

'FANTASYLAND' STATE CONTINGENCY NOTAM MODEL – FANTASY FIR

Due to total disruption of air traffic services, the contingency plan has been activated within the FANTASY FIR.

A0087/20 NOTAMN

Q) SFAN/QCAAS/IV/B/AE/000/999

A) SFAN

B) 200401 1345

C) 200403 2359 EST

E) FOR MORE INFORMATION AND FLIGHT PLANNING, SEE THE SIMPLIFIED ROUTE NETWORK AND OPERATING PROCEDURES OF FANTASY FIR CONTINGENCY PLAN, PUBLISHED IN AIP FANTASY, PART ENR 6.6 AND ALSO IN THE FOLLOWING WEBSITE: WWW.FANTASYCAA.GOB.FAN

ATS ROUTES WITHIN FANTASY FIR ARE RECLASSIFIED AS CLASS G AIRSPACE, ONLY FIS AND ALR SERVICES AVBL. PILOTS MUST APPLY THE FOLLOWING:

1. INCLUDE IN THE LAST POSITION REPORT TO THE ADJACENT ACC THE ESTIMATED TIMES OVER ENTRY AND EXIT POINTS OF FANTASY FIR

2. THE AIRCRAFT MUST APPLY STRATEGIC LATERAL OFFSET PROCEDURES (SLOP) TO THE RIGHT OF THE CENTER LINE RELATIVE TO THE DIRECTION OF FLIGHT IN TENTHS OF A NAUTICAL MILE UP TO A MAXIMUM OF 0.5 NM.

3. KEEP THE NAVIGATION AND ANTI-COLLISION LIGHTS PERMANENTLY TURNED ON WHILE OPERATING IN THE FANTASY FIR;

4. KEEP THE TRANSPONDER ON AND SET ON CODE 2000, IF NO OTHER SSR CODE HAS BEEN ASSIGNED;

5. TRAFFIC INFORMATION BROADCASTS BY AIRCRAFT (TIBA) IN VHF FREQUENCY 121.5 MHZ.

5.1. WHEN THE AIRCRAFT HAS ONLY TWO SERVICEABLE VHF SETS, ONE SHOULD BE TUNED TO THE APPROPRIATE ATS FREQUENCY AND THE OTHER TO THE TIBA FREQUENCY 121.5 MHZ.

5.2. A LISTENING WATCH SHOULD BE MAINTAINED ON THE TIBA FREQUENCY 10 MINUTES BEFORE ENTERING THE FANTASY FIR UNTIL LEAVING THIS AIRSPACE. FOR AN AIRCRAFT TAKING OFF FROM AN AERODROME LOCATED WITHIN THE LATERAL LIMITS OF THE FANTASY FIR, LISTENING WATCH SHOULD START AS SOON AS APPROPRIATE AFTER TAKE-OFF AND BE MAINTAINED UNTIL LEAVING THE AIRSPACE.

5.3. A BROADCAST SHOULD BE MADE:

A. 10 MINUTES BEFORE ENTERING THE FANTASY FIR OR, FOR A PILOT TAKING OFF FROM AN AERODROME LOCATED WITHIN THE LATERAL LIMITS OF THE FANTASY FIR, AS SOON AS APPROPRIATE AFTER TAKE-OFF;

B. 10 MINUTES PRIOR TO CROSSING A REPORTING POINT;

C. 10 MINUTES PRIOR TO CROSSING OR JOINING AN ATS ROUTE;

D. AT 20-MINUTE INTERVALS BETWEEN DISTANT REPORTING POINTS;

E. 2 TO 5 MINUTES, WHERE POSSIBLE, BEFORE A CHANGE IN FLIGHT LEVEL;

F. AT THE TIME OF A CHANGE IN FLIGHT LEVEL; AND

G. AT ANY OTHER TIME CONSIDERED NECESSARY BY THE PILOT.

5.4. THE BROADCAST SHALL CONTAIN AIRCRAFT IDENTIFICATION, POSITION, ABANDONED LEVEL, CROSSING LEVEL AND ANY OTHER RELEVANT INFORMATION; THE BROADCASTS SHOULD NOT BE ACKNOWLEDGED UNLESS A POTENTIAL COLLISION RISK IS PERCEIVED.

5.5. RELATED OPERATING PROCEDURES:

CRUISING LEVEL CHANGES SHOULD NOT BE MADE, 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.

IF, ON RECEIPT OF A TRAFFIC INFORMATION BROADCAST FROM ANOTHER AIRCRAFT, A PILOT DECIDES THAT IMMEDIATE ACTION IS NECESSARY TO AVOID AN IMMINENT COLLISION RISK, AND THIS CANNOT BE ACHIEVED IN ACCORDANCE WITH THE RIGHT-OF-WAY PROVISIONS OF ICAO ANNEX 2, THE PILOT SHOULD:

- A. UNLESS AN ALTERNATIVE MANOEUVRE APPEARS MORE APPROPRIATE, IMMEDIATELY DESCEND 150 M (500 FT), OR 300 M (1 000 FT) IF ABOVE FL 290 IN AN AREA WHERE A VERTICAL SEPARATION MINIMUM OF 600 M (2 000 FT) IS APPLIED;
- 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 ACTION BEING TAKEN;
- D. NOTIFY THE ACTION TAKEN ON THE APPROPRIATE ATS FREQUENCY; AND
- E. AS SOON AS PRACTICABLE, RESUME NORMAL FLIGHT LEVEL, NOTIFYING THE ACTION ON THE APPROPRIATE ATS FREQUENCY.

6. AUTO-TRANSFER PROCEDURES

TAKING INTO CONSIDERATION THAT THE FANTASY ACC IS NOT ABLE TO COORDINATE AIR TRAFFIC DUE TO TOTAL INTERRUPTION OF THE ATS THE FOLLOWING AUTO TRANSFERRING PROCEDURES SHALL BE APPLICABLE BY THE PILOT:

- A. TRY TO ESTABLISH CONTACT WITH THE ADJACENT ATS FACILITY AT LEAST FIVE (5) MINUTES BEFORE ETO ON THE EXIT REPORTING POINT OF THE FANTASY FIR TRANSFER;
- B. INFORM THE ATS UNIT THAT IT IS PERFORMING AN AUTO-TRANSFER; AND
- C. TRANSMIT THE FOLLOWING INFORMATION: AIRCRAFT IDENTIFICATION, ORIGIN, DESTINATION, ROUTE, FLIGHT LEVEL, TRANSPONDER CODE, RVSM APPROVAL STATUS AND ESTIMATED TO THE AUTO-TRANSFER REPORTING POINT.

END