

**58<sup>th</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS**

*Dhaka, Bangladesh  
15 to 19 October 2023*

**AGENDA ITEM 4: AIR NAVIGATION**

**IMPLEMENTATION OF ATM CONTINGENCY PLAN OF  
PAKISTAN**

(Presented by Pakistan)

**INFORMATION PAPER**

**SUMMARY**

This Paper presents the implementation Status of ATM Contingency Plan of Pakistan.

**IMPLEMENTATION OF ATM CONTINGENCY PLAN OF PAKISTAN**

**1. INTRODUCTION**

1.1 Annex 11 to the Convention on International Civil Aviation requires that Air Traffic Services Authorities shall develop and promulgate contingency plans for implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services. Such contingency plans shall be developed with the assistance of ICAO as necessary, in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned.

1.2 In the event of disruption of Air Traffic Services provided in any FIR within the APAC Region, contingency routes as established by the affected FIRs and coordinated with adjacent FIRs, will be activated to ensure safety of flight and to facilitate limited flight operations commensurate with the prevailing conditions. Existing Regional routes will normally form the basis of the contingency routes to be used.

1.3 A simplified route network through the airspace concerned, if it is available, together with a Flight Level Allocation Scheme (FLAS) to ensure lateral and vertical separation, and a procedure for adjacent Area Control Centers (ACC) to establish longitudinal separation at the entry point and to maintain such separation through the airspace. Simplified route networks may be used to provide tactical separation at crossing points of ATS Routes to minimize potential points of conflict under reduced air traffic services.

1.4 Keeping in view of the importance, the Pakistan CAA developed ATM Contingency Plans (first edition) in the year 2011, as per following Titles:

- i. ATM Contingency Plan (PLN-001-OPAT-1.0) for Lahore Flight Information Region (FIR)
- ii. ATM Contingency Plan (PLN-002-OPAT-1.0) for Karachi Flight Information Region (FIR)

*Note# ATM Contingency Plans 2nd Version is in place / Published dated 24th September 2018 and both Plans are available as on Electronic-AIP Pakistan (e-aip) as an AIP Supplements No44/18 & 45/18.Refer Pakistan CAA Website (caapakistan.com.pk).*

1.5 The adjacent ATS Units {Area Control Centre (ACC)}, States and FIRs directly affected by this Contingency Plan are as follows:

<u>STATES</u>	<u>FIRS</u>	<u>ATS UNITS</u>
India	Delhi FIR	Delhi ACC
India	Mumbai FIR	Mumbai FIC/Ahmedabad ACC
China	Urumqi FIR	Urumqi ACC
Afghanistan	Kabul FIR	Kabul ACC
Oman	Muscat FIR	Muscat ACC
Iran	Tehran FIR	Tehran ACC

1.6 Now Pakistan CAA have reviewed both ATM Contingency Plans (3<sup>rd</sup> Version) dated 31<sup>st</sup> March 2023 and same have been shared through email dated 14<sup>th</sup> April 2023 with above adjacent States.

**2. DISCUSSION**

2.1 In order to ensure effective implementation and compliance with ICAO requirements above, ATM Contingency Plans (all three Versions) were timely shared through email to ICAO APAC office and above stated adjacent States for their comments / concurrence, however diligent response from adjacent States (except Afghanistan) was not received.

2.2 In the year of 2021, the ICAO USOAP Conducted Audit of Pakistan-CAA and has highlighted the same deficiency, as Pakistan CAA was unable received response from the adjacent States.

2.3 The Electronic copies can be shared with adjacent States for their kind review, so that operational deficiency could be addressed to ensure air safety.

### **3. ACTION BY THE CONFERENCE**

3.1 The Conference is invited to note the information contained in this Paper.

— END —