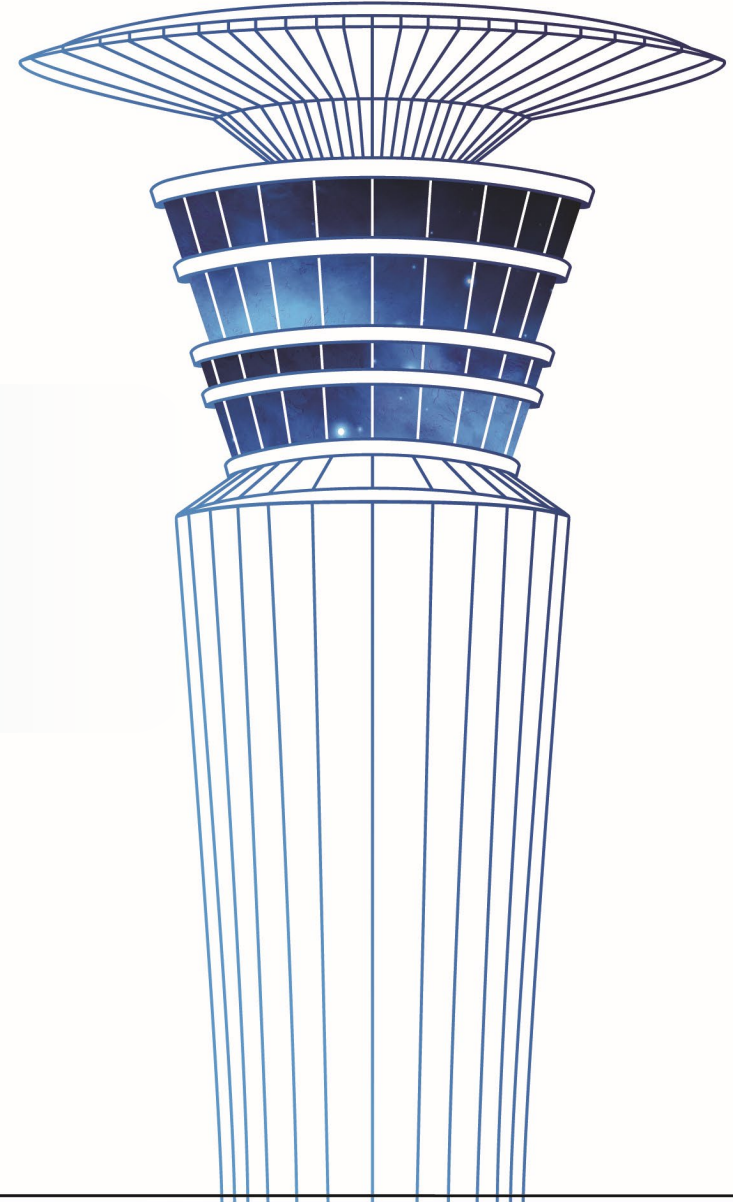




Adjacent ACCs LoA

Oman – Muscat | ICAO SCM and RACF Workshop

01-05/Feb/2026





Letters of Agreement (*LoAs*) are the **operational backbone** of cross-border air traffic services. They define the specific conditions, transfer of control points, communication protocols, and separation standards agreed upon by two neighboring Air Traffic Service Units (*ATSUs*).

Currently, many ACCs utilize legacy formats that differ significantly in structure and detail. These discrepancies can create "grey areas" in responsibility, **particularly during emergency situations** or heavy weather deviations. Standardizing these documents is essential for the **transition toward more automated coordination systems and seamless** regional air navigation.

