

**The Republic of the Union of Myanmar  
Ministry of Transport and Communications  
Department of Civil Aviation  
Air Navigation Service**



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**Level 2 - Myanmar ATS Contingency Plan**

**Yangon FIR**

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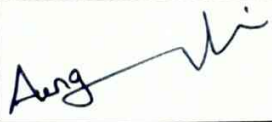




**Air Traffic Management Division**

Version 1.1

Effective: 25<sup>th</sup> March 2019, 0000 UTC

**DOCUMENT APPROVAL**  
Version 1.1

## Myanmar ATS Contingency Plan Yangon FIR

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## FOREWORD

This is the Second edition (Version 1.1) of the Myanmar Air Traffic Services Contingency Plan for Air Traffic Services (ATS) for the International En-route Flights in Yangon Flight Information Region (FIR). The Contingency Plan will come into effect as and when a contingency arise due to partial or total disruption of Air Traffic Services. The Contingency Plan for Yangon FIR aims at advance preparedness and instantaneous response to a contingency arising due to disruption of Air Traffic Services with an objective of providing safe and orderly passage to the over flying traffic through Yangon FIR.

The contingency may arise at any time due to sudden accident, sabotage, earthquake, tornado, cyclone, flood, fire, bomb explosion or terrorist attack, non-availability of communication & navigational aids, public health emergency or pandemic etc. These may cause serious damage to air navigation services, facilities and infrastructure. In the event that entire Yangon FIR becomes inoperable, and ATS becomes unavailable, it may take several days to resume normal level of service. During this interim period, flight operations in Yangon FIR would severely be restricted.

This Contingency Plan (the Plan) provides for the contingency arrangements to be introduced to permit the continuance of international flights to transit the Yangon FIR, in the event that the air traffic and support services normally undertaken by the Yangon Area Control Centre (ACC) should become partially or totally unavailable due to any occurrence that restricts flight operations.

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 Myanmar Air Force also has been consulted and recognizes 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 Myanmar 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 as per requirements of the International Civil Aviation Organization (ICAO) to meet ICAO Annex 11 – *Air Traffic Services* to provide for the safe and orderly continuation of international flights through Myanmar airspace.



## Myanmar ATS Contingency Plan

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Any proposed amendments to this plan shall be forwarded to:

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## RECORD OF AMENDMENTS

Amendment Number	Effective Date	Date Entered	Entered By	Paragraph/ Reference
AMDT-1	20.3.2020	20.2.2020	AGM (Enroute-ATM)	Page - APP 1D-1, APP 1E-1, APP 1F-1
AMDT-2	5.6.2020	29.5.2020	AGM (Enroute-ATM)	Page - APP 1D-1, APP 1E - 1, APP 1F - 1
AMDT-3	30.3.2021	25.2.2021	AGM (Enroute-ATM)	ROA-1, Page 4, 8, 9, 10, 11,12, APP 1A-2
AMDT-4	30.9.2022	23.9.2022	AGM (Enroute-ATM)	Page 8, 9, Figure X, Appendix 1A, Appendix 1B





## ATS CONTINGENCY PLAN FOR INTERNATIONAL FLIGHTS TO TRANSIT THE YANGON FIR

### 1. OBJECTIVE

Effective: 25<sup>th</sup> March 2019, 0000 UTC

- 1.1. The Air Traffic Management (ATM) Contingency Plan contains arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of air traffic services in the Yangon FIR in accordance with ICAO Annex 11 – *Air Traffic Services*, Chapter 2, paragraph 2.31. The Contingency Plan provides the ATS procedures and contingency route structure using existing airways in most cases that will allow aircraft operators to transit the Yangon FIR.
- 1.2. This Contingency Plan does not address arrangements for aircraft arriving and departing at Myanmar airports or for domestic flight operations within the territory of Myanmar.

### 2. STATES AND FIRS AFFECTED

- 2.1 In the event that the Director General, DCA activates this Contingency Plan, the civil aviation authorities of the adjacent FIRs will be notified in accordance with the Letter of Agreement (LOA) established between the States concerned. The adjacent States, FIRs and ACCs directly affected by this Contingency Plan are as follows:

States and FIRs	Affected ATS Units
Thailand, Bangkok FIR	ACC
India Kolkatta FIR Chennai FIR	ACC OCC
Bangladesh, Dhaka FIR	ACC
China, Kunming FIR	ACC
Lao PDR, Vientiane FIR	ACC

- 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.

