



OFFICE NATIONAL DE L'AVIATION CIVILE (ONAC)
DIRECTION DE LA NAVIGATION AÉRIENNE (DNA)

ATS
CONTINGENCY PLAN
(Version 2.0)

Port-au-Prince, May 20, 2022



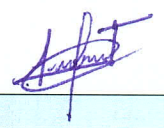
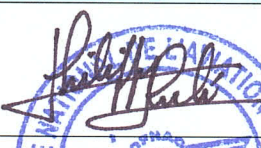


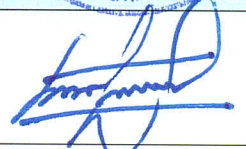
Table of Contents

1.	OBJECTIVE.....	5
2.	STATES AND FIRs AFFECTED	5
3.	AIR TRAFFIC MANAGEMENT	5-6
3.1	Air Traffic Services Responsibilities	
	3.1.1 Tactical ATC (Air Traffic Control)	
	3.1.2 Alternative routes	
	3.1.3 NOTAM publication	
	3.1.4 Alternative means for NOTAM issuance	
	3.1.5 Resuming Normal Operations	
3.2	Separation	6
	3.2.1 Separation criteria	
3.3	Level Restrictions	6
	3.3.1 Aircraft on long-haul international flights	
3.4	Other Measures	6
	3.4.1 a) Suspension of all VFR Operations	
	b) Delay or suspension of General Aviation IFR Operations	
	c) Delay or suspension of commercial IFR Operations.	
4.	TRANSITION TO CONTINGENCY PLAN	6
	4.1 Alternate Routes	
	4.2 Airspace closure	
	4.3 Promulgation of airspace closure and company requirements	
5.	TRANSFER OF CONTROL AND COORDINATION.....	7
	5.1 The transfer of control	
	5.2 Coordination requirements	
6.	PILOTS AND OPERATORS Procedures.....	7
	6.1 Pilots Awareness	
	6.2 Monitoring of VHF emergency frequency	
	6.3 Aircraft Interception	
	6.4 Conflicting messages and appropriate actions	

7.	OVERFLIGHT APPROVAL	7
7.1	Aircraft Operators	
7.2	Contingency situation	
7.3	States responsibility	
8.	CONTINGENCY UNIT	8
8.1	The ATS National Contingency Unit.	
8.2	Liaison with ICAO	
8.3	Responsibility of The ICAO NACC Regional Office.	
9.	REROUTING SCHEME.....	8
9.1	Communication Failure	
9.2	Aircraft responsibility	
9.3	Cruising Level	
10.	SEARCH AND RESCUE ALERTING	9
10.1	Contact Info	
11.	CONTINGENCY ROUTING SCHEME.....	10-11-12
12.	CONTINGENCY CHART.....	13
13.	List of Points of contact of all concerned States, IATA and ICAO NACC Office	14

DOCUMENT APPROVAL AND ISSUE STATUS

The signatures below certify that this document has been reviewed, accepted and demonstrate that the signatories are aware of all the requirements contained herein and are committed to ensuring their provision.

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ATS CONTINGENCY PLAN MTEG FIR

1. OBJECTIVE

- 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 Port-au-Prince FIR and is related to ICAO Annex 11 - *Air Traffic Services* Chapter 2 paragraphs 2.28 and 2.31
- 1.2 This Contingency Plan is designed to provide alternate routes, using existing air routes in most cases, which will allow aircraft operators to fly through or avoid airspace within the Port-au-Prince FIR.

2. STATES AND FIR AFFECTED

- 2.1 In the event that this Contingency Plan is activated for Port-au-Prince FIR, the adjacent ATS Units will be notified in accordance with LOA established between them. The adjacent FIRs affected by this Contingency plan are as follows:
- KZMA
 - MDSC
 - MKJK
 - MUFH

3. AIR TRAFFIC MANAGEMENT

3.1 Air Traffic Services Responsibilities

3.1.1 Tactical ATC (Air Traffic Control)

Takes into considerations the periods of overloading which may require reassignment of routes or portions thereof for in-flights aircrafts.

