APPENDIX – H

ATM CONTINGENCY PLAN
FOR SOUTH ATLANTIC OCEANIC FIRs

DRAFT Version 4

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1. Preamble

1.1 The objective of this ATM Contingency Plan is to specify co-ordination procedures between the SAT states. The signatories undertake that the procedures contained herein shall remain in force from the effective date. Amendments shall follow the procedures described in paragraph 4 below. Unilateral cancellation is not foreseen.

1.2 This ATM Contingency Plan supersedes and cancels any existing SAT ATM Contingency Plans from the effective date.

2. Effective date

The provisions in this ATM Contingency Plan shall enter into force on (date)

3. Scope

3.1 The Convention of International Civil Aviation Organization Article 1, inter alia states that the Contracting States recognizes that every State has complete and exclusive sovereignty over the airspace above its territory. Any contracting State which delegates to another State the responsibility for providing air traffic services within airspace over its territory does so without derogation of its sovereignty over its territory.

3.2 The procedures contained herein are supplementary to the ICAO Standards and Recommended Practices annexes 2 and 11, the Procedures for air Navigation Services in Document 4444 and the Regional Supplementary Procedures in Document 7030. They detail the condition under which the responsibility for the provision of air traffic services shall be transferred between the ATS units mentioned in paragraph 1.1 above.

4. Amendments

4.1 Any change to this ATM Contingency Plan, including its cancellation or replacement, requires the consent of the SAT states concerned. This applies to the substance of the change as well as to its date of applicability. Any change shall be made either in the context of meeting between the SAT states, or by exchange of correspondence, or by exchange of AFTN messages, with acknowledgment by all signatories.

4.2 Whilst temporary deviations from these procedures may be agreed between the SAT States supervisors concerned, as specified in paragraph 12 below, permanent amendments to this document shall be effective only in the form of a written amendment duly signed by authorized representatives.

5. OVERVIEW

5.1 Objective

This contingency plan contains arrangements to ensure the continued safety of air navigation in the event of partially or total disruption of air traffic services (ATS) within

the South Atlantic Oceanic Flight Information Regions and is related to the ICAO Annex 11- Air Traffic Services Chapter 2, paragraph 2, 30.

This contingency plan contains arrangements to ensure the continuation of interim air traffic flow through the South Atlantic Oceanic Flight Information Regions in the event of disruptions of air traffic services and related supporting services within the designated Flight Information Regions.

5.2 Area of Application

These contingency procedures are for the application within the following SAT FIRs:

- BRAZIL-**Brasilia, Recife, Atlántico**;
- SPAIN – **Canarias*;***
- CAPE VERDE- **Sal Oceanic**;
- SENEGAL - **Dakar Oceanic**;
- ROBERTS;
- SOUTH AFRICA – **Cape Town**.

6. ABBREVATIONS

LOP/LOA. Letter of Agreement/ Letter of Procedure

SLOP. Strategic Lateral Offset Procedure

7. CONTINGENCY MANAGEMENT

7.1 Basic Principles

The present plan is based on the following principles:

Only international civil aviation operations, conducted in accordance with IFR in the upper airspace of SAT Oceanic FIRs and performed along the contingency air traffic routes established as described in the respective LOPs, are catered for by this plan.

Air Traffic Services are assumed to be limited or not available within the FIRs mentioned.

A flight level allocation scheme is applied so that over points of crossing or converging traffic, vertical separation will always be provided.

All Random Routing shall be suspended and will not be authorized during the contingency situation. Aircraft shall be routed according to one of the ATS routes described below.

In the event of an ATS contingency situation, air traffic will be allocated with restricted use of flight levels and routes as described ***in Section 8.***

Each State, according to its own Contingency Plan shall take other measures as follows:

a. Suspension of all VFR operations;

b. Delay and/or suspension of all general aviation IFR operations;

c. Delay and/or suspension of all commercial IFR operations.

7.2 Transition to Contingency Scheme

During times of uncertainty when airspace closures seem possible, aircraft operations should be prepared for a possible change in routing while en-route.

In the event of airspace closure that has not been promulgated, ATC should, if possible, broadcast to all traffic what airspace has been closed and to standby for further instructions.

South Atlantic Oceanic Flight Information Regions should recognize that when closure of airspace and/or airports is promulgated, individual airlines might have different company requirements as to their alternative routings. ATC should be alert to respond to any requests by aircraft and react commensurate with safety.