### 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 Yangon FIR.



3.2 The following arrangements have been put in place to ensure that the management of the Contingency Plan provides for international flights to proceed in a safe and orderly fashion through the Yangon FIR.

Central Coordinating Committee

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

- 1) Director General of Civil Aviation
- 2) Deputy Director General of Civil Aviation (Operation and Inspection)
- 3) Deputy Director General of Civil Aviation (Planning and Safety Oversight)
- 4) General Manager (Air Navigation Services)
- 5) Director (Air Navigation Safety)
- 6) Deputy General Manager (Air Traffic Management)
- 7) Deputy General Manager (Communications, Navigation, Surveillance)
- 8) Deputy General Manager (Aeronautical Information Service)
- 9) Director (Aviation Security)
- 10) Meteorological Agency
- 11) Other participants as required

3.4 The CCC shall oversee the conduct of the Contingency Plan and in the event that the Yangon ACC premises are out of service for an extended period, make arrangements for and facilitate the temporary relocation of the Yangon ACC will be divided into two locations, one at the Yangon and another at Mandalay APP for 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 and ATM Operational Contingency Group are provided in **Appendix 1B**.





3.6 The ATM Operational Contingency Group (AOCG) function 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, 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:

- Air traffic services (ATS)
- Aeronautical telecommunication (COM)
- Aeronautical meteorology (MET)
- Aeronautical information services (AIS)

The mission of the AOCG functions shall include:

- i) Review and update of the Contingency Plan as required;
- ii) Keep up to date at all times of the contingency situation;
- iii) Organize contingency teams in each of the specialized areas;
- iv) Keep in contact with and update the ICAO Asia and Pacific Regional Office, operators and the IATA Regional Office;
- v) Exchange up-to-date information with the adjacent ATS authorities concerned to coordinate contingency activities;
- vi) Notify the designated organizations in Myanmar of the contingency situation sufficiently in advance and/or as soon as possible thereafter;
- vii) Take the necessary action for issuing NOTAMs according to the corresponding contingency situation, this plan or as otherwise needed (example NOTAMS are provided in **Appendix 1C**). If the situation is foreseeable sufficiently in advance, a NOTAM will be issued 48 hours in advance.

#### 4. CONTINGENCY ROUTE STRUCTURE

4.1 In the event of disruption of the ATC services provided by Yangon ACC, contingency routes will be introduced to ensure safety of flight and to facilitate limited flight operations commensurate with the prevailing conditions. Existing ATS routes form the basis of the contingency routes to be used, and a flight level assignment scheme introduced to minimize potential points of conflict and to limit the number of aircraft operating simultaneously in the system under reduced air traffic services. The contingency route structure for international flights is detailed in **Appendix 1D**. Additional contingency routes will be introduced as and when circumstances require, such as in the case of volcanic ash clouds forming.



- 4.2 In regard to domestic operations, if circumstances dictate, all flights shall be temporarily suspended until a full assessment of the prevailing conditions has been determined and sufficient air traffic services restored. A decision to curtail or restart domestic operations will be made by the CCC. Aircraft on long-haul international flights and special operations (e.g. Search and Rescue (SAR), State aircraft, humanitarian flights, etc), shall be afforded priority in accordance with this plan.
- 4.3 International operators affected by the suspension of all operations from Myanmar airports will be notified by the relevant airport authority when operations may be resumed, and flight planning information will be made available pertaining to that airport. International flights who have received such approval may be required to flight plan via domestic routes to join international contingency routes.
- 4.4 International operators may elect to avoid the Myanmar airspace and route to the south of the Yangon FIR via the Bangkok and Kuala Lumpur FIRs to the Chennai, Colombo FIRs and Kolkatta FIR and vice versa. The contingency routes to be used in this scenario will be provided by the ATS authorities concerned.

## 5. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

### Reduced ATS and provision of flight information services (FIS)

- 5.1 During the contingency critical period, ATS including ATC, may not be available, particularly with regard to availability of communications and radar services. In cases where services are not available, a NOTAM will be issued providing the relevant information, 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 adjacent ACCs.
- 5.2 The Myanmar airspace will be divided into four Sectors, Sector 1, Sector 2, Sector 3 and Sector 4. FIS and flight monitoring will be provided by the designated ATS authorities for the adjacent FIRs on the contingency routes that enter their respective FIRs. A chart depicting the airspace arrangement is provided in **Figure X**.
- 5.3 The primary means of communication will be by VHF or HF radio except for aircraft operating automatic dependent surveillance (ADS) and controller /pilot data link communication (CPDLC) systems. When CPDLC has been authorized for use by the relevant ATC authority, this will become the primary means of communication with HF as secondary. In the case of ADS automatic position reporting, this replaces voice position reporting and CPDLC or HF will become the secondary means. Details of the communication requirements are provided in Table I of **Section 6**.



