

APÉNDICE/APPENDIX P

DRAFT ATS CONTINGENCY PLAN PIARCO FIR

(Sólo en version ingles/English version only)

ATTACHMENT

To

Letter Of Agreement

E/CAR CONTINGENCY PROCEDURES

COM Failure - Piarco ACC

POINT-TO-POINT

In the event of Point-to-Point Communications Failure at Piarco ACC, San Juan CERAP will notify or cause the following to be notified:

- V C. Bird APP
- New York ARTCC
- Santa Maria OAC
- Sal OAC/FIC
- Dakar ACC/FIC
- Cayenne ACC
- Paramaribo ACC
- Georgetown ACC
- Maiquetia ACC

In the event of Point-to-Point Communications Failure at Piarco ACC, V.C. Bird APP will notify or cause the following to be notified:

- San Juan CERAP
- Le Raizet APP
- Le Lamentin APP
- Grantley Adams APP
- Saint Lucia APP
- E.T. Joshua APP
- Point Salines APP

San Juan CERAP and V.C. Bird APP shall take note of:

- The time of notification of the outage to other ATS Units (and any restoration of normal conditions)
- The Name or Operating Initials of the ATCO to whom the information was passed, and
- The Time of notification

Self-Transfer will be the preferred initial means of notification by Piarco ACC if the aircraft is airborne. This Procedure will be used only to stabilise the Traffic Situation during the early stages of the COM failure.

AIR-TO-GROUND/GROUND-TO-AIR

In such a situation, the following Contingency Procedures shall be instituted:

- Piarco ACC shall retain control of Aircraft operating within its area of jurisdiction/responsibility,
- Clearances will be relayed through the appropriate TMAs via Point to Point Circuits,
- V.C. Bird will broadcast on Piarco's Frequency/ies advising aircraft to contact the appropriate TMA Unit/s for further instruction,
- Appropriate TMA will be determined by the Aircraft's Position and the use of Airspace delineation, *See Appendices A, B and C,*
- IFR Departures intending to operate within the Piarco UTA/CTA shall not be permitted until Piarco ACC advised of Flow Restrictions that will necessarily be imposed,
- The above Procedures will be used only to stabilise the Traffic situation,
- Piarco ACC shall notify all parties concerned when there is a return to normalcy.

AIR-TO-GROUND/GROUND-TO-AIR AND POINT TO POINT

In such a situation, the following Contingency Procedures shall apply:

- ATC Units that become aware of a total outage at Piarco ACC, shall notify V.C. Bird APP and/or San Juan CERAP,
- V.C. Bird APP and San Juan CERAP will notify or cause to be notified the ATS Facilities/Units for which they are the appropriate notifiers and keep the required records,
- V.C. Bird will broadcast, or cause an aircraft to broadcast on Piarco's Frequency/ies advising aircraft to contact the appropriate TMA Unit/s for further instructions,

- Appropriate TMA; will be determined by the Aircraft Position and the use of Airspace delineation, *See Appendices A, B and C.*

Procedures to be instituted by Appropriate TMA/s:

- V.C. Bird APP, Le Lamentin APP and Adams APP shall assume management of Class G designated airspace consequent upon the contingency situation in the appropriate portions of the Piarco UTA/CTA in circumstances of a complete Air-to-Ground/Ground-to-Air and Point to Point COM failure at Piarco ACC, coordinating with each other as appropriate, and advising San Juan ACC as soon as possible when accomplished.

Procedures to be instituted by Adjacent Air Traffic Control Units (ACCs):

- Cayenne ACC shall assume management of Class G designated airspace consequent upon the contingency situation in the Piarco UIR/FIR east of 055° W in circumstances of a complete Air-to-Ground/Ground-to-Air and Point-to-Point COM failure at Piarco ACC, coordinating with each other as appropriate, and advising San Juan ACC as soon as possible when accomplished.
- The Air Traffic Control Units of San Juan, New York, Santa Maria, Sal, Dakar, Cayenne, Paramaribo, Georgetown and Maiquetia shall where practicable re-route all traffic intending to transit the Piarco UTA/CTA/UIR/FIR.