When a specific ACC of the SAT FIRs starts a contingency situation, it will proceed as follows:

SHORT TERM ACTIONS

a) Will inform, by its entire possible and quickest means, its concerned ACC's about its contingency situation, specifying that the general contingency procedures of the SAT FIRs

and the specific contingency procedures reflected in the contingency annex to its LOA's are in force. ***Depending on the deterioration caused by the contingency, the neighboring***

ACC shall expect a reduction in the inbound traffic to the affected Airspace, even a Rate 0, and be prepared for re-routings or diversions.

b) Will inform its collateral ACC's about the real situation of the air traffic under its responsibility, as well as the information about the estimated traffic at the moment that the contingency situation started.

c) Neighboring ACC will expect that traffic overflying the affected Airspace will comply with Section 7.4 a) and maintain last assigned Flight Level and will fly offset according to SLOP, proceeding to the affected Airspace according to the responsible ACC requests.

MEDIUM TERM ACTIONS

d) After a reasonable period of time, The ACC affected by the Contingency will communicate to its collaterals the level of degradation in its ATS service. Neighboring ACC will manage the traffic

7.3 Procedures to be followed by ATS Units

Within the South Atlantic, filed flight plan messages shall continue to be transmitted through the AFTN and processed as per normal procedure.

The adjacent FIRs, shall be responsible for:

a) Transmitting flight plans and estimate messages, to the extent practicable, through the AFTN:

   A current flight plan message, at least one (1) hour before the aircraft's estimated time of arrival over the relevant entry point of the next Oceanic FIR.

   An estimate message for the relevant entry point of a next Oceanic FIR, at least thirty (30) minutes before the aircraft's estimated time of arrival over that point.

b) Transmitting, through the AFTN, to the ACC serving the first FIR which an aircraft will enter after departing or transiting the Oceanic FIR, an estimate message for the aircraft over the relevant exit point of the Oceanic FIR, as soon as the aircraft's last position report has been received, containing the aircraft's estimated time of arrival over the exit point.

c) Applying a longitudinal separation of at least twenty (20) minutes over the relevant entry point of Oceanic FIR, between aircraft flying at the same flight level and following the same contingency air traffic route and instructing the respective pilot-in-command to maintain the flight level and the Mach number assigned throughout the respective Oceanic FIR.

d) Not authorizing any flight level or Mach number changes of any aircraft transiting through the respective Oceanic FIRs, within a period of ten (10) minutes before entering the next Oceanic FIRs.

e) Requesting aircraft intending to enter the next Oceanic FIR the last position report with the adjacent FIR, the estimated time of arrival over the relevant entry point of the next Oceanic FIRs and an estimated time of arrival at destination, on the contingency air traffic route used.

f) Informing inbound aircraft of contingency measures within the respective Oceanic FIR's. Neighboring FIRs shall in turn be advised of the intentions of the affected flight.

g) Tactical ATC considerations during periods of overloading may require re-assignment of routes or portions thereof.

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

i) Transfer of control and communications shall normally coincide with the transfer of control point. The transfer of control point is the Common FIR Boundary unless otherwise coordinated.

In the event that Air Traffic Services cannot be provided within the South Atlantic Oceanic Flight Information Regions, the respective CAA/Authority shall publish a NOTAM (See Appendix A) indicating the following:

a. The time and date of the beginning, and if available, the ending of the contingency measures.

b. Airspace available for overflying traffic and airspace to be avoided.

c. Details of facilities and services available and/or not available and any limits on ATS provision including an expected date of restoration of service.

d. Information on the provision of alternate services.

e. ATS Contingency routes.

f. Procedures to be followed by pilots.

g. Any other details with respect to the distribution and actions being taken.

7.4 Procedures to be followed by Operators and Aircraft

All aircraft transiting through the South American Oceanic Flight Information Regions shall strictly comply with the following:

a) As soon as the Pilots receive a message of Contingency in the airspace where a total disruption of ATS takes place, they will apply a 2 NM offset SLOP (according to ICAO doc 4444, Paragraph 16.5). In all cases they will maintain their present flight level. An aircraft experiencing an emergency or for flight safety reasons, that are unable to maintain an assigned flight level, shall climb or descend according to the ICAO doc 4444, 15.2. (Aircraft will offset 15 NM to the right of centerline of the airway and, once established, will change the Flight Level).

Aircraft shall transmit at suitable intervals on the emergency frequency 121.5 MHz or on the IBFP VHF frequency 123.45 MHz as well as on the published frequencies at the

commencement and completion of any manoeuvre. All transmissions shall comprise of the following: aircraft call sign, the aircraft position, the flight levels being vacated and crossed, etc.

b) Pilots shall adhere to the IATA In-flight Broadcast Procedures (IFBP) and maintain a continuous listening watch on the VHF frequency 123.45 MHz as well as the published VHF and / or HF frequencies. Suitably equipped aircraft may communicate with the appropriate sector via ADS/CPDLC or SATCOM. Pilots shall report their position over all compulsory reporting points established along the respective contingency air traffic service route. In the event of an emergency, traffic shall transmit blind on these published frequencies at the commencement and completion of any manoeuvre.

c) Aircraft intending to enter the next Oceanic FIR shall include in the last position report with the adjacent FIR the estimated time of arrival over the relevant entry point of the next Oceanic FIR and an estimated time of arrival at destination.