### ATS Responsibilities

5.4 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.

5.5 In the event that ATS cannot be provided in the Yangon FIR a NOTAM shall be issued indicating the following:

- a) Time and date of the beginning of the contingency measures;
- b) Airspace available for landing and overflying traffic and airspace to be avoided;
- c) Details of the facilities and services available or not available and any limits on ATS provision (e.g., ACC, APPROACH, TOWER and FIS), including an expected date of restoration of services if available;
- d) Information on the provisions made for alternative services;
- e) Any changes to the ATS contingency routes contained in this Plan;
- f) Any special procedures to be followed by neighbouring ATS units not covered by this Plan;
- g) Any special procedures to be followed by pilots; and
- h) Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

5.6 In the event that the Myanmar International NOTAM Office is unable to issue the NOTAM, the (alternate) International NOTAM Office at Bangkok and/or Kolkatta will take action to issue the NOTAM of closure airspace upon notification by the DGCA, Myanmar or its designated authority, e.g. the ICAO Asia and Pacific Regional Office.

### Aircraft Separation

5.7 Aircraft separation criteria will be applied in accordance with the *Procedures for Air Navigation Services-Air Traffic Management* (PANS-ATM, Doc 4444) and the *Regional Supplementary Procedures* (Doc 7030).



5.8 The longitudinal separation will be 15 minutes. However, this may be reduced to 10 minutes in conjunction with application of the Mach number technique in light of developments and as authorized by the DGCA by the appropriate Operational Coordination Agreement (OCA).

5.9 The route structure provides for lateral separation of 100 NM and in cases where this is less, and for crossing routes, a standard minimum vertical separation will be applied.

Flight level restrictions

5.10 Where possible, aircraft on long-haul international flights shall be given priority with respect to cruising levels.

Aircraft position reporting

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

VFR operations

5.12 VFR flights shall not operate in the Yangon FIR if there are extensive disruptions to ATC facilities, except in special cases such as State aircraft, Medivac flights, and any other essential flights authorized by the DGCA, Myanmar.

Procedures for ATS Units

5.13 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 Operational Coordination Agreement. These procedures include the following:

- a) the Yangon ACC on determining that ATS may be reduced due to a contingency event, will inform pilots by the controller responsible of the emergency condition and advise if it is likely that the ACC will be evacuated and ATS suspended. In the event of it becoming necessary to evacuate the ACC building, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication;
- b) during the period the contingency procedures are in effect, flight plan messages must continue to be transmitted by operators to the Yangon ACC via the AFTN using normal procedures;

*Note: Depending on the phase of emergency and circumstances, the Myanmar NOF may be suspended and alternative AFTN service introduced, e.g. at the Mandalay Intl Airport Tower and*



*Mandalay APP. Also, the NOF of adjacent ATS authorities may be used to issue Myanmar NOTAMs.*

- c) on notification by DGCA, Myanmar, the ATS authorities operating the ACCs of the adjacent FIRs, viz. Chennai, Kolkatta, Bangkok, Dhaka and Kunming will activate the contingency procedures in accordance with their respective Operational Coordination Agreement;
- d) the adjacent ACC responsible for aircraft entering for transit of the Yangon FIR must communicate, not less than 30 minutes beforehand, the estimated time over FIR boundary;
- e) the ACC responsible for aircraft entering the Yangon FIR will instruct pilots to maintain the last flight level assigned and speed (MACH number if applicable) while overflying the Yangon FIR;
- f) the ACC responsible will not authorize any change in flight level or speed (MACH number, if applicable) later than 10 minutes before the aircraft enters the Yangon FIR, except in the case specified in h) below;
- g) the ACC responsible prior to aircraft entering the Yangon FIR will instruct aircraft that they must communicate with the next (downstream) ATC unit 10 minutes before the estimated time of FIR boundary; and
- h) aircraft may also choose to avoid the Myanmar airspace, and the controlling authorities of the FIRs concerned will provide alternative contingency routes as appropriate and these will be published by NOTAM.

#### Transition to contingency scheme

- 5.14 During times of uncertainty when airspace closures seem possible, aircraft operators should be prepared for a possible change in routing while en-route, familiarization of the alternative routes outlined in this Contingency Plan, as well as those which may be promulgated by a State via NOTAM or AIP.
- 5.15 In the event of airspace closure that 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.
- 5.16 ATS providers 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.