3.1.2 Alternative CR (Contingency Routes)

Designed to maximize the use of existing ATS route structure, communications, navigation and surveillance services.

3.1.3 NOTAM Publication

In the event that ATS cannot be provided within the PAP FIR, the Haiti Civil Aviation Authority (OFNAC), through the appropriate unit, shall publish or cause to be published, the corresponding NOTAM indicating the following:

- a. Time and Date of the beginning of the Contingency Measures;
Airspace (Air Routes) available for arriving, departing and overflying traffic and airspace to be avoided;
- b. Details of the facilities and services available or not available and any limits on the provision of ATS (e.g. ACC, APP and TWR), including an expected date/time of restoration of services if available;
- c. Information on the provisions made for alternate services;
- d. ATS Contingency routes ;
- e. Procedures to be followed by neighboring ATS Units;
- f. Procedures to be followed by pilots; and
- g. Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

3.1.3.1 Short notice publication

In the event the ATS provided by Port-au-Prince Control is reduced or disrupted by a short notice, contingency event impacting the unit's ability to provide an alerting service will be notified by NOTAM clearly stating what is or not available.

3.1.4 Alternative means for NOTAM issuance

In the event that the appropriate unit is unable to issue the NOTAM, the Santo Domingo ACC or Miami ACC will take action to issue the NOTAM of closure of airspace upon notification by Port-au-Prince ACC.

3.1.5 Resuming Normal Operations

When ATS operations resume to normal a NOTAM of cancellation will be issued to inform the airspace users.

3.2 **Separation**

3.2.1 Separation criteria

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

3.3 **Level Restrictions**

3.3.1 Aircrafts on long haul international flights

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

3.4 **Other Measures**

3.4.1 Other measures related to the closure of airspace and the implementation of the Contingency Plan within the Port-au-Prince FIR may be taken as follows:

- a. Suspension of all VFR Operations
- b. Delay or suspension of General Aviation IFR Operations; and
- c. Delay or suspension of commercial IFR Operations.

4. **TRANSITION TO CONTINGENCY PLAN**

4.1 **Alternate Routes**

During times of uncertainty when airspace closures seem possible, aircraft operators should be prepared for a possible change in routing while en-route. Familiarization with the alternate routes outlined in the Contingency Plan as well as what may be promulgated by Port-au-Prince ACC via NOTAM or AIP is necessary.

4.2 **Airspace closure**

In the event of airspace closure that has not been promulgated, Port-au-Prince ACC would, if possible, broadcast or cause to be broadcasted to all aircraft in the airspace under its jurisdiction, what airspace is being closed or affected and to stand by for any further instructions.

4.3 **Promulgation of airspace closure and company requirements**

Port-au-Prince ACC recognizes that when closures of airspace or airports are promulgated, individual airlines might have different company requirements as to their alternate routings. In that regard Port-au-Prince ACC would be alert to respond to any request by aircraft and react commensurately with safety.

5. TRANSFER OF CONTROL AND COORDINATION

5.1 Transfer of control

The transfer of control and communications shall be at the common FIR boundary between ATS units unless there is mutual agreement between adjacent ATS units.

5.2 Coordination requirements

Port-au-Prince ACC would keep under review current coordination requirements in light of contingency operations or short notice of airspace closure.

6. PILOTS AND OPERATOR PROCEDURES

6.1 Pilot awareness

Pilots need to be aware that in light of the current international circumstance, a contingency Routing requiring aircraft to operate off normal traffic flows could result in an intercept by military. Aircraft Operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2 to the Chicago Convention, paragraph 3.8 and Appendix 2, Section 2 and 3 (2005).

6.2 Monitoring of VHF emergency frequency

Pilots need to continuously monitor 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 secondarily 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.

6.3 Aircraft interception

If an aircraft is intercepted by another aircraft, the pilot shall immediately:

- a. Follow the 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 and 243 MHz if equipped; and
- d. Set transponder to code 7700, unless otherwise instructed by the appropriate ATS Unit.

