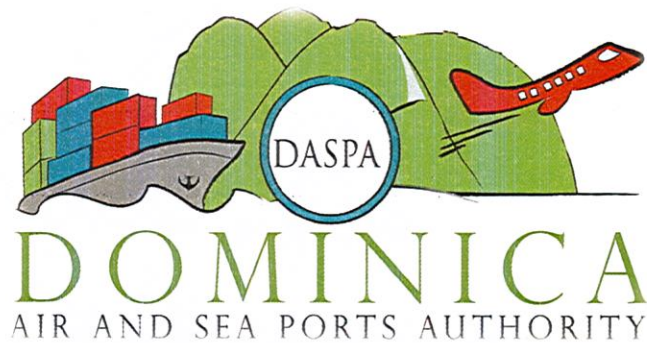


Dominica Air Traffic Services







Contingency Plan


Douglas-Charles Airport

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	AIR TRAFFIC CONTROL CONTINGENCY MANUAL	

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	<p>DOMINICA CIVIL AVIATION AUTHORITY AIR NAVIGATION SERVICES</p> <p>AIR TRAFFIC CONTROL CONTINGENCY MANAUL</p>	<p>DOCUMENT ID:CON-24-01 VERSION : 1.0 DATE: MARCH 2024</p>
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1.0 OBJECTIVES

- 1.1 This Contingency Plan contains arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of Air Traffic Services (ATS) within the Douglas-Charles control zone. This is in reference to ICAO Annex 11-Air Traffic Control Area (TMA) Chapter 2, paragraph 2.32 and Attachment C.
- 1.2 The plan is designed to provide alternative routes, using existing airways wherever practicable when using the airspace. This will allow for a safe and orderly flow of air traffic through the Douglas-Charles Airspace.



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2.0 AIR TRAFFIC MANAGEMENT

2.1 *ATS RESPONSIBILITIES*

2.1.1 In the event that Air Traffic Control Service cannot be provided within Douglas-Charles Control Zone the Air Traffic Service department shall publish the corresponding NOTAM indicating the following-

- a) Time and date of the beginning of the contingency measure;
- b) Aerodromes available for landing and airspace available for over flying traffic
- c) Details of the facilities and services available and any limitations on ATC provisions (e.g APP&TWR)
- d) Expected date and time for the restoration of normal services.
- e) Procedure to be followed by adjacent ATS providers
- g) Procedures to be followed by pilots
- h) Any other details pertaining to the disruption

2.2 *SEPARATION*

2.2.1 Separation criteria will be applied in accordance with the Douglas-Charles Air Traffic Manual of Operations, Procedures for the Air Navigation Services-Air Traffic Management (DOC4444) and the Regional Supplementary Procedure (DOC 7030).



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2.3 OTHER MEASURES

2.3.1 Other measures related to the closure of the airspace and the implementation of the ATS contingency plan within Douglas-Charles control zone may include the following-

- a) Suspension of VFR operations
- b) Suspension of IFR operations
- c) General Aviation and International Non-Scheduled carriers shall obtain prior permission for operations
- d) Delay or suspension of commercial IFR Operations

3.0 TRANSITION TO CONTINGENCY SCHEME


- 3.1 During times of uncertainty when airspace closure seems possible, aircraft operators should be prepared for a possible change in routing while en-route. This will require familiarization with the alternative routes outlined in the contingency scheme as well as what may be promulgated by the State via NOTAM or AIP.
- 3.2 In the event of the airspace closure that has not been promulgated, ATC should, if possible broadcast to all aircraft in their airspace, that the airspace is being closed and to stand by for further instructions.
- 3.3 ATS providers at each of the aerodrome units within DCA&CFA control zone should recognize that when closures of the airspace or airports are promulgated, individual airlines might have different company requirements as to their alternative routes. ATC should be alert to respond to any request by aircraft and react commensurate with safety.

