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 Meteorological Watch Office (MWO).

8. SEARCH AND RESCUE

Notification and Coordination

8.1 All ATS Units affected and Jakarta FIC 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.

8.2 The SAR authority responsible for the Ujung Pandang FIR is the Makassar Rescue Coordination Centre (Makassar RCC/Makassar SAR Office) and National Search and Rescue Agency (BASARNAS)

Contact detail for :

Makassar Search and Rescue (SAR Office)

IDD 62-411-555515 or 62-411-550024

Fax 62-411-554852

AFTN WAAAYRYE

E-mail siagakom.makassar@gmail.com

National Search and Rescue Agency (BASARNAS)

IDD 62-21-65701172 or 62-21-65867510

Fax 62-21-65867512

AFTN WIIICYL

E-mail indonesia_mcc@yahoo.com

8.3 All ATS Units (under jurisdiction of the Ujung Pandang ACC) and Jakarta FIC shall assist as necessary in the dissemination of INCERFA, ALERFA and DETRESFA in respect to incidents in the Ujung Pandang FIR.

8.4 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 All ATS Units (under jurisdiction of the Ujung Pandang ACC) and Jakarta FIC concerned. 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.

8.5 In the event that Ujung Pandang ACCs are not available, there are 24 hour alert SAR Offices (Makassar RCCs) throughout Indonesia coordinated by the National SAR Agency (BASARNAS) to ensure the provision of SAR services in the Ujung Pandang FIR.