d) Pilots shall contact the adjacent FIR at least ten (10) minutes before the estimated time of arrival over the relevant entry point of adjacent FIR.

e) Pilots shall display navigation and anti-collision lights at all times.

f) SSR Transponder will be kept on at all times.

g) Pilots shall maintain own longitudinal separation of twenty (20) minutes from the preceding aircraft at the same cruising level. After the contingency airspace is flown, the adjacent ACC may resume normal separations minima as per agreed LOP.

h) Aircraft equipped with ADS/CPDLC operating within this airspace are requested to contact, if available, the affected FIR via ADS/CPDLC on the published address for FANS1 equipped aircraft or FANS/A, equipped aircraft.

i) In the case that airspace is available but no ATS Services at all, the possible actions by Airspace Users will be avoidance of airspace, expect coordination with adjacent FIRs or/and follow NOTAM actions.

7.4.1 Over-flight Approval

Aircraft operators should obtain over-flight approval from States/Territories/International Organisations for flights operating through their jurisdiction of airspace, where required. In a contingency situation, flights may be re-routed at short notice and it may not be possible for operators to give the required advanced notice in a timely manner to obtain approval.

7.4.2 Intercepted Aircraft by Military

Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off of 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.

Pilots need to continuously listen out on the VHF emergency frequency 121.5MHz and should operate their transponders 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 discreet code assigned by ATC or select code #2000 if ATC has not assigned a code.

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

- Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures;

- If possible, notify to ATS Unit;

- Set transponder code to 7700, unless otherwise instructed by the appropriate ATS unit;

- Attempt to establish radio communication with the intercepting aircraft by making a general call on the emergency frequency 121.5MHz and 243 MHz if equipped; and

- If instructions are received by radio from any source that 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.

8 CONTINGENCY ATS ROUTES

The Flight Level Allocation Scheme presented in this Section will be used for the ACC to maintain a flow of traffic overflying Airspace with no ATS service at all. Otherwise, ACC with ATS service degraded will establish the rate of traffic acceptance and will decide if maintains the normal Flight Level Operations.

The system of contingency ATS routes within the South Atlantic (EUROSAM CORRIDOR) is established as follows:

Aircraft from Europe via Canarias (Spain) / Sal Oceanic (Cape Verde) / Dakar Oceanic (Senegal) and Atlantico (Brazil) Flight Information Regions to South America will be guided through the ATS route network of the FIR, according to the following:

ROUTE UN741 – ROSTA – NORED – EDUMO – GAMBA – KENOX – SAGRO – DIGUN – NANIK – DIKEB – PUGSO – JOBER - FL 300 or FL340 or FL 360 or FL380. (EXCLUSIVELY EVEN FLIGHT LEVELS).

ROUTE UN866 – MAGNO – SAKSI – OBKUT – DEKON – BUXON – NELTO – AMDOL – IREDO – TENPA – USOTI – APASO – ORVEK – GOMER – BRICK – GURKA – KONBA – LUPEX – KUBIL – BEXAL -FL 290 or FL330 or FL350 or FL370 or FL390. (EXCLUSIVELY ODD FLIGHT LEVELS).

ROUTE UN873 – BAROK – BENTU – NEVEL – MITLA – SAMAR – GDV – LIMAL – ISOKA – IPERA – CVS – POMAT – SAGMA – ASEBA – TASIL – ORARO – SALPU – INTOL – FEMUR – IBAGA – NTL – RODES – SEVIL – ISUSO – VACAR – EVPAB – AVILA – TOMAS – ADOLF – BORPA – KOGBU – KODSA – DEDOR – ELEFA – GONZA – BUXER FERMA – MORGA – EVPAD - FL 300 or FL340 or FL 360 or FL380. (EXCLUSIVELY EVEN FLIGHT LEVELS).

Note: UN873 to be a unidirectional route SOUTH bound only during contingency situations.

ROUTE UN857 – (BIDEV – IRUMI – ESLIB – MEDIT – RUBEN – AMBET – FNQ) – NEURA – PUGUN – NOISE – ERUTU – MARAO – DELAX – BOTNO – ORABI – GUNET – ETIBA – BIPET – DEREV – LZR – TERTO – VEDOD - FL 290 or FL330 or FL350 or FL370 or FL390. (EXCLUSIVELY ODD FLIGHT LEVELS).

Note: UN857 to be a unidirectional route NORTH bound only during contingency situations.

ROUTE UL 206 – (REGIS – ARUNA – BUTAP – KODOS – TAROT) - FL370 ONLY.

Note: UL206 to be a Uni-directional route NORTH bound only during contingency situations.

