OBJECTIVE: This ATS Contingency plan’s objective is to ensure the continued safety and supplies of air navigation services in the event of partially or total disruption of air traffic services (ATS) in accordance with ICAO Annex 11- Air Traffic Services Chapter 2, paragraph 2.28. In order to allow aircraft operators operate through the (XXX) CTA/UTA/FIR.

AIR TRAFFIC MANAGEMENT

ATS Responsibilities

Tactical ATC considerations during periods of overloading may require re-assignment of ATS routes or portions thereof for in-flight aircrafts.

Alternative Contingency Routes (CR) are designed to maximize the use of existing ATS route networks and communication, navigation and surveillance services disposal.

In the event that ATS cannot be provided within the (XXX) CTA/UTA/FIR, the responsible Civil Aviation Authority (CAA) will publish the corresponding NOTAM 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, APP, TWR and FIS), including an expected date of restoration of services if available;

d) Information on the provisions made for alternative services;

e) ATS contingency routes (CR);

f) Procedures to be followed by neighbouring ATS units;

g) 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.

In the event that the responsible CAA is unable to issue the NOTAM, the (alternate) CTA/UTA/FIR will take action to issue the NOTAM of closure airspace upon notification coordinated by responsible CAA or the ICAO NACC Regional Office.
Separation

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).

Level Restrictions

The allocation of aircraft on long-haul international flights shall be given priority with respect to cruising levels.

Other measures

Other measures related to the closure of airspace and the implementation of the contingency scheme with the (XXX) CTA/UTA/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.

TRANSITION TO CONTINGENCY SCHEME

During times of uncertainty when airspace closures seem possible, aircraft operators should be prepared for a possible change in routing while operate a flight cruise, familiarization of the alternates routes outlined in the contingency scheme as well as what may be promulgated by a State via NOTAM or AIP.

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.

When closures of airspace or airports are promulgated, individual airlines might have, in accordance with aircraft type, requirements as to their alternative routings. Therefore, ATC will be alert to respond to any request by aircraft and broadcast commensurate measures with safety.

TRANSFER OF CONTROL AND COORDINATION

The transfer of control and communication should be at the common FIR boundary between ATS units unless there is mutual agreement with adjacent ATS units. ATS providers should also review coordination requirements in light of contingency operations or short notice of airspace closure.
PILOTS AND OPERATOR PROCEDURES

Pilots need to avoid that an aircraft operates off of normal traffic flows, due that it could result an intercept by military aircraft. Aircraft pilots 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.

In case of Air-Ground Communication loss the pilots will remain focused on the 123.45 MHz frequency for information exchange among pilots, and will try to make contact with Sector’s frequency or appropriate adjacent ACC.

Likewise, pilots shall keep continuously guard the emergency frequency 121.5 MHz and 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.

If an aircraft is intercepted, the pilot of the intercepted aircraft 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.

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.

OVERFLIGHT APPROVAL

Aircraft operators should obtain overflight approval from States/Territories/International Organizations for flights operating through their jurisdiction of airspace, where required. 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. States/Territories/International Organizations responsible for the airspace in which contingency routes are established should consider making special arrangements to expedite flight approvals in these contingency situations.
CONTINGENCY UNIT

The ATM National Contingency Unit responsible of coordinate the ATS Contingency Plan with the Adjacent FIR Points-of-Contact and with ICAO NACC Regional Office is:

Name of Agency:
Contact Person:
Telephone:
Fax:
Email:

The ICAO NACC 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 CAR Region;

b) take note of any incidents reported and take appropriate action;

c) provide assistance as required on any issue with the Civil Aviation Administrations involved in the contingency plan; and

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

REROUTING SCHEME

In the event of closure of the (XXX) CTA/UTA/FIR, aircraft operators should show their flight plans using the alternative contingency routes (CR) listed in accordance with attempted operation.

<table>
<thead>
<tr>
<th>Present ATS ROUTE</th>
<th>CONTINGENCY ROUTINGS</th>
<th>FIRs INVOLVED</th>
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<tbody>
<tr>
<td>In lieu of:</td>
<td>(ATS unit) provides ATC on the following routings:</td>
<td>XXX: In coordination with XXX</td>
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<tr>
<td></td>
<td>CR1:</td>
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<td>CR2:</td>
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<td>CR3:</td>
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<tr>
<td>In lieu of:</td>
<td>(ATS unit) provides ATC on the following routing:</td>
<td>XXX: In coordination with XXX</td>
</tr>
<tr>
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<td>CR4:</td>
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All aircraft should establish and maintain contact on published VHF or HF frequencies with the (XXX) ATS unit (APP/ACC/FIC) responsible for the airspace.

**List of points-of-contact of all concerned States/Territories/International Organizations, IATA and ICAO NACC Office.**

<table>
<thead>
<tr>
<th>State /International Organization</th>
<th>Point of contact</th>
<th>Telephone/Fax</th>
<th>E-mail</th>
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<tbody>
<tr>
<td>IATA</td>
<td>Tel. Fax.</td>
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<td>IATA</td>
<td>Tel. Fax.</td>
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<tr>
<td>ICAO</td>
<td>Loretta Martin</td>
<td>Tel.: (5255) 5250 3211 Fax: (5255) 5203 2757 AFTN: MMMXICOX</td>
<td><a href="mailto:lmartin@icao.int">lmartin@icao.int</a> v <a href="mailto:hernandez@icao.int">hernandez@icao.int</a> <a href="mailto:icaonacc@icao.int">icaonacc@icao.int</a></td>
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