6.4 Conflicting messages and appropriate actions

If any instructions received by radio from any source conflict with those given by the intercepting aircraft, the intercepted aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

7. OVERFLIGHT APPROVAL

7.1 Aircraft operators

Where required, Aircraft Operators should obtain over-flight approval from States for flights operating through airspace under their jurisdiction.

7.2 Contingency situation

In a contingency situation, flights may be rerouted at short notice and it may not be possible for operators to give the required advance notice in a timely manner to obtain approval.

7.3 States responsibility

States responsible for the airspace in which contingency routes are established should consider making special arrangements to expedite flight approvals in these contingency situations.

8. CONTINGENCY UNIT

8.1 ATS National Contingency Unit

The Direction of Air Navigation through its Division of Air traffic Services is the ATM National Contingency Unit responsible to monitor developments that may dictate the enforcement of the Contingency Plan and coordination of contingency arrangements.

Name of Agency : Direction of Air Navigation
Service : Air Traffic services
Contact Person : Farano Dasy - ATS Manager
Email : Dasy.farano@ofnac.gouv.ht
Telephone (office) : 509 34451163
PAP ACC Supervisor : 509 44940004
Email : CentredeControlePAP@ofnac.gouv.ht

8.2 Liaison with ICAO

The National Contingency Unit will liaise with the ICAO NACC Regional Office.

8.3 Responsibility of the ICAO NACC Regional Office

The ICAO NACC Regional Office will:

- a. Closely monitor the situation and coordinate with all affected States and the IATA Regional Office, so as to ensure ANS are provided to international aircraft operations in the CAR Region;
- b. Take note of any incidents reported and take appropriate actions;
- c. Provide assistance as required on any issue with the Civil Aviation Administration/s involved in the Contingency Plan; and
- d. Keep the President of the Council of ICAO, the Secretary General, the Chief Regional Affairs Officer, the Director of the Air Navigation Bureau and the Chief of the ATM Section continuously informed on developments, including activation of the Contingency Plan.

9. REROUTING SCHEME

9.1 Communication Failure

In the event of a complete Air-to-Ground/Ground-to-Air and Point-to-Point Communications Failure at the Port-au-Prince ACC aircraft operators should file their flight plans using the alternative Contingency Routes (CR) listed in the Scheme appended to this Sub-regional ATM Contingency Plan in order to ensure receipt of ATS.

9.2 Aircraft responsibility

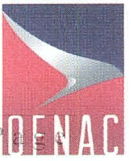
All aircraft should establish and maintain contact on published VHF frequencies with the (designated) ATS Unit (TWR/APP/ACC) responsible for the airspace being transited. Additionally, aircraft should broadcast their position and intention on Emergency Frequency 121.5 MHz and on pilots' air to air frequency 123.45 MHz.

9.3 Cruising level

All aircraft shall be cleared to maintain a cruise flight level correlated to track/direction of flight.



RÉPUBLIQUE D'HAÏTI



10. SEARCH AND RESCUE ALERTING

10.1 Contact Info

The Port-au-Prince Joint and Rescue Coordination Center is the SAR authority responsible to make coordination for rescue service in case of in-flight emergencies.

Name of Agency	: Direction of Air Navigation
Service	: Joint Rescue and Coordination Center
Contact Person	: Velouse Vinelon - SAR Assistant Responsible
Email	: velouse.vinelon@ofnac.gouv.ht
Telephone (office)	: 509 31756177
SAR	: 509 39166762
Email	: JRCC.PAP@ofnac.gouv.ht