Aircraft routing West Bound crossing the EUROSAM CORRIDOR will be guided through the ATS route network of the FIR, according to the following:

ROUTE UL375 – BUXIR – OSEPA – BOLUM - USENA – BUTOG – ETAXO – SISET – LOKIM - ISUPA – ETIMO – UDIGA – ARUNU – DIGOR – PUGSA – NOISE – BODAK – ORARO – OBKUT – DIKEB – EGIMI – UKEDI - FL320.

Aircraft routing East Bound crossing the EUROSAM CORRIDOR will be guided through the ATS route network of the FIR, according to the following:

ROUTE UL375 - UKEDI - EGIMI – DIKEB – OBKUT – ORARO – BODAK – NOISE – PUGSA – DIGOR – ARUNU – UDIGA – ETIMO – ISUPA – LOKIM - SISET – ETAXO – BUTOG – USENA – BUXIR – FL310.

Aircraft routing from Luanda FIC Oceanic FIR to South America via Atlántico (Brazil) will be guided through the ATS route network of the FIR, according to the following:

ROUTE UA611 – ONTAR – BOSNI - ITPIK – AVIGI – EGOLI - EGNOS - APRAS – BUTOG - ILGER – EKALO – TENIG – LOBIK – KIGOL - FL 260 or FL300.

Aircraft routing from South America via Atlántico (Brazil) to Luanda FIC Oceanic FIR will be guided through the ATS route network of the FIR, according to the following:

ROUTE UA611 –KIGOL – LOBIK – TENIG – EKALO – ILGER – BUTOG - APRAS – EGNOS – EGOLI - AVIGI – ITPIK – BOSNI - ONTAR - FL 270 or FL370.

Aircraft from South America via Atlántico (Brazil) to Johannesburg FIR will be guided through the ATS route network of the FIR, according to the following:

ROUTE UL224 – VULGO – ROKAD - CIDER - ITMEK – APKIN – ITGIV – GERAM – ETULA - ITMEK – FL270 or FL370.

Aircraft going from Johannesburg FIR to South America via Atlántico will be guided through the ATS route network of the FIR, according to the following:

ROUTE UL224 – ITMEK – ETULA – GERAM – ITGIV - APKIN – ITMEK – CIDER – ROKAD – VULGO – CIDER FL 280 or FL360 or FL380.

Aircraft going from Ezeiza FIR to Cape Town FIR will be guided through the ATS route network of the FIR, according to the following:

ROUTE UL211F - PAGAD – ANKOK – KILOS – KAKIN – KETIS – MORSI - MUNES – EKBED – ANTES - ITLIK - APKIN, FL270 or FL370.

Aircraft going from Cape Town FIR to Ezeiza FIR will be guided through the ATS route network, according to the following:

ROUTE – UL211F – APKIN – ITLIK – ANTES – EKBED – MUNES – MORSI – KETIS – KAKIN – KILOS – ANKOK - PAGAD, FL320.

Note: As per AIP Supplement S74/11 ATM CONTINGENCY PLAN ROBERTS FIR paragraph 3.2 – "The system of Contingency Routes is not required in the Roberts FIR".

9 OPERATION UNDER THE EFFECTS OF VOLCANIC ASH

9.1 If a volcanic ash cloud is reported or anticipated by an ATS Unit, the relevant ACC should take the following actions:

a) Immediately transmit relevant information to the flight crews of potentially affected aircraft to ensure that they are aware of the current position and expected position of the cloud and the flight levels concerned;

b) Respond to requests for course or flight level changes wherever possible;

c) Propose a route change to avoid or leave the reported or predicted areas of presence of the volcanic ash cloud when requested by the pilot or as the controller deems necessary, And;

d) Where possible, request a special flight report when the flight route enters or anticipates the planned volcanic ash cloud and transmit the report to the appropriate agencies.

9.2 When a flight crew informs the SAT relevant ACC that they have inadvertently entered a cloud of volcanic ash, the SAT relevant ACC should:

a) respect measures applicable to an aircraft in an emergency, and;

b) Alter the assigned route or level only if the pilot so requests or if the airspace or traffic conditions require it.

10 PUBLIC HEALTH EMERGENCIES

10.1 In the event of public health emergency received from by the relevant SAT ACC from a pilot, such as the outbreak of a contagious on board disease or reported existence of on board pathogens presenting a risk of disease outbreak,

The relevant SAT ACC shall send a message as soon as possible and use the most expeditious means of communication, to The ATS unit serving the destination / departure, and to the aircraft operator or its designated representative.

10.2. To avoid misunderstanding that may result in inappropriate reaction from the stakeholders including air operators, information provided by the Health Sanitary Board (HSB) should be obtained in written form and relayed to air operators in written form. Where communication means do not enable relay of written text, the information shall be read verbatim.

11 SEARCH AND RESUE IN CONTINGENCY PLAN

11.1. The ACC involved in this contingency plan are required to assist any distressed aircraft of which they are aware and which flies over a contingency space.