4.0 TRANSFER OF CONTROL AND COORDINATION

- 4.1 The transfer of control and communication between Douglas-Charles/Canefield and Le Raizet should be at the common ATS boundary as stated, unless there is mutual agreement between adjacent ATS units.

5.0 PILOTS AND OPERATIONS PROCEDURES

- 5.1 Pilot need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off of normal traffic flows.
- 5.2 Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO. Annex 2-Rules of Air, paragraph 3.8 and Appendix 2, Section 2 and 3. and local ATS contingency procedure.
- 5.3 Pilots need to continuously guard the VHF emergency frequency 121.5MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside the airspace where secondary surveillance radar is used for ATS purpose.
- 5.4 Transponder should be set on a discrete code assigned by ATC OR SELECT CODE 2000 IF ATC has not assigned a code.
- 5.5 If an aircraft is intercepted by another aircraft, the pilot shall immediately:
- a) Follow instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures
 - b) Notify, If possible, the appropriate ATS unit
 - c) Attempt to establish radio communication with the intercepting aircraft by making a general call on the emergency frequency 121.5 MHz

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d) Set transponder to code 7700, unless otherwise instructed by the appropriate ATS unit.

6.0 OVERFLIGHT APPROVAL

- 6.1 Aircraft operators should obtain over flight approval from Dominica Air And Sea Ports Authority for flights operating through their jurisdiction of airspace, where required.
- 6.2 In a contingency situation, flights may be rerouted at short notice, and it may not be possible for operators to give the required advanced notice in a timely manner to obtain approval. The traffic will be coordinated between the control towers and approach control units.
- 6.3 States responsible for the airspace in which contingency routes are established should consider making special arrangements to expedite flight approvals in this contingency situation.

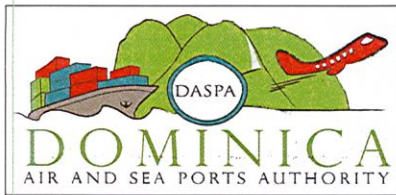
7.0 RE-ROUTING SCHEME

- 7.1 In the event of a complete Air-to Ground/Ground-to-Air and Point-to-Point Communications failure within the Douglas-Charles and Canefield airspace, aircraft operators should file their flight plans using alternative Contingency Routes (CR).
- 7.2 When there is a suspension of air traffic control services from Le Raziet Approach control, Douglas-Charles and Canefield airport will coordinate all inbound and departure flights with Martinique approach control.

8.0 GROUND RADIO FAILURE

****In the event of complete failure of the ground radio equipment used for ATC, the air traffic controllers at Douglas-Charles and Canefield Airport shall:**

- 8.1 where aircraft are required to keep a listening watch on the emergency frequency 121.5 MHz, attempt to establish radiocommunications on that frequency;
- 8.2 without delay inform all adjacent control positions or ATC units, as applicable, of the failure;
- 8.3 appraise such positions or units of the current traffic situation;
- 8.4 if practicable, request their assistance, in respect of aircraft which may establish communications with those positions or units, in establishing separation between and maintaining control of such aircraft; and
- 8.5 instruct adjacent control positions or ATC units to hold or re-route all controlled flights outside the area of responsibility of the position or ATC unit that has experienced the failure until such time that the provision of normal services can be resumed.



9.0 POINTS OF CONTACT

9.1. A list of contact information for States/International Organization to be used when contingency measures are activated is provided.

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APPENDIX A

POINT OF CONTACT FOR ALL CONCERNED STATES AND ORGANIZATION

STATE/INTERNATIONAL ORGANIZATION	POINT OF CONTACT	TELEPHONE	EMAIL
DOMINICA AIR AND SEA PORTS AUTHORITY	Chief Executive Officer	767-255 9137/9127/235-4009	ceo@daspa.dm
DOUGLAS-CHARLES AIRPORT	Airport Manager	767-255-9180/9111/275 2803	dcamgr@daspa.dm
AIR TRAFFIC CONTROL SERVICE DEPARTMENT	S.A.T.C.O	767-255-9114	kpascal@daspa.dm

