

FRENCH GUIANA**ATM CONTINGENCY PLAN
FOR
ROCHAMBEAU FIR**

1 OBJECTIVE

- 1.1 This Contingency Plan contains arrangements to ensure the continued safety of air navigation in the event of total disruption of air traffic services (ATS) within the Rochambeau FIR and is related to ICAO Annex 11 - Air Traffic Services Chapter 2, paragraph 2.28.
- 1.2 This Contingency Plan is designed to provide alternate routes, using existing air routes in most cases, which will allow aircraft operators to fly through or avoid airspace within the Rochambeau FIR.

2 AIR TRAFFIC MANAGEMENT**2.1. Air Traffic Services Responsibilities**

- 2.1.1. In the event that ATS cannot be provided within the Rochambeau FIR, Cayenne ACC shall publish the corresponding NOTAM indicating the following:
 - a. Time and Date of the beginning of the Contingency Measures;
 - b. Airspace and Air Routes available for arriving, departing and over-flying traffic, and airspace to be avoided;
 - c. Details of the facilities and services available or not available including an expected date/time of restoration of services if available;
 - d. Information on the provisions made for alternate services;
 - e. ATS Contingency routes;
 - f. Procedures to be followed by neighboring ATS Units;
 - g. Procedures to be followed by pilots;
 - h. Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.
- 2.1.2. Alternative routes are designed to maximize the use of existing ATS route structure, communications, navigation and surveillance services.

2.2. Affected FIRs

- 2.2.1. The following FIRs are directly affected by the present contingency plan:
 - Atlantico (Brazil),
 - Amazonica (Brazil),
 - Paramaribo (Surinam),
 - Piarco (Trinidad & Tobago)
 - Dakar (Senegal)

2.3. Separation

- 2.3.1 Separation criteria will be applied in accordance with the ICAO Procedures for Air Navigation Services-Air Traffic Management (PANS-ATM, Doc 4444) and the Regional Supplementary Procedures (Doc 7030).

2.4. Level Restrictions

- 2.4.1. Non RVSM approved aircraft cannot fly between FL 290 and FL 410 included

2.5. Other Measures

- 2.5.1. Other measures related to the closure of airspace and the implementation of this Contingency Plan within the Rochambeau FIR may be taken as follows:
- Suspension of all VFR Operations
 - Delay or suspension of General Aviation IFR Operations; and
 - Delay or suspension of commercial IFR Operations.

3. TRANSITION TO CONTINGENCY PLAN

- 3.1 During times of uncertainty when airspace closures seem possible, aircraft operators should be prepared for a possible change in routing while en-route. Familiarization of the alternate routes outlined in the Contingency Plan as well as what may be promulgated by Cayenne ACC via NOTAM or AIP, is necessary.
- 3.2 In the event of airspace closure that has not been promulgated, Cayenne ACC shall broadcast to all aircraft in Rochambeau FIR, that airspace is being closed and to stand by for any further instructions.

4. TRANSFER OF CONTROL AND COORDINATION

- 4.1 The transfer of control and communications shall be at the common FIR boundary between ATS units unless there is mutual agreement between adjacent ATS units.
- 4.2 Cayenne ATS (providers) shall keep under review current coordination requirements in light of contingency operations or short notice of airspace closure.

5. ATS UNITS PROCEDURES

- 5.1. ATS units involved shall:
- a. transmit Flight Plan messages to Cayenne ACC through AFTN
 - b. authorize entrance into Rochambeau FIR, in agreement with the longitudinal separation established in this Contingency Plan
 - c. not authorize any Flight Level or speed change in the 10 minutes prior to the aircraft entrance into Rochambeau FIR
 - d. instruct pilot to keep the last assigned Flight Level and Mach number while over flying Rochambeau FIR
 - e. instruct pilot to contact the adjacent ACC as soon as possible and at least 10 minutes before the estimated times over exit point of Rochambeau FIR.

6. PILOTS AND OPERATOR PROCEDURES

6.1. Pilots shall:

- a. include in the last position report to the competent adjacent ACC the estimated times over entry and exit points of Rochambeau FIR
- b. fly through the assigned ATS route or contingency route as close as possible to the axis
- c. maintain the flight level and the Mach number assigned by the competent adjacent ACC while operating within Rochambeau FIR, unless for emergency or flight safety reasons
- d. whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit through Rochambeau FIR :
 - ↳ climb or descend well to the right of the centre line of the contingency route being flown
 - ↳ inform immediately all other aircraft of emergency level change, by blind broadcast on emergency frequency 121.500 MHz and on pilots' air to air frequency 123.450 MHz
- e. broadcast every position and intention on emergency frequency 121.500 MHz and on pilots' air to air frequency 123.450 MHz.
- f. continuously guard the VHF emergency frequency 121.500 MHz
- g. keep the last SSR transponder assigned. If no transponder assigned, select 2000 code
- h. contact the competent ACC as soon as possible and at least 10 minutes before the estimated times over exit point of Rochambeau FIR
- i. keep navigation and anti collision lights continually lit while Rochambeau FIR is being over flown
- j. compulsory use of ACARS

6.2. Implementation of this Contingency Plan could result in an interception by French military aircraft. In that case, pilot of 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);
- d. set transponder to code 7700, unless otherwise instructed by the appropriate ATS Unit.

6.3. 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.

7. **OVERFLIGHT APPROVAL**

- 7.1. In a contingency situation, flights may be rerouted at short notice and it may not be possible for operators to give the required advance notice in a timely manner to obtain approval.

8. **CONTINGENCY UNIT**

- 8.1. By delegation of Civil Aviation Authority in French West Indies and French Guyana (SNA/AG), the responsibility of monitoring developments that may dictate the enforcement of the Contingency Plan and coordination of contingency arrangements is assigned to :
- Cayenne ACC
 - Jean Antoine Philippe – Head of ATS
 - Tel: (594) 594 359 303
 - Fax: (594) 594 359 356
 - jean-antoine.philippe@aviation-civile.gouv.fr
- 8.2. Cayenne ACC will liaise with the ICAO SAM Regional Office.
- 8.3. The ICAO Regional Office will:
- a. closely monitor the situation and coordinate with all affected States and the IATA Regional Office, so as to ensure air navigation services are provided to international aircraft operations in the SAM Region;
 - b. take note of any incidents reported and take appropriate actions;
 - c. provide assistance as required on any issue with the Civil Aviation Administration/s involved in the Contingency Plan; and
 - d. keep the President of the Council of ICAO, the Secretary General, the Chief Regional Affairs Officer, the Director of the Air Navigation Bureau and the Chief of the Air Traffic Management Section continuously informed on developments, including activation of the Contingency Plan.

9. REROUTING SCHEME

- 9.1. In the event of a complete failure at the Cayenne ACC, aircraft operators shall file their flight plans using the alternative **Contingency Routes (CR)** listed in the Scheme below in order to ensure receipt of an ATS Service.

ENTERING FROM	TOWARDS	ROUTE DESIGNATION	ENTRY POINT	VIA	EXIT POINT	FL	LONGITUDINAL