### Review of Operational Coordination Agreements OCAs

- 5.17 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 OCAs.

## **6. PILOTS AND OPERATOR PROCEDURES**

### Filing of flight plans

- 6.1 Flight planning requirements for the Yangon FIR are to be followed in respect to normal flight planning requirements contained in the Myanmar Aeronautical Information Publication (AIP) and as detailed at **Appendix 1E**.

### Overflight approval

- 6.2 Aircraft operators must obtain normal over flight approval from the DGCA, Myanmar prior to operating flights through the Yangon FIR.

### Pilot operating procedures

- 6.3 Aircraft overflying the Yangon FIR shall follow the following procedures:

- a) all aircraft proceeding along the ATS routes established in this Contingency Plan will comply with the instrument flight rules (IFR) and will be assigned a flight level in accordance with the flight level allocation scheme applicable to the route(s) being flown as specified in **Appendix 1D**;
- b) flights are to file a flight plan using the Contingency Routes specified in **Appendix 1D**, according to their airport of origin and destination;
- c) pilots must keep a continuous watch and transmit in English position information and estimates on the Traffic Information Broadcasts by Aircraft (TIBA) frequency 128.95 MHz and at least 10 minutes prior to entering an adjacent FIR on the ATC frequency as specified in **Figure X**:
  - i) 10 minutes before entering the Yangon FIR or, for a pilot taking off from an aerodrome located within the lateral limits of the designated airspace, as soon as appropriate after take-off;
  - ii) 10 minutes prior to crossing a reporting point or an ATS route;





- iii) in the event of an emergency, at the time of a change in flight level; and
  - iv) at any other time considered necessary by the pilot.
- d) pilots are to maintain during their entire flight time within Yangon FIR, the flight level last assigned by the last ACC responsible prior to the aircraft entering the Yangon FIR, and under no circumstances change this level and Mach Number, except in cases of emergency and for flight safety reasons. In addition, the last SSR transponder assigned shall be maintained or, if no transponder has been assigned, transmit on SSR code 2000;
- e) aircraft are to reach the flight level last assigned by the responsible ACC at least 10 minutes before entering the Yangon FIR or as otherwise instructed by the ATC unit in accordance with the OCA with Myanmar;
- f) pilots are to include in their last position report prior to entering the Yangon FIR, the estimated time over the entry point of the Yangon FIR and the estimated time of arrival over the relevant exit point of the Yangon FIR;
- g) pilots are to contact the next adjacent ACC as soon as possible, and at the latest, ten (10) minutes before the estimated time of arrival over FIR boundary;
- h) pilots must strictly adhere to the Traffic Information Broadcasts by Aircraft (TIBA) in accordance with the procedures in ICAO Annex 11 Attachment B, and maintain a continuous listening watch on the international air to air VHF frequency 128.95 MHz within the Yangon FIR, as well as on the specified VHF and HF frequencies as applicable, for the next ATC Centre as indicated in Figure X. When necessitated by emergency conditions, pilots are to transmit blind on these frequencies, their current circumstances and the commencement and completion of any climb and descent or deviation from the cleared contingency route;
- i) not all operational circumstances can be addressed by this Contingency Plan and pilots are to maintain a high level of alertness when operating in the contingency airspace and take appropriate action to ensure safety of flight.



Table I

**CONTINGENCY FREQUENCIES FOR CONTROL AND/OR  
FLIGHT MONITORING SERVICES**

CONTINGENCY ROUTE MYANMAR	ATS ROUTE	ACC	COM
CRMMR001	L507, G473	Kolkata ACC	HF10066,6556KHz,VHF120.575MHz, ADS-C/CPDLC:LogonVECF
		Bangkok ACC	VHF: 124.5 MHz
CRMMR002	A201	Kolkata ACC	HF10066,6556KHz,VHF125.775MHz, ADS-C/CPDLC:LogonVECF
		Dhaka ACC	HF10066, 6556 KHz, VHF 125.7 MHz
		Kunming ACC	VHF 120.775 MHz, 132.175 MHz, 125.75 MHz
CRMMR003	L301	Kolkata ACC	HF10066,6556KHz,,VHF132.45MHz, ADS-C/CPDLC:LogonVECF
		Bangkok ACC	VHF: 120.95 MHz
CRMMR004	P762	Chennai OCC	HF11285,5670KHz,VHF126.15MHz,ADS-C/CPDLC:LogonVOMF
		Bangkok ACC	VHF: 120.95 MHz
CRMMR005	B465	Dhaka ACC	VHF 125.7 MHz, HF 10066, 6556 KHz,
		Vientiane ACC	VHF124.1MHz, 128.3 MHz