The standardization of LoAs should focus on :

1. Standardized terminology:

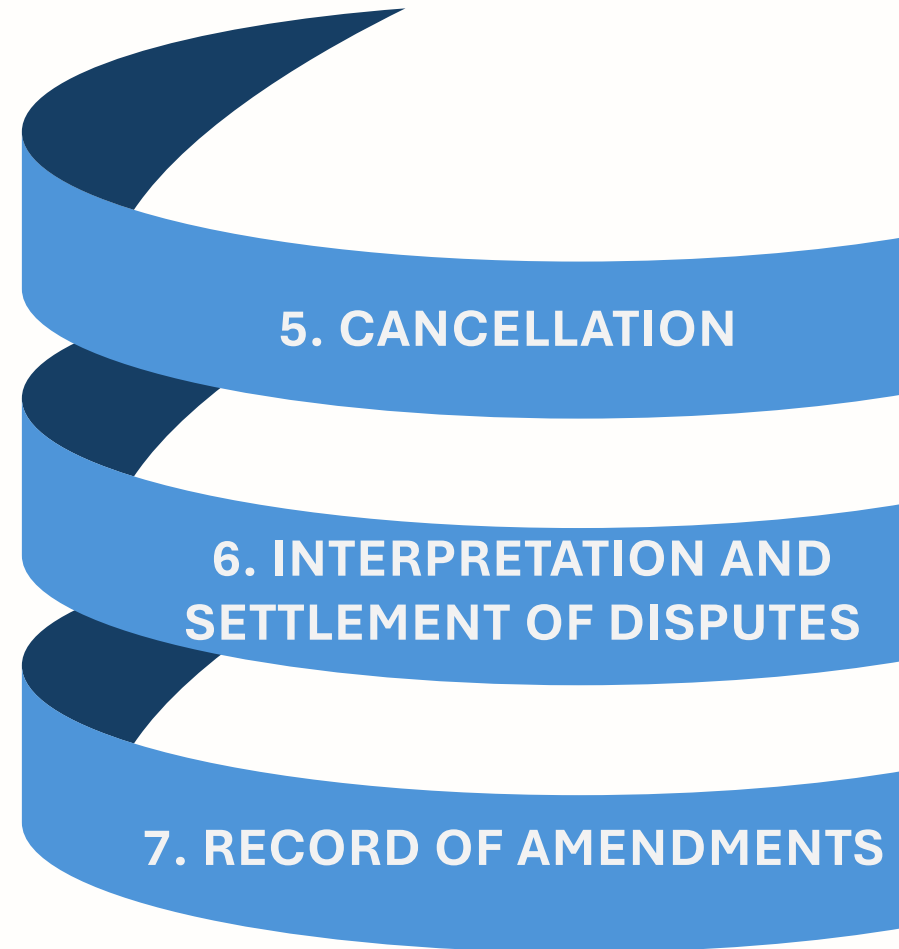
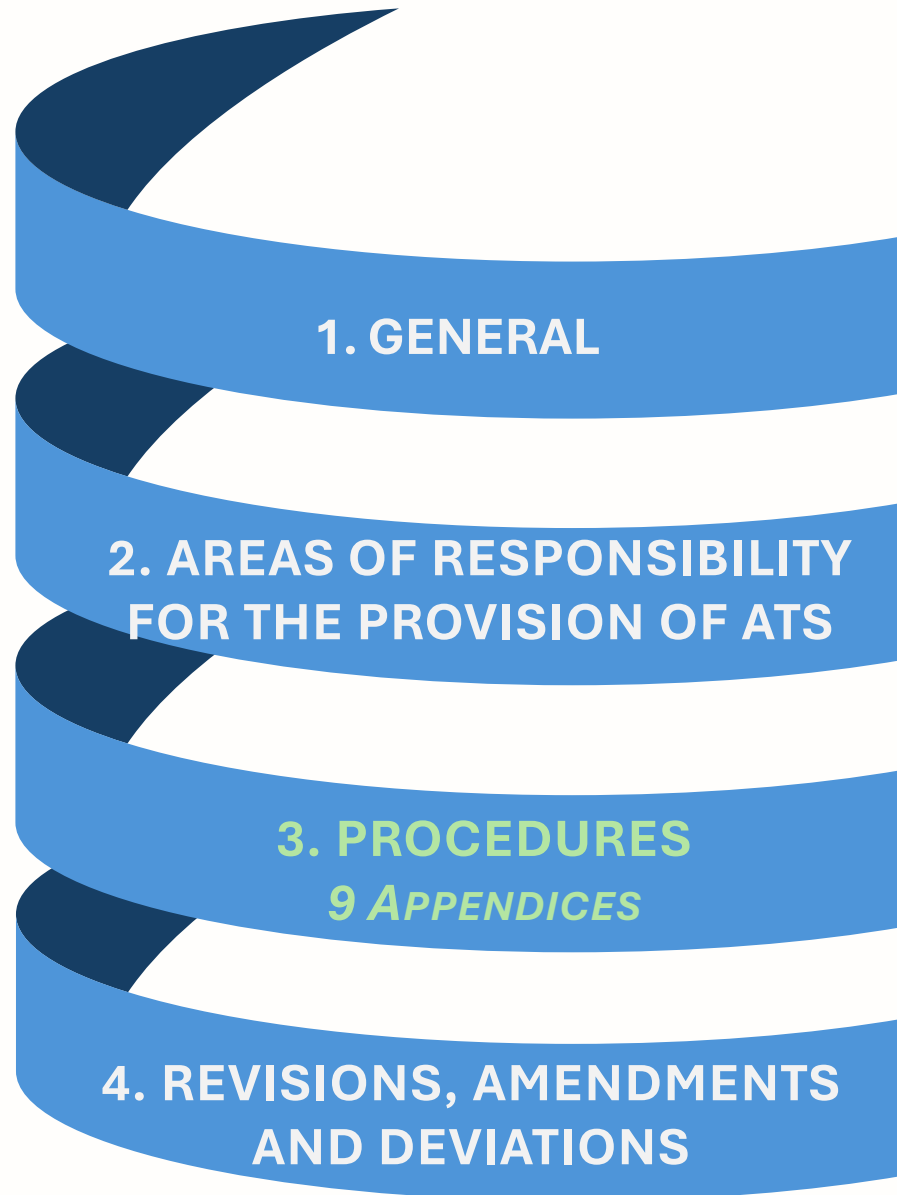
- Strict use of ICAO and best practices **compliant terminologies** within the LoA.
- Avoiding ambiguous terms which **reduces the risk of misinterpretation** during verbal coordination or when updating system parameters.

