

**Twenty First Meeting of the  
Informal South Pacific ATS Co-ordinating Group (ISPACG/21)**

Auckland, New Zealand, 6-8 March 2007

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Agenda Item 4: Review progress on Open Action Items  
AI 16-4

**REGIONAL APPROACH TO CONTINGENCY PLAN**

(Presented by the ICAO Asia/Pacific Regional Office)

**SUMMARY**

This paper reports the outcome of the ICAO Special Implementation Project (SIP) – Contingency Plan approved by the ICAO Council for 2006 pursuant to APANPIRG Conclusion 16/15. An early draft contingency plan which is in the process of development for Indonesia was adopted as a regional model under APANPIRG Conclusion 17/11 and is attached for reference by the meeting.

**1. INTRODUCTION**

1.1 ICAO SIP is established under a special budget of the ICAO Assembly and is designed to assist States in overcoming problems of implementation, which may have significant adverse effects on the safety, regularity or efficiency of international civil aviation.

1.2 APANPIRG/16 (August 2005, Bangkok) raised Conclusion as follows:

***Conclusion 16/15 - Special Implementation Project for Development of a State Contingency Plan***

*That, in order to provide a model for States of the Asia/Pacific Region in preparing their national contingency plans, ICAO undertake a special implementation project (SIP) during 2006 to assist a State of the Region to prepare and implement a contingency plan in accordance with Annex 11, Appendix D, and in line with APANPIRG Conclusion 13/8. The SIP should also identify and prioritize other contingency circumstances that may affect civil aviation operations in the ATM context and make recommendations accordingly.*

## 2 DISCUSSION

2.1 The objective of the SIP was to prepare and implement State ATS contingency planning arrangements for Indonesia to the point where the arrangements were ready to be tested during an exercise. Field visits were conducted in Indonesia during July 2006 by a SIP officer, along with initial coordination with Indonesia's neighbouring States. Early draft contingency planning documents were prepared and forwarded to Indonesia in mid-August 2006 for review and comment. Finalization of ATS contingency plans would be accomplished by Indonesia, at which time the contingency plans would be submitted to the ICAO Council for approval in accordance with existing procedures.

2.2 The SIP concentrated on addressing the provisions of Annex 11 – *Air Traffic Services*, Attachment D, primarily in the context of operations in international airspace. The SIP also addressed the relevant APANPIRG Conclusions, particularly in respect of continuity of operations following acts of terrorism, industrial action, natural disaster and presence of volcanic ash.

2.3 In reviewing the draft National Contingency Plan for the Jakarta FIR, the 17<sup>th</sup> Meeting of Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/17, August 2006) recognized that the final version of the Plan would serve as a useful model for other States of the region in preparing contingency plans and formulated the following Conclusion:

***Conclusion 17/11 – Adoption of Model National ATM Contingency Plan***

*That the National ATM Contingency Plans of Jakarta and Ujung Pandang FIRs, which were prepared as a result of the 2006 ICAO Special Implementation Project be adopted as a model for Asia/Pacific States in the preparation of national ATM contingency plans.*

2.4 The draft National Contingency Plan for the Jakarta FIR, which would be subject to the approval of ICAO Council in due course, is at the **Attachment** to this paper for reference by the meeting. A similar plan has been prepared for the Ujung Pandang FIR and is available from the Regional Office on request.

## 3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information.

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