Interception of civil aircraft

- 6.4 Pilots need to be aware that in light 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 international intercept procedures contained in ICAO Annex 2 –*Rules of the Air*, paragraph 3.8 and Appendix 2, Sections 2 and 3.
- 6.5 The Myanmar Air Force may intercept civil aircraft over the territory of Myanmar in the event that a flight may not be known to and identified by the military authority. In such cases, the intercept procedures contained in ICAO Annex 2 Appendix 2 and Attachment A will be followed by the Myanmar Air Force, and pilots are to comply with instructions given by the



pilot of the intercepting aircraft. In such circumstances, the pilot of the aircraft being intercepted shall broadcast information on the situation.

6.6 If circumstances lead to the closure of the Myanmar airspace and no contingency routes are available through the Yangon FIR, aircraft will be required to route around the Myanmar airspace. As much warning as possible will be provided by the appropriate ATS authorities in the event of the complete closure of Myanmar airspace.

6.7 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.

## **7. COMMUNICATION PROCEDURES**

### Degradation of Communication - Pilot Radio Procedures

7.1 When operating within the contingency airspace of the Yangon 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.

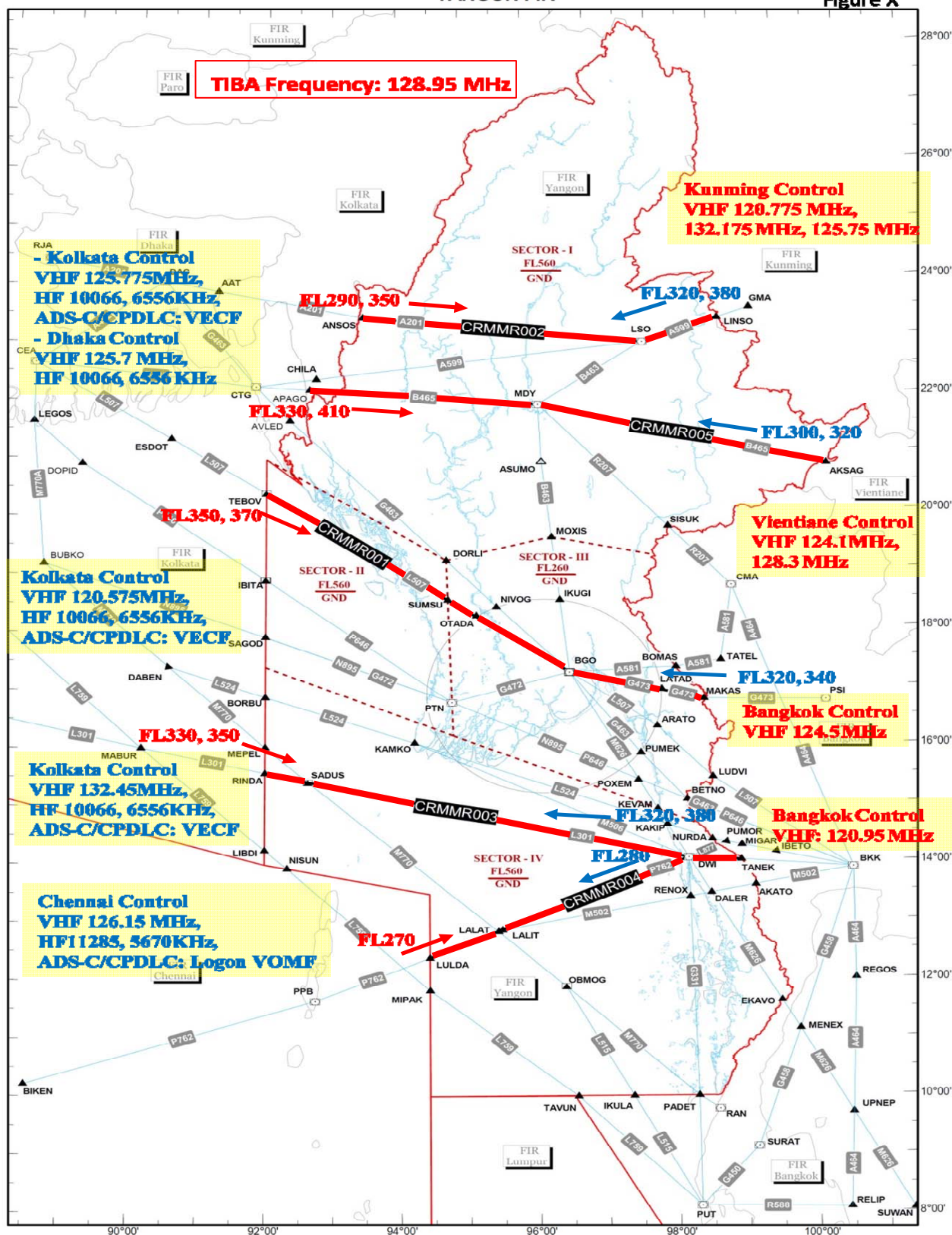
7.2 If communications are lost unexpectedly on the normal ATS frequencies, pilots should try the next applicable frequency, e.g. if en-route contact is lost then try the next appropriate frequency, that is, the next normal handover frequency. Pilots should also consider attempting to contact ATC on the 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 on the specified contingency frequency.