2. Standardized structure between all ACCs:

To **eliminate confusion and ensure rapid information retrieval**, a harmonized LoA template should be adopted across the region. A standardized structure ensures that users can transition between different operational agreements with minimal cognitive load and reduce workload.

3. New topics:

To ensure the template content include all required data, such as contingency procedures including contingency routes and FLAS between each related FIRs.



PROCEDURES.

- Appendix A: Definitions and Abbreviations.
- Appendix B: Area of Common Interest.
- Appendix C: Exchange of Flight Data.
- Appendix D: Procedures for Coordination.
- Appendix E: Transfer of Control and Transfer of Communications.
- Appendix F: ATS Surveillance Based Coordination Procedures.
- Appendix G: Air Traffic Flow Management.
- **Appendix H: Contingency Procedures.**
- Appendix I: SAR Bilateral Arrangements.



Appendix H: Contingency Procedures.

- 1. CONTINGENCY NOTAM.**
- 2. CONTINGENCY PROCEDURES ACTIVATION/DEACTIVATION.**
- 3. CONTINGENCY CONTACT POINT (CCP).**
- 4. CONTINGENCY PROCEDURES OF THE FAILING UNIT.**
 - 4.1 Immediate Actions.
 - 4.2 Short/Medium Term Actions.
 - 4.2.1 Aircraft Separation.
 - 4.2.2 Contingency Route Network & Contingency Flight Level Allocation System – CFLAS.
 - 4.2.3 ATFM Measures.
 - 4.2.4 Exchange of Flight Data.
 - 4.2.5 Voice Communication Systems.
 - 4.2.6 Pilot Operating Procedures.
 - 4.3 Recovery Actions.