11. CONTINGENCY ROUTING SCHEME

Present ATS Route	CONTINGENCY ROUTINGS	FIRs Affected
<i>In lieu of :</i> <u>UA315</u>	MIAMI ARTCC CR1 : UA315 JOSES EBLER MEDON SAVAR PAP FAVIT DARKE PIGBI	KZMA in coordination with MDSC
<i>In lieu of :</i> <u>UL304</u>	SANTO ACC CR2 : UL304 ETBOD KATLU ALRED AMATO BODLO	MDSC in coordination with KZMA
<i>In lieu of :</i> <u>UL349</u>	KINGSTON ACC CR3 : UL349 NOSIS OTOKA BOMEAP APLED DARKE DCR	MKJK in coordination with MDSC
<i>In lieu of :</i> <u>UA890</u>	HAVANA ACC CR4 : UA890 DEPSI AVABI LEVIS PAP ETBOD	MUHA in coordination with MDSC
<i>In lieu of :</i> <u>UM348</u>	MIAMI ARTCC CR5 : UM348 ALBBE TUMAR ONGAN RETAK	KZMA in coordination with MDSC

Port-au-Prince / Miami /Santo Domingo/Curacao /Kingston / Cuba Flows

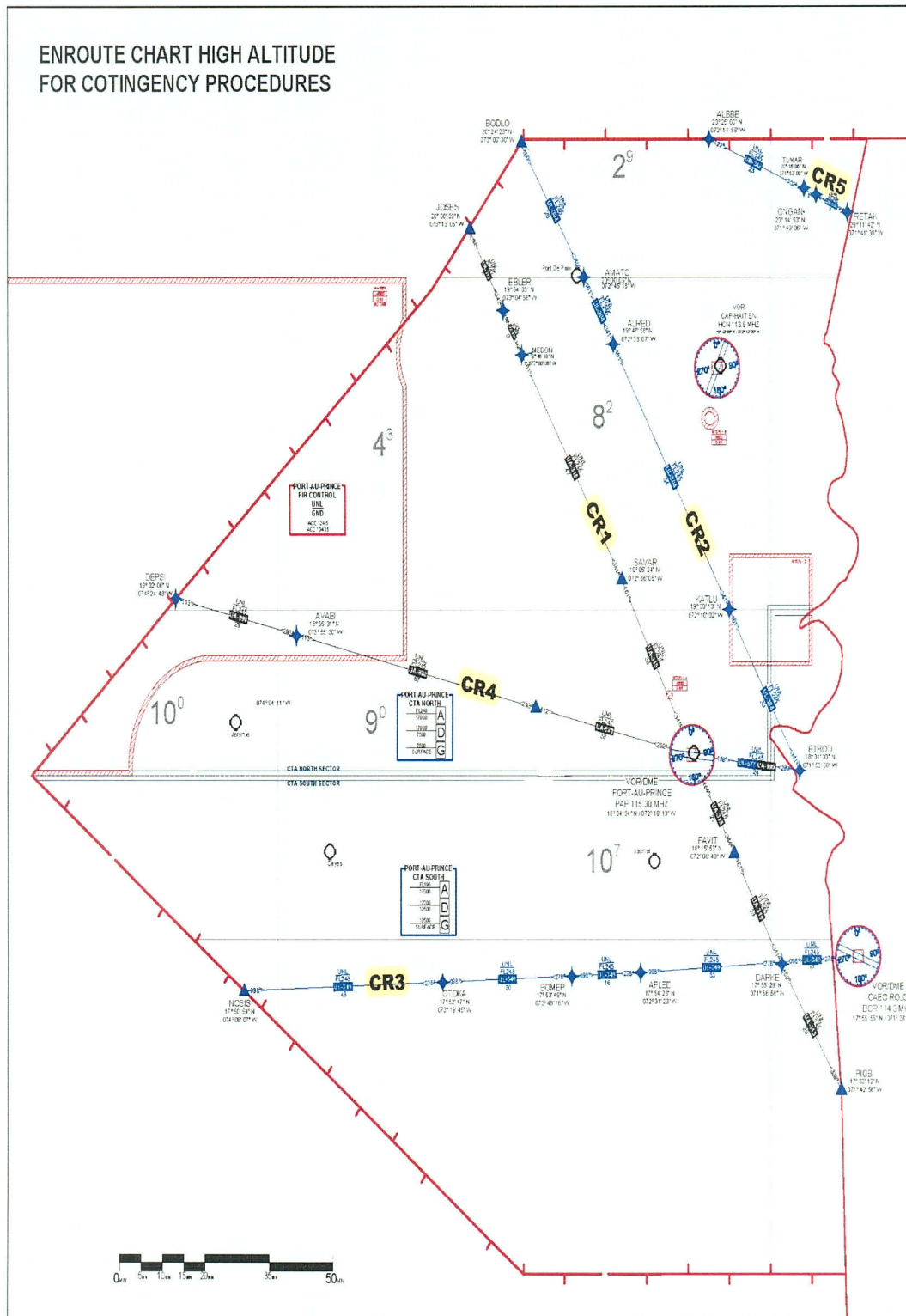
Contingency Route (CR) Designator	Applicable Flight Level	Remarks	FIRs Affected
CR1	<u>Westbound</u> FL290 FL310 FL330 <u>Eastbound</u> FL300 FL320 FL340	All traffic shall cross the KZMA/MTEG/MDSC boundaries at and maintaining the prescribed Contingency Route and stated Flight Level	KZMA/MTEG/MDSC
CR2	<u>Westbound</u> FL360 FL380 FL400 <u>Eastbound</u> FL350 FL370 FL390	All traffic shall cross the MDSC/MTEG/KZMA boundaries at and maintaining the prescribed Contingency Route and stated Flight Level	MDSC/MTEG/KZMA
CR3	<u>Westbound</u> FL350 FL370 FL390 <u>Eastbound</u> FL360 FL380 FL400	All traffic shall cross the MKJK/MTEG/MDSC boundaries at and maintaining the prescribed Contingency Route and stated Flight Level	MKJK/MTEG/MDSC