### Communication frequencies

7.3 The frequencies to be used for the contingency routes and the ATS units providing FIS and air-ground communication monitoring for the Yangon FIR is detailed in Figure X.



**Figure X**





## 8. AERONAUTICAL SUPPORT SERVICES

### Aeronautical Information Services (AIS)

8.1 A NOTAM contingency plan will be developed to ensure continuation of the NOTAM service for the Yangon FIR in support of contingency operations. The NOTAMs will establish the actions to be taken in order to reduce the impact of the failures in the air traffic services. The NOTAMs will also establish the necessary coordination and operational procedures that would be established before, during and after any Contingency phase.

8.2 NOTAM services will be provided by neighboring AIS authorities in accordance with OCAs.

### Meteorological Services (MET)

8.3 The Department of Meteorology and Hydrology (DMH) is the designated meteorological authority of Myanmar. DMH is also the provider of meteorological services for the international and domestic air navigation. In order to comply with the ICAO requirements on aeronautical meteorology specified in Annex 3, Meteorological Service for International Air Navigation and the ASIA/PAC Air Navigation Plan – Doc 9673, Agreed Coordination Arrangement between Meteorological Authority and ATS Units, DMH 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 for the Yangon FIR; SIGMET should be issued by the meteorological watch offices (MWO) designated in FASID Table MET 1B;
- 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 Annex 3, Chapter 9

8.4 It is expected that the Myanmar MET services would continue to be available in the event of an ATS contingency situation. However, should ATS services for the Yangon 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 Yangon FIR will be provided to the extent possible through the adjacent ATS authorities. In addition, alternative means of



OPMET information transmission to the regional OPMET data bank Singapore and both WAFCs (London and Washington), which offers available contingency for the global dissemination of OPMET information will be attempted, e.g. making use of the communication networks of communication service provider (SITA).

## 9. SEARCH AND RESCUE

### Notification and Coordination

9.1 ACC 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 Yangon FIR.

9.2 The SAR authority responsible for the Yangon FIR is the Rescue Coordination Centre (Yangon RCC)

The addresses of the Rescue Co-ordination Centres are as follows:

Northern RCC	<b>Northern Rescue Coordination Centre (RCC)</b> Flying Training Base Myanmar Air Force, Meiktila, Shante. Telegraphic address: VYSTYCYX Telephone : 95 33 31043, 95 33 31053
Southern RCC	<b>Southern Rescue Coordination Centre (RCC)</b> Ministry of Defence Mingaladon Air Force Base Yangon Airport, Yangon, Myanmar Telegraphic address: VYYFYCYX Telephone: 95 31 27057, 95 31 27054 95 31 27043 (MOD) Air Operations
Yangon ACC (Alerting Post Office)	<b>Yangon Alerting Post Office (YACC)</b> Ministry of Transport and Communications Department of Civil Aviation Air Traffic Management Division ATC Operation Building Yangon, Myanmar Telegraphic address : VYYFYCYX Telephone : 95 1 533041, 95 1 533040, 95 1 533044
Maritime RCC	<b>Maritime Rescue Coordination Centre (RCC)</b> Ministry of Defense Ayeyarwady Navy HQ Yangon, Myanmar Telegraphic address: VYYFYCYX Telephone: 95 1 202417





9.3 ACC involved in this Contingency Plan are required to assist as necessary to the provision of proper emergency assistance for the victims of natural disasters for ensuring immediate relief in the case of aircraft accidents or other disaster events.