SANS

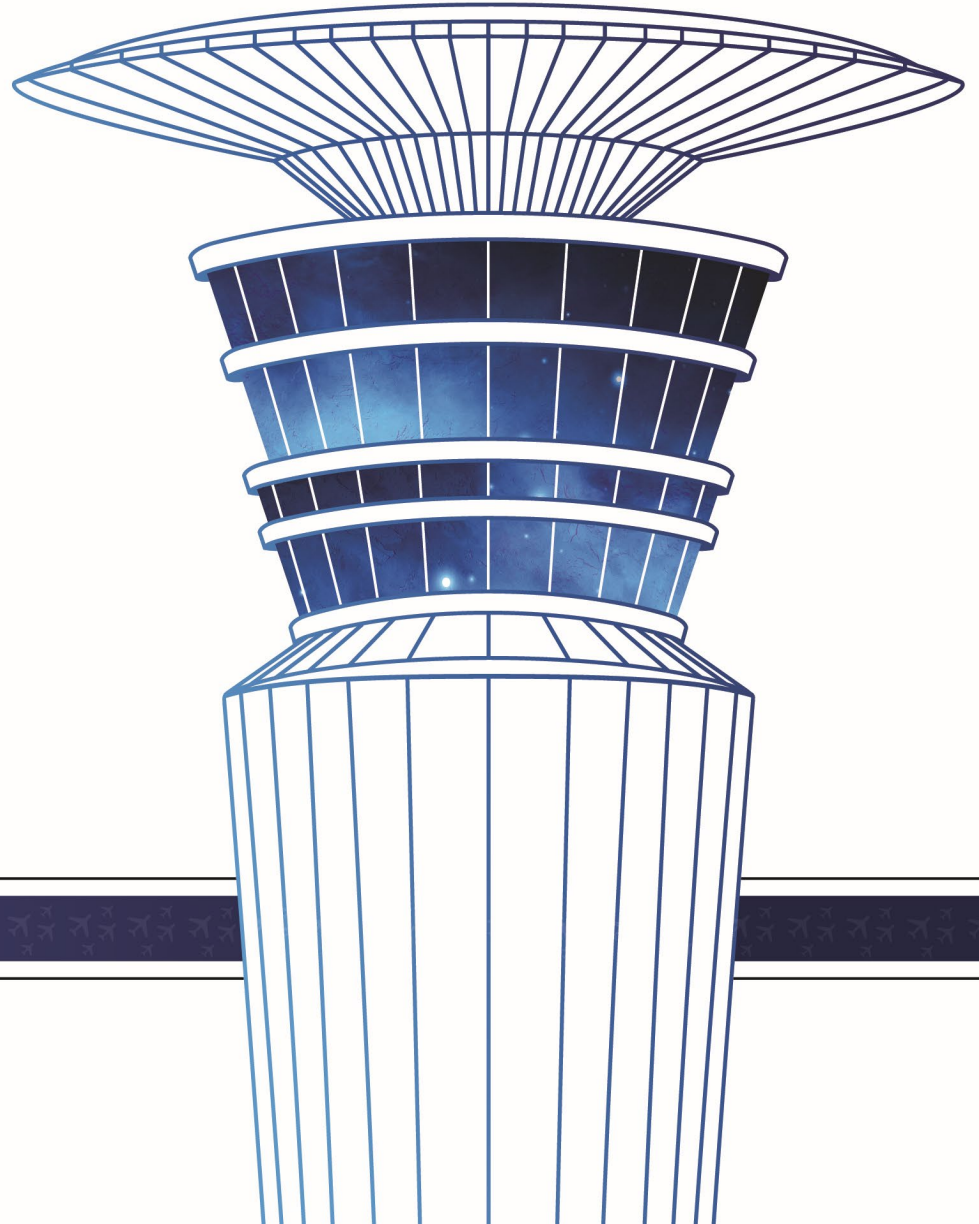
خدمات الملاحة الجوية السعودية
Saudi Air Navigation Services


GACA

الهيئة العامة للطيران المدني
General Authority of Civil Aviation



Thank You



 <p>SANS خدمات الملاحة الجوية السعودية Saudi Air Navigation Services</p>	<p style="text-align: center;">Appendix H Contingency Procedure</p>	<p style="text-align: center;">UNIT 2 LOGO</p>
<p style="text-align: center;">Jeddah ACC</p>		<p style="text-align: center;">AREA CONTROL CENTRES</p>

Revision No: [Nr.]