All traffic overflying PAP FIR into Kingston, Havana, Miami, Santo Domingo and Curacao FIRs and reverse shall be accommodated on the following Contingency Routes and Flight Level/s

Contingency Route (CR) Designator	Applicable Flight Level	Remarks	FIRs Affected
CR4	<u>Westbound</u> FL250 FL270	All traffic shall cross the MUFH/MTEG/MDSC boundaries at and maintaining the prescribed Contingency Route and stated Flight Level	MUFH/MTEG/MDSC
	<u>Eastbound</u> FL260 FL280		
CR5	<u>Westbound</u> FL290 FL310 FL330 FL350 FL370	All traffic shall cross the KZMA/MTEG/MDSC boundaries at and maintaining the prescribed Contingency Route and stated Flight Level	KZMA/MTEG/MDSC
	<u>Eastbound</u> FL300 FL320 FL340 FL360 FL380		

All traffic from Curacao should be handed to Santo Domingo and transit our airspace through the appropriate designated contingency route.

12. CONTINGENCY CHART



13. List of Points of contact of all States, Territories, International Organizations involved, IATA and the ICAO Regional Office

States	Points of Contact	Phone/Fax	Email
IDAC	Claudia Beatriz Roa Ochoa	Phone: +1 809 3159814 Fax: +1 809 5490770	croa@idac.gov.do
IDAC	Eduardo Manuel Tejada Echavarria	Phone: +1 809 3155830 Fax: +1 809 5490770	eduardo.tejada@idac.gov.do
FAA MIAMI ARTCC	Theodore (TJ) Del Negri	Phone: +1 305 7161547	theodore.delnegri@faa.gov
CUBA	Rigoberto Ochoa Almaguer	Phone : +535 286 6665 Office : +537 838 1115	Orlando.nevot@iacc.avianet.cu
CUBA	Ricardo Martinez Gonzales	Phone: +535 213 6332 + 537 266 4497	Ricardo.martinez@aeronav.avianet.cu
OFNAC	Hantz Célestin	Phone: +509 4895 3355	hantz.celestin@ofnac.gouv.ht
	Riche Philippe	Phone: +509 3121 0009	riche.philippe@ofnac.gouv.ht
	Farano Dasy	Phone : +509 3445 1163	Dasy.farano@ofnac.gouv.ht
DC-ANSP ACC	Jacques Lasten	Phone : +599 9 839 3550 Mobile : +599 9 670 3388	J.Lasten@de-ansp.org
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