Procedures for the Routing of Traffic:

- *Arriving Traffic from Europe destined to Airports within the Piarco FIR shall be routed as follows:*

<u>Destination</u>	<u>Routing</u>
➤ V.C. Bird	via 18N060W DCT ANU
➤ Le Raizet	via 18N060W DCT PPR
➤ Le Lamentin	via 18N058W DCT 16N060W DCT BONID DCT FOF
➤ Hewanorra	via 18N058W DCT 16N060W DCT BONID DCT FOF UA324
BNE	
➤ Adams	via 18N056W DCT BGI
➤ Point Salines	via 18N056W DCT BGI UA561/A561 GND
➤ Crown Point	via 18N056W DCT BGI DCT TAB
➤ Piarco	via 18N056W DCT BGI UR515 POS

- *Departing European bound Traffic from Airports within the Piarco FIR shall be routed as follows:*

<u>Departure Point</u>	<u>Routing</u>
➤ V.C. Bird	via ANU A632/UA632 TOTEM and as cleared by San Juan CERAP
➤ Le Raizet	via PPR DCT 18N060W Atlantic Route

- Le Lamentin via FOF DCT BONID DCT 16N060W DCT 18N058W Atlantic Route
 - Hewanorra via BNE UA324 FOF DCT BONID DCT 16N060W DCT 18N058W Atlantic Route
 - Adams via BGI DCT 18N056W Atlantic Route
 - Point Salines via GND UA561/A561 BGI DCT 18N056W Atlantic Route
 - Crown Point via TAB DCT BGI DCT 18N056W Atlantic Route
 - Piarco via POS UR515 BGI DCT 18056W Atlantic Route
- Transiting Traffic destined to or originating from the Maiquetia FIR from or to the NAT, and already in flight when contingency procedures are activated shall be accommodated along two (2) routes only and at a minimum altitude of FL 290 eastbound and FL 310 westbound as follows:
 - 1800N058W DCT FOF UA551 ONGAL and Reverse, and
 - Either via, 1800N056W DCT BGI or via 1800N053W and East of this coordinate DCT BGI UA561 DAREK and Reverse.
 - Traffic from San Juan, Maiquetia, Georgetown, Paramaribo and Cayenne FIRs with destinations within the Piarco FIR shall be routed along published ATS Routes, and accepted at a rate as determined by the appropriate TMA Units.
 - Traffic from locations within the Piarco FIR destined to locations within and/or beyond the San Juan, Maiquetia, Georgetown, Paramaribo and Cayenne FIRs shall be routed along published ATS Routes, and released for departure at a rate as determined by the appropriate TMA Units.
 - When Contingency Procedures are instituted, TMA Units managing Class 'G' airspace should use FL 280 and below for traffic originating and terminating at destinations within the Piarco FIR.

Route Non-availability:

- The following routes shall not be available during the period Contingency Measures are in force, effectively reducing all route crossing other than overhead nav aids:
 - UA632 between BGI and ANU
 - A312/UA312 between DALGA and FOF
 - G449/UG449 between KORTO and ANADA
 - UA324 between POS and BNE
 - A511/UA511 between BGI and BOGSI
 - A550/UA550 between PPR and ITEGO
 - A555/UA555 between FOF and ILURI
 - UL205 between POS and ANU
- At the earliest opportunity, San Juan ACC shall check with all appropriate ATS Units to ensure that all Aircraft which were operating in the Piarco FIR or flight planned to operate are accounted for.

Separation:***Longitudinal:***

- Fifteen (15) minutes longitudinal Separation minima utilizing the Mach Number Technique (MNT) shall be applied between turbojet aircraft operating at and above FL250, West of 055° W.
- In all other cases twenty (20) minutes longitudinal separation shall be effected.

Lateral:

- Minimum lateral separation to be applied between turbojet aircraft at the same Flight Level west of 055° W shall be one hundred (100) nautical miles, or one hundred and twenty (120) nautical miles east of 055° W when crossing the common Piarco/New York boundary.
- The minimum lateral separation to be applied between aircraft crossing the common Piarco/Cayenne, Piarco/Dakar and Piarco/Santa Maria boundaries shall be one hundred and twenty (120) nautical miles.

Vertical:

- During periods when Contingency Procedures are instituted, Flight Level assignment shall be appropriate to the direction of flight.

NOTES:

Appropriate Charts indicating all the Predetermined Routings and Control Frequencies shall be provided at all TMAs and ACCs concerned.

TMAs concerned should note that during period/s when Contingency Measures are in force there would be additional requirement for a measure of relevant communications with adjacent ATC Units, which under normal circumstances would not be required.

Appendix 'A' – *Chart indicating Predetermined Routings, Control Frequencies and Airspaces within the Piarco CTA/UTA/FIR/UIR*

Appendix 'B' – *Description of Lateral and Vertical Limits of Class 'G' Airspaces*

Appendix 'C' – *COM Failure/s at TMA/s within Piarco CTA*