Effective Date: [dd-mmm-yyyy]


Revised Date: [dd-mmm-yyyy]

H.1. GENERAL

- H.1.1.** In case of a technical or catastrophic outage resulting in the disruption of the provision of ATS at **ATSU 1** or at **ATSU 2**, the Aiding ATSU are expected to assist the failing ATSU as far as possible in order to ensure the safe ATS provision in the AoR of the failing ATSU.
- H.1.2.** In case of contingency, the procedures of this Appendix take precedence over the respective provisions of Appendices A to F in this LoA.
- H.1.3.** In case of activation of contingency procedures of this Appendix, failing ATSU should issue the associated contingency NOTAM (as applicable).
- H.1.4.** In case of ATS provision disruption at **ATSU 1** or at **ATSU 2**, the contingency procedures will be according to immediate actions and/or short/medium-term actions.
- H.1.5.** Close coordination shall be implemented between **ATSU 1** and **ATSU 2** supervisors to agree on special arrangements not mentioned on this Appendix to ensure the safe ATS provision in the AoR of the failing ATSU.

H.2. CONTINGENCY NOTAM

- H.2.1.** In the event that ATS cannot be provided at **ATSU 1** or at **ATSU 2**, a NOTAM shall be issued by the failing ATSU [state or] indicating the following:
 1. Time and date of the beginning of the contingency measures.
 2. Airspace available for landing and overflying traffic and airspace to be avoided.
 3. Details of the facilities and services available or not available and any limits on ATS provision (e.g., ACC, APP, TWR, and FIS), including expected date of restoration of services (if available).
 4. Information on the provisions made for alternative services.
 5. ATS contingency routes during contingency.
 6. Any special procedures to be followed by neighboring ATSUs during contingency.
 7. Any special procedures to be followed by pilots during contingency.
 8. Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

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		AREA CONTROL CENTRES
Jeddah ACC		

H.3. CONTINGENCY PROCEDURES ACTIVATION/DEACTIVATION

H.3.1. When the operational status of **ATSU 1** or **ATSU 2** becomes impaired to such an extent, that ATS can no longer be provided safely, the failing ATSU supervisor shall notify the aiding ATSU supervisor immediately to initiate the immediate actions and/or short/medium term actions accordingly until the failing ATSU supervisor notify the aiding ATSU supervisor that normal operations resumed.

H.4. CONTINGENCY CONTACT POINT (CCP)

Name	Title	Tel Number	Email

H.5. CONTINGENCY PROCEDURES OF THE FAILING UNIT

H.5.1. Immediate Actions

A dangerous situation has been identified. Focuses on the safe handling of aircraft in the airspace of Failing Unit, using all technical means still operationally available, the following measures will be implemented:

- a) Aiding Unit will hold all inbound traffic to Failing Unit FIR (AoR).
- b) Failing Unit shall issue the relevant NOTAM(s) accordingly.
- c) In the event that Failing Unit is unable to issue the required NOTAM, the **[XXX]** NOTAM Office (*Backup NOTAM Office*) will take action to issue the required NOTAM pertaining to the closure of airspace upon notification by NOTAM.

H.5.2. Short/Medium Term Actions


Focused on stabilizing the situation and, if necessary, preparing for longer term contingency agreements, the following measures will be implemented:

H.5.2.1. Aircraft Separation

The longitudinal separation will implement the measure in *H.5.2.3 ATFM Measures* in conjunction with the application of the Mach number technique, differential Mach number technique with faster aircraft behind slower aircraft will not be permitted.

If required the RVSM operations will be suspended, and a minimum 2000 ft vertical separation will be provided within Failing Unit FIR using the RVSM flight levels contained in the table of cruising levels in *H.5.2.2 - Contingency Route Network & CFLAS*.