9.4 The Department of Disaster Management (DDM) under Ministry of Social Welfare, Relief and Resettlement is responsible for providing proper emergency assistance for the victims of natural disasters for ensuring immediate relief.

The address of the Department of Disaster Management (DDM) is as follows

**Department of Disaster Management**  
Ministry of Social Welfare, relief and resettlement

9.5 ACC shall assist as necessary in the dissemination of INCERFA, ALERFA and DETRESFA in respect to incidents in the Yangon FIR.

9.6 In the event that the Yangon ACC is not available, the responsibility for coordinating with the Yangon RCC for aircraft emergencies and incidents involving the Yangon FIR will be undertaken by the AOCG. The CCC will take appropriate steps to ensure that SAR information is made available to the Yangon RCC. The AOCG will also oversee SAR coordination and disseminate relevant contact information.

9.7 In the event that Yangon ACC is not available, there are 24 hour alert SAR Offices (YRCCs) throughout Myanmar coordinated by the National SAR Committee (NSARC) to ensure the provision of SAR services in the Myanmar SRR.

## **10. NOTIFICATION OF SUSPECTED COMMUNICABLE DISEASES, OR OTHER PUBLIC HEALTH RISK, ON BOARD AN AIRCRAFT**

10.1 The flight crew of an en-route aircraft shall, upon identifying a suspected case(s) of communicable disease, or other public health risk, on board the aircraft, promptly notify the ATS unit with which the pilot is communicating, the information listed below:

- a) aircraft identification;
- b) departure aerodrome;
- c) destination aerodrome;
- d) estimated time of arrival;
- e) number of persons on board;
- f) number of suspected case(s) on board; and
- g) nature of the public health risk, if known.



10.2 The ATS unit, upon receipt of information from a pilot regarding suspected case(s) of communicable disease, or other public health risk, on board the aircraft, shall forward a message as soon as possible to the ATS unit serving the destination/departure, unless procedures exist to notify the appropriate authority designated by the State and the aircraft operator or its designated representative.

10.3 When a report of a suspected case(s) of communicable disease, or other public health risk, on board an aircraft is received by an ATS unit serving the destination/departure, from another ATS unit or from an aircraft or an aircraft operator, the unit concerned shall forward a message as soon as possible to the public health authority (PHA) or the appropriate authority designated by the State as well as the aircraft operator or its designated representative, and the aerodrome authority.

(Ref: ICAO PANS – ATM, Doc 4444, Chapter 16.6)

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## Myanmar ATS Contingency Plan

### Appendix 1A

### CONTACT DETAILS OF ADJACENT STATES AND INTERNATIONAL ORGANIZATIONS PARTICIPATING IN THE MYANMAR CONTINGENCY PLAN

No	STATES/ATS UNITS	TEL NO	FAX NO	E-MAIL	AFTN
<b>Thailand</b>					
1	Civil Aviation Authority of Thailand (CAAT) 333/105 Lak Si Plaza, Khampheng Phet 6 Rd., Talat Bang Khen, Lak Si, Bangkok 10210	+66 (0) 25688800	+66 (0) 25688844	<a href="mailto:info@caat.or.th">info@caat.or.th</a>	VTBAYAYD
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<b>India</b>					
3	Director General of Civil Aviation	+91-11-24620784	+91-11-24652760	<a href="mailto:dgoffice@dgca.nic.in">dgoffice@dgca.nic.in</a>	VIDDYAYG
4	Airport Authority, India, AAI CHQ	+91 11-24651046	+91 11-24641088	<a href="mailto:chairman@aai.aero">chairman@aai.aero</a> <a href="mailto:memberans@aai.aero">memberans@aai.aero</a>	VIDDYXAC
5	Kolkata ACC	+91 33 25119520	+91 33 25130134 + 91 9830028827 (Mobile)	<a href="mailto:gmatmkol@aai.aero">gmatmkol@aai.aero</a> <a href="mailto:vecc.wso@aai.aero">vecc.wso@aai.aero</a>	VECCZQZX
6	Chennai OCC	+91 44 22561283 +91 44 22560894 (wso)	+91 44 22561365 +91 9514074449(mobile)	<a href="mailto:vomm.gmatm@aai.aero">vomm.gmatm@aai.aero</a> <a href="mailto:vomm.wso@aai.aero">vomm.wso@aai.aero</a>	VOMMZQZX
<b>China</b>					
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<b>Lao PDR</b>					
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15	Regional Officer Air Traffic Management/Aeronautical Information Management International Civil Aviation Organization (ICAO) 252/1 Vibhavadi Rangsit Road Chatuchak, Bangkok 10900, Thailand	(+66-2) 537 8189 Ext 159	(+66-2) 537 8199	<a href="mailto:apac@icao.int">apac@icao.int</a> <a href="mailto:ssummer@icao.int">ssummer@icao.int</a>	
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18	Prashant Sanglikar Assistant Director Safety & Flight Operations, ASPAC-Field Offices (India)	Tel: +911244977105 Mob: +919137189070		<a href="mailto:sanglikarp@iata.org">sanglikarp@iata.org</a>	
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### ATM Operational Contingency Group

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<p>2. Deputy General Manager (Air Traffic Management) ATC Operations Building Yangon International Airport Yangon 11021, Myanmar. Tel 9517533043, Fax: 9517533016, E-mail: aungmyintthein.dca@gmail.com, AFTN: VYYYYOYX</p>
<p>3. Deputy General Manager (Communications, Navigation, Surveillance) Department of Civil Aviation DCA HQ Building Yangon International Airport Yangon 11021, Myanmar. Tel. 9517533020, Fax: 9517533016, E-mail: zawminoo76@gmail.com, AFTN: VYYYYAYX</p>
<p>4. Assistant General Manager (Enroute ATM) ATC Operations Building Yangon International Airport Yangon 11021, Myanmar. Tel 9517 533041, Fax: 9517533016, E-mail: azawthein@gmail.com, AFTN: VYYYYOYX</p>
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**SAMPLE NOTAMS**

**a) Avoidance of airspace**

NOTAM..... DUE TO DISRUPTION OF ATS IN THE YANGON FIR ALL ACFT ARE ADVISED TO AVOID THE FIR.

**b) Airspace available Limited ATS**

NOTAM .....DUE TO ANTICIPATED DISRUPTION OF ATS IN THE YANGON FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

**c) Contingency plan activated**

NOTAM ..... DUE TO DISRUPTION OF ATS IN YANGON FIR ALL ACFT ARE ADVISED THAT THE MYANMAR INTERNATIONAL CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY THESE FIRS IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE CONTINGENCY ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY MYANMAR AIRSPACE.

**d) Non adherence to the Contingency Plan**

NOTAM .....OPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE YANGON FIR.

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INTERNATIONAL ROUTE STRUCTURE AND COMMUNICATIONS FOR TRANSIT OF THE YANGON FIR  
WHEN NO ATS AVAILABLE IN MYANMAR AIRSPACE

Contingency Routes Definition	ATS Route	Direction	FL Assignment	ACCs	COM (Frequency Details in Figure X)
CRMMR 001	L507, G473	Westbound	320, 340	Kolkatta ACC	HF, ADS-C/CPDLC
	TEBOV -BGO –MAKAS	Eastbound	350, 370	Bangkok ACC	VHF
CRMMR002	A201	Westbound	320, 380	Kolkatta ACC	HF, ADS-C/CPDLC
	ANSOS -LSO – LINSO	East bound	290, 350	Kunming ACC	VHF
CRMMR003	L301	West bound	320, 380	Kolkatta ACC	VHF, HF, ADS-C/CPDLC
	RINDA – DWI – TANEK	Eastbound	330, 350	Bangkok ACC	VHF
CRMMR004	P762	West bound	280	Chennai OCC	HF, ADS-C/CPDLC
	LULDA-DWI- CRMMR003-TANEK	East bound	270	Bangkok ACC	VHF
CRMMR 005	B465	Westbound	300, 320	Dhaka ACC	VHF, HF
	APAGO-MDY-AKSAG	East bound	330, 410	Vientiane ACC	VHF



## **FLIGHT PLANNING REQUIREMENT**

Airline operators are expected to familiarize themselves with the Contingency Plans of Yangon FIR and the activation times. For aircraft intending to operate in areas during periods when the contingency plans are activated, the operators shall plan the flight to conform to the requirement of Contingency Plans.

The flight planning requirements during the contingency period will be in accordance to ICAO Annex 2 Chapter 3 and Doc 4444 Chapter 4 and Appendix 2. Additional information, will, however, be required, to indicate that the flight will operate in airspace where the contingency plan is active.

Repetitive Flight Plans (RPLs/Bulk Stored) will not be accepted during the time that the contingency plan is activated. Airline operators are required to file flight plans in accordance with the contingency flight planning procedures.