11.2. The center that receives a distress message from an aircraft shall send the necessary messages (INCERFA, ALERFA or DETRESFA) to all authorities in the SAR service of the SAT states including the SAR authority of the center which is in contingency situation.

11.3. Each SAR authority shall assist as necessary its neighbor as requested in their LoA.

12 CONTINGENCY IN TWO OR MORE SAT AIRSPACES

To be developed

13 CONTINGENCY UNIT

The national contingency units assigned with the responsibility of monitoring developments that may dictate the enforcement of the contingency plan and co-ordination of contingency arrangements are:

BRAZIL

Name of agency:	Department of Airspace Control - DECEA.
Telephone BRASÍLIA	55 61 3364-8404 55 61 3365-5215 55 61 9166-9716
REDDIG	3031 3032 3033 3041
AFTN:	SBBSSQZX
Telephone RECIFE	55 81 3462-2742 55 81 2129-8388 55 81 3462-4297
REDDIG	3860
AFTN:	SBREZQZX SBREZRZX
Telephone ATLANTICO	55 81 3462-2742 55 81 2129-8388 55 81 3462-4297
REDDIG	3878 3879
AFTN:	SBAOZQZX

The national contingency unit that will normally liaise through the ICAO Regional Office of accreditation as follows:

Name of agency:	Department of Airspace Control - DECEA.
Contact person:	Air Navigation Management Centre (CGNA)
Telephone:	55 21 21 2101-6449
	55 21 21 2101-6409
REDDIG	3058
Fax:	55 21 21 2101-6504
E-mail:	genac@cgna.gov.br

SPAIN

Name of agency:	ENAIRE
Contact person:	Eduardo Ortuno Villapalos (GCCC Operations Manager)
Telephone:	+34928577060
Mobile:	+34667197317
Fax:	+34-928 577 063
E-mail:	EJOrtuno@enaire.es
AFTN:	GCCCZGZX
SITA:	LPAFOYA

Name of Office:	ENAIRE
Contact person:	Eduardo Ortuno Villapalos (GCCC Operations Manager)
Telephone:	+34928577060
Mobile:	+34667197317
Fax:	+34-928 577 063
E-mail:	EJOrtuno@enaire.es
AFTN:	GCCCYFPX
SITA:	

CAPE VERDE

Name of agency:	Aeroportos e Segurança Aérea (ASA)
Contact person:	Moisés Monteiro
Telephone:	+238 241 13 72/241 92 00
Mobile:	+238 992 78 34
Fax:	+238 241 33 36
E-mail:	mduarte@asa.cv
AFTN:	GVACFDPX
SITA:	NIL

The national contingency unit that will normally liaise through the ICAO Regional Office of accreditation as follows:

Name of Office:	Aeroportos e Segurança Aérea (ASA)
Contact person:	Moisés Monteiro
Telephone:	+238 241 13 72/241 92 00
Mobile:	+238 992 78 34
Fax:	+238 241 33 36
E-mail:	mduarte@asa.cv
AFTN:	GVACFDPX
SITA:	NIL

ROBERTS FIR

Name of agency:	Roberts Flight Information Region
Contact person:	Alimamy D. Conteh
Telephone:	+231 6 887160
Mobile:	
Fax:	
E-mail:	calimamydixon@yahoo.com; adconteh@hotmail.com
AFTN:	GLRBYNYX; GLRBZQZX
SITA:	NIL

In the event of a South American State/Territories/International Organizations declaring contingency, the respective States/Territories/International Organizations will advise the Lima ICAO Regional office representative/s and Contingency Units within neighboring FIR's as per Letter of Procedure:

Contact person:	Franklin Hoyer: Regional Director
Name of Office:	Lima ICAO Regional Office
Telephone.	+ 511 611 8686
Telephone.	+51981373075
Residential Telephone:	
E-mail	fhoyer@lima.icao.int

Contact person:	Oscar Quesada: Regional Sub Director
Name of Office:	Lima ICAO Regional Office
Telephone.	+ 511 611 8686
Telephone.	+51994072976
Residential Telephone:	
E-mail	oquesada@lima.icao.int

Contact person:	Celso Figueiredo: ATM RO
Name of Office:	Lima ICAO Regional Office
Telephone.	+ 511 611 8686
Telephone.	
Residential Telephone:	
E-mail	cfigueiredo@lima.icao.int

DAKAR OCEANIC

Name of agency:	Agence pour la Sécurité de la Navigation Aérienne en Afrique et à Madagascar (A.S.E.C.N.A)
Contact person:	Diaga BASSE
Telephone:	+221 33 820 85 61
Mobile:	+221. 77 442 95 04/76 388 60 61
Fax:	+221 33 820 06 56
E-mail:	bassedia@asecna.org
AFTN:	GOOOZIZX
SITA:	GOOYFDPA