 SANS خدمات الملاحة الجوية السعودية Saudi Air Navigation Services	Appendix H Contingency Procedure	UNIT 2 LOGO
		AREA CONTROL CENTRES
Jeddah ACC		

H.5.2.2. Contingency Route Network & Contingency Flight Level Allocation System – CFLAS

ATSU 1						
Present ATS Route	FIRs Involved	Designator	Entry Point	ATS Route Description	Exit Point	Flight Levels
AIP SUP 01/23 - 2	HECC, OYAC	CRJ 18 SB	DEDLI	M999 – JDW M559 – LABNI – M999	DANAK	FL 350
ATSU 2						
Present ATS Route	FIRs Involved	Designator	Entry Point	ATS Route Description	Exit Point	Flight Levels
..

H.5.2.3. ATFM Measures

H.5.2.3.1. The following flow control measures shall be used whenever is initiated by the Failing Unit supervisor as follows:

- a) **FLOW 15:** means 15 minutes of longitudinal separation, constant or increasing, between all aircraft that will operate at the same flight level.
- b) **FLOW 10:** means 10 minutes of longitudinal separation required between all aircraft that will cross the CCB, regardless of flight level.
- c) **FLOW 5:** means 5 minutes of separation required between all aircraft that will cross the CCB, regardless of flight level.
- d) **APREQ:** means that approval must be requested before an aircraft is allowed to depart into an ATC sector where flow control has been activated.


H.5.2.4. Exchange of Flight Data

H.5.2.4.1. During the period the contingency procedures are in effect, flight plan messages shall continue to be transmitted as detailed in Appendix C.

H.5.2.5. Voice Communication Systems

H.5.2.5.1. Aiding Unit shall ensure that they are able to reach the Failing Unit via prescribed phone lines, taking into consideration that the Failing Unit is completely off, including the technical systems. Public Phone shall be used as a backup system.



 <p>SANS خدمات الملاحة الجوية السعودية Saudi Air Navigation Services</p>	<p align="center">Appendix H Contingency Procedure</p>	<p align="center">UNIT 2 LOGO</p>
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H.5.2.6. Pilot Operating Procedures

H.5.2.6.1. The Aiding Unit shall confirm the following instructions to each pilot attending to fly the Failing Unit FIR during contingency procedures in effect:


- a) Pilots shall maintain the last flight level assigned and speed (*Mach number if applicable*) while overflying the Failing ATSU FIR.
- b) Pilots shall communicate on the designated frequency with the next ATC unit [15 minutes] before the estimated time of entry into the next FIR.
- c) International flights with a destination in the Failing Unit FIR shall maintain their assigned level (*and flight planned route*) until in contact with the destination control tower or follow RCF procedure, which will provide known essential traffic information until the aircraft is within the Control Zone.
- d) Pilots shall keep continuous monitoring and transmit in English on the emergency frequency (121.5 MHz) and TIBA frequency (122.8 MHz).
- e) Aircraft position reports, and other information as necessary shall be broadcast in accordance with the **Traffic Information Broadcasts by Aircraft (TIBA) procedures** defined in **ATSU 1** or **ATSU 2** AIP – ENR 1.1.5 every [10 minutes].

H.5.3. Recovery Actions

H.5.3.1.1. Failing Unit will inform the Aiding Unit of intention to “Normal” operations and will coordinate the time at which normal operation will be resumed.

H.5.3.1.2. Once the Failing Unit notifies the Aiding Unit the end of contingency:

- a) Failing Unit and Aiding Unit will cancel any operational restrictions and will resume the standard ATS.
- b) Both units will apply the standard operational procedures stated in Appendices A to G of this LoA.

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H.6. VALIDITY

This Appendix to the Letter of Agreement takes effect on [date and UTC time] and supersedes previous Appendix to Letter of Agreement between ATSU 1 and ATSU 2.

Date:

Date:

[name and title of representative
of ATSU 1]

[name and title of representative
of ATSU 2]

