



**INTERNATIONAL CIVIL AVIATION ORGANIZATION  
WESTERN AND CENTRAL AFRICAN OFFICE**

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**Fifteenth Meeting on the Improvement of Air Traffic Services over the  
South Atlantic (SAT 15)  
(Lisbon, Portugal, 19-21 May 2010)**

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**Agenda Item 1: Air traffic management (ATM)**

**1.4 ATS Contingency planning**

**Contingency Planning for the EUR/SAM Corridor  
(Presented by the Secretariat)**

**SUMMARY**

This paper relates to the implementation of the Contingency Plan for the EUR/SAM Corridor as agreed to by the SAT 14 TF1 meeting.

**1 Introduction**

In accordance with Conclusion SAT/14-5, the SAT 14 TF1 meeting committed a drafting Group comprising Brazil, Cape Verde, Senegal and Spain to review the Guidelines for the Preparation of a Contingency Plan for the EUR/SAM Corridor. The drafting group presented its report to the Task Force which endorsed the Contingency Plan for the EUR/SAM Corridor as shown at **Appendix A** to this paper.

**2 Discussion**

2.1 Based on the report made by the drafting group (Brazil, Cape Verde, Senegal and Spain), the SAT 14 TF1 meeting, endorsed the Contingency Plan for the EUR/SAM Corridor as presented and formulated the following conclusion:

**Conclusion SAT14TF1/12: Contingency Plans for the EUR/SAM Corridor**

**That**

**States concerned (Brazil, Cape Verde, Senegal and Spain) implement the agreed to contingency plan as reflected in Appendix H (to the report of SAT14TF1).**

2.2 The meeting agreed also on the following dates for the publication and effectiveness of the AIC and the NOTAM relating to the publication of the agreed to contingency plan:

- a) AIC publication: 27 August 2009
- b) AIC effectiveness: 22 October 2009.
- c) NOTAM Publication: 8 October 2009

Cape Verde was tasked to coordinate the drafting of NOTAM and AIC models, as well as the list of focal points within the ACCs concerned.

### **3 Action Required**

The meeting is invited to:

- a) Note the information contained in this working paper
- b) Assess the status of implementation the agreed to contingency plan and agree on any follow-up measure.

## APPENDIX A

### GUIDELINES FOR THE PREPARATION OF A CONTINGENCY PLAN FOR THE EUR/SAM CORRIDOR

#### 1) Beginning of the contingency situation

When a specific ACC of the EUR-SAM Corridor starts a contingency situation will proceed as follows:

1. Will inform, by all its possible and quickest means, to its concern ACC's about its contingency situation, specifying that the general contingency procedures of the EUR-SAM Corridor and the specific contingency procedures reflected in the contingency annex to its LOA's are in force.
2. Will inform to 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.
3. A common NOTAM notifying the contingency situation in the EUR-SAM Corridor will be published by the ACC in a contingency situation as well as by the rest of ACC's of the Corridor. This common NOTAM will refer to the published AIC concerning the EUR/SAM Contingency Plan and indicates relevant procedures to be applied. A model of this common NOTAM is specified in Annex A.
4. Each ACC of the EUR-SAM Corridor, shall broadcast via ground/air published VHF/ HF frequencies the contingency situation experienced in the specific ACC to all the air traffic under its responsibility. This broadcast should also include the details about the applicable contingency procedures.

#### 2) General procedures during the contingency situation

Pilots flying in a contingency airspace in the EUR-SAM Corridor should follow IFBP ( In flight Broadcast Procedure) as specified bellow :

- a) must be in permanent contact by the pilot – to - pilot frequency (123,45 MHz) .
- b) Reports positions or estimates and the beginning and the end of the climb/ descent phases
- c) Maintain a watch for conflicting traffic, both visually and by reference to ACAS.
- d) Turn on all aircraft exterior lights.
- e) Keep the SSR transponder on all times.
- f) Climb and descend phases must be clearly performed at the right side of the route axis.They are also required to apply the lateral deviation off-set procedures as specified in relevant AIC published by the EUR/ SAM corridor States.
- g) No in flight change of level will be authorized except in cases of emergency.

#### 3) Contingency ATS routes of the EUR-SAM Corridor

In the event of an ATS contingency situation of one specific ACC of the EUR-SAM Corridor, the air traffic will be allocated with the restricted use of flight levels and routes directionality as it is described hereafter. The operational procedures applicable between the ACC in contingency and its collateral at the moment that the contingency situation begins will be specified in the contingency annex to the LoA's between both ACC's. This contingency annex must be in accordance with these general procedures.

During a contingency situation of one specific ACC, the collateral ACC's of the one in contingency will allocate the air traffic flows towards the one in contingency using exclusively the following ATS routes and flight levels:

- a) Route UN741
  - Southbound only.
  - Flight Level availability.- FL 300, FL340, FL360 and FL380 (exclusively EVEN FL).
- b) Route UN866
  - Northbound only.
  - Flight Level availability.- FL 290, FL330, FL350, FL370 and FL390 (exclusively ODD FL).
- c) Route UN873
  - Southbound only.
  - Flight level availability.- FL 300, FL340, FL360 and FL380 (exclusively EVEN FL).
- d) Route UN857
  - Northbound only.
  - Flight Level availability.- FL 290, FL330, FL350, FL370 and FL390 (exclusively ODD FL).
- e) RANDOM route
  - Traffic flying the RANDOM Route will not be accepted and must be allocated in one of the ATS routes described above.
- f) Crossing traffic (East- West)
  - Westbound.- FL320 exclusively.
  - Eastbound.- FL310 exclusively.

After that the contingency airspace is flown, the adjacent ACC can accommodate the air traffic according to the ATS routes directionality and flight levels establish.

#### **4) Contingency longitudinal separation minima:**

The contingency longitudinal separation minima in the EUR/SAM corridor is 20 minutes with Mach number technique:

After the contingency airspace is flown, the adjacent ACC can resume to the normal separation minima ( 10 minutes with MNT).

#### **5) End of contingency procedures**

As soon as the reason that caused the contingency situation is solved, the in contingency ACC will inform, by all its possible and quickest means, to its concern ACC's about the end of the contingency situation.

A NOTAM notifying the end of the contingency situation in the EUR-SAM Corridor will be published by the ACC that was in a contingency situation as well as by the rest of ACC's of the Corridor.

In the aim to get a safely and orderly transition from the contingency situation to the normal situation, flow control restriction measures could be applied.

If the recovery from the contingency situation is only partial, but enough to reduce the air traffic restrictions, the in contingency ACC will issue a NOTAM informing about the new situation. In close coordination with its collateral ACC's, new traffic transfer conditions could be agreed.

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