In the event of an African State/Territories/International Organizations declaring contingency, the respective States/Territories/International Organizations will advise the Dakar ICAO Regional office representative/s and Contingency Units within neighboring FIR's as per Letter of Procedure:

Contact person:	Albert TAYLOR Regional Officer-ATM Air Traffic Management
Name of Office:	ICAO WCAF Office, Dakar
Telephone.	+(221) 33 869 24 24/13
Fax	+(221) 33 820 32 59
E-mail	Ataylor@icao.int

IATA (SOUTH AMERICA)

The South American unit assigned with the responsibility of monitoring developments and coordination contingency arrangements with member airlines is:

Name of agency:	IATA
Contact person:	Peter Cerdá
Telephone:	+1 305 266 7552
Mobile:	+1 305 582 1538
Fax:	+1 305 266 7718
E-mail:	cerdap@iata.org
SITA:	MIAELXB

SOUTH AFRICA

Name of agency:	Air Traffic & Navigation Services (ATNS) PTY LTD.
Contact person:	Martin Cooper
Telephone:	+27 11 928 6578
Mobile:	+27 79 500 8871
Fax:	***+27 11 928 6412***
E-mail:	martinc@atns.co.za
AFTN:	FAATMATS
SITA:	JNBXCYF

The national contingency unit that will normally liaise through the ICAO Regional Office of accreditation as follows:

Name of Office:	Central Airspace Management Unit (CAMU)
Contact person:	***D Lalla***
Telephone:	+27 11 928 6433
Mobile:	+27 82 553 4026
Fax:	+27 11 928 6420
E-mail:	***dhipakl@atns.co.za***
AFTN:	FAJSCAMU
SITA:	JNBXCYF

In the event of the Republic of South Africa declaring contingency, the CAMU will advise the following ICAO Regional office representative and Contingency Units within neighboring FIR's as per Letter of Procedure:

Contact person:	Seboseso Machobane Regional Officer Air Traffic Management
Name of Office:	ICAO ESAF Office, Nairobi
Telephone.	+254 20 762 2395
Telephone.	+254 20 762 2372
Residential Telephone:	+254 717 555 811
E-mail	seboseso.machobane@icao.unon.org

Contact person:	Albert TAYLOR Regional Officer-ATM Air Traffic Management
Name of Office:	ICAO WACAF Office, Dakar
Telephone.	+(221) 33 869 24 24/13
Fax	+(221) 33 820 32 59
E-mail	Ataylor@icao.int

During a contingency situation, the respective National Contingency units shall liaise with the Flight Information Regions involved through the LIMA ICAO / ICAO ESAF Regional Office/s.

The ICAO ESAF/ LIMA ICAO Regional Office will:

a. Closely monitor the situation and coordinate with all affected States/Territories/International Organizations and the IATA Regional Office, so as to ensure air navigation services are provided to international aircraft operations in the AFI region;

b. Take note of any incident reported and take appropriate action;

c. Provide assistance as required on any issue with the Civil Aviation Administration involved in the contingency plan; and

d. Keep the President of the Council of ICAO, the Secretary General, C/RAO.D/ANB and C/ATM continuously informed on developments, including activation of the contingency plan.

Appendix A

NOTAM Action

In the event of degradation of air traffic services, the adjacent FIRs and the ICAO Regional Office shall be advised by the most expeditious method available and supported by the relevant NOTAM action. The required collective addresses to be utilised are contained in paragraph two of this Appendix. The following examples of the NOTAM pro-forma shall be used and addressed accordingly:

Avoidance of Airspace

Priority Indicator: SS

(NOTAM) … Due to disruption of ATS within (COUNTRY--------), all ACFT are advised to avoid the (COUNTRY ----------) Oceanic FIRs.

Airspace Available With Limited ATS

(NOTAM) … Due to anticipated disruption of ATS in the (COUNTRY ----------) Oceanic FIRs all ACFT are advised that there will be limited ATS. Pilots may experience DLA and may consider avoiding ---------- airspace.

(NOTAM) … Traffic not wishing to adhere to the published contingency plan shall avoid the (COUNTRY ----------) Oceanic FIRs.

Airspace Available But Nil Services

(NOTAM) … Due to disruption of ATS in the (COUNTRY ----------) Oceanic FIRs, ACFT wishing to enter (COUNTRY ----------) airspace shall strictly adhere to following contingency flight level allocation scheme and adhere to the procedures below:

Due to reduced availability of Air Traffic Services in (COUNTRY ----------) Oceanic FIRs a contingency plan is established pursuant to the ICAO Air Traffic Services Planning Manual (Doc. 9426, Part II, Section I, Chapter I, paragraph 1.3).

The purpose of this NOTAM is to make airspace users and adjacent FIRs aware of the intended procedures and route network. The contingency plan shall enter into force on (date/ time).

AFTN Addresses

The following AFTN addresses shall be used when informing the affected neighbouring and regional FIRs:

a) FAZZCONT This collective address contains those addresses for the neighbouring affected FIRs.

b) FAZZAOPS This collective address contains those addresses for the local airline operators.

c) FAZZFOPS This collective address contains those addresses for the foreign international operators.

Appendix B

IATA In-flight Broadcast Procedure (IFBP)

(SAT Region)

1. Listening Watch

In the event of a total interruption, while the Contingency Plan is not activated, aircraft overflying the contingent Oceanic Flight Information Regions shall apply the procedures stipulated for air / ground communications failure, set forth in Annex 2 to International Civil Aviation Convention, including the differences published in GEN 1-7, as well as to keep permanent listening watch on the frequency of the flying specific sector and air/air coordination frequency (123.45 MHz) for Broadcast Procedures of Flight Information.

1.2 A listening watch should be maintained on the designated frequencies (123.45 MHZ and 126.9 MHz in AFI), ten (10) minutes before entering the designated airspace until leaving this airspace. For an aircraft taking off from an aerodrome located within the lateral limits of the designated airspace where the IATA In-flight Broadcast Procedure (IFBP) are applicable, should commence the listening watch as soon as appropriate and the listening watch should be maintained until leaving the airspace.

2. Time of Broadcast

A broadcast should be made in English:

Ten (10) minutes before entering the designated airspace or, for a pilot taking off from an aerodrome located within the lateral limits of the designated airspace, or as soon as appropriate;

Five (5) minutes prior to crossing a reporting point;

Five (5) minutes prior to crossing or joining an ATS route;

At twenty (20) minute intervals between distant reporting points;

Two (2) to five (5) minutes, where possible, before a change in flight level;

At the time of a change in flight level; and

At any time considered necessary by the pilot.

3. Operating Procedures

Changes of Cruising Level

Cruising level change should not be made within the designated airspace unless considered necessary by pilots to avoid traffic conflicts, for weather avoidance, or for other valid operational reasons;

When cruising level changes are unavoidable, all available aircraft lighting, which would improve the visual detection of the aircraft, should be displayed while changing levels.

Collision Avoidance

3.2.1 On receipt of traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk to his aircraft, and this cannot be achieved in accordance with the right-of-way provisions of ICAO Annex 2, he should:

a) Unless an alternative manoeuvre appears more appropriate, descend immediately 1000ft if above FL290 or 500 ft if at or below FL290;

b) Display all available aircraft lighting, which would improve the visual detection of the aircraft;

c) As soon as possible reply to the broadcast advising of the action being taken;

d) Notify the action taken on the appropriate ATS frequency; and

e) As soon as the situation has been rectified, resume normal flight level, notifying the action on the appropriate ATS frequency.

Normal Position Reporting Procedures

3.3.1 Normal position reporting procedures should be continued at all times, regardless of any action taken to initiate or acknowledge a traffic information broadcast.

Operation of Transponders

3.4.1 Pilots should ensure that transponder procedures as contained in ICAO PANS OPS Doc 8168 are complied with and in the absence of other directions from ATC, operate the transponder on Mode A and C Code 2000.

1 Pilots are advised to ensure operation of transponders even when outside radar coverage in order to enable TCAS equipped aircraft to identify conflicting traffic.

Use of TCAS

TCAS equipped aircraft should have TA/RA mode selected at maximum range.

4. Enforcement

All airlines operating in the AFI region are requested to:

Ensure that their aircrews are fully briefed on these procedures; and

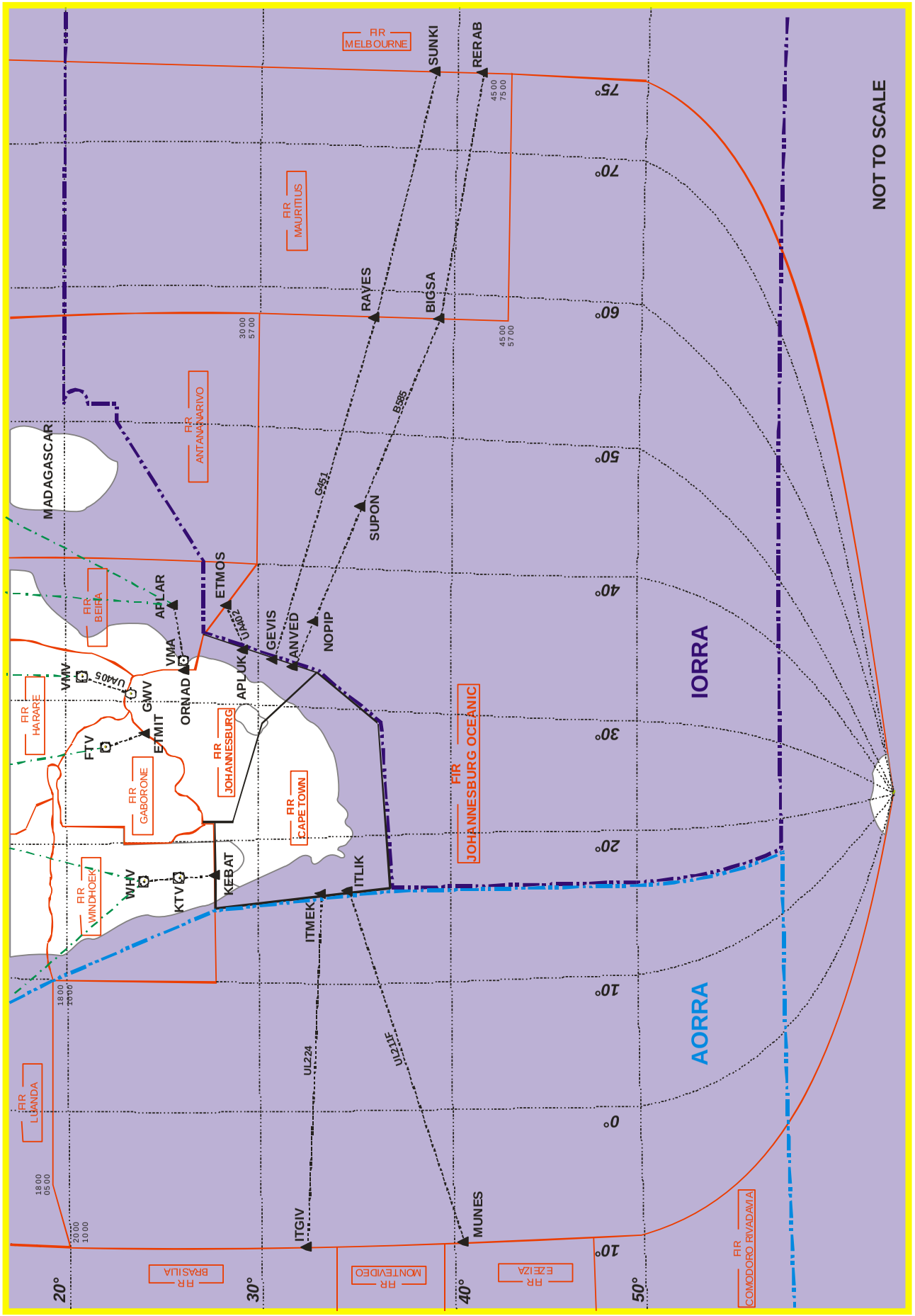
Ensure that their charts and flight documentation are fully amended to reflect the foregoing.

4.2 Any operator reported to IATA as not applying the procedure shall be contacted immediately, informed of the procedure and requested to comply with the prescribed IATA procedures.

4.3 Distribution

4.3.1 To assist in ensuring widest possible applicability, this procedure is distributed to all known operators in the AFI Region, as well as the following agencies/ organizations:

ATLAS
KSS (Chart Department)
IBAA
Jeppesen
IAOPA
IAC


NOT TO SCALE
FIR MELBOURNE
SUNKI
RERAB
FIR MAURITIUS
RAVES
BIGSA
FIR ANTANANARIVO
MADAGASCAR
B585
G451
SUPON
ETMOS
APLAR
FIR BEIRA
GEVIS
ANVED
NOPIP
VMA
APLUK
UA602
VMV
UA405
GWV
ORNAD
FIR HARARE
ETMIT
FTV
FIR JOHANNESBURG
FIR GABORONE
FIR CAPE TOWN
FIR JOHANNESBURG OCEANIC
IORRA
WHV
KTV
KEBAT
ITLIK
FIR WINDHOEK
ITMEK
UL224
UL211F
AORRA
FIR LUANDA
ITGIV
MUNES
FIR COMODORO RIVADAVIA
FIR BRASILIA
FIR MONTEVIDEO
FIR EZEIZA
75°
70°
60°
50°
40°
30°
20°
10°
0°

APPENDIX D - **CONTINGENCY CHART IN DAKAR OCEANIC FIR (ASECNA)**

16. Authorized signatories

- **BRAZIL** : Department of Airspace Control – DECEA……..
- **SPAIN** : ENAIRE……..
- **CAPE VERDE** : Aeroportos e Segurança Aérea (ASA)……
- **ROBERTS FIR** : Roberts Flight Information Region……
- **SOUTH AFRICA** : Air Traffic & Navigation Services (ATNS) PTY LTD……
- **DAKAR OCEANIC** : Agence pour la Sécurité de la Navigation Aérienne en Afrique et à Madagascar (A.S.E.C.N.A).....
- **ICAO ESAF Office, Nairobi:** **…….**
- **ICAO WCAF Office, Dakar:** **……**
- **Lima ICAO Regional Office:** **……**
- **IATA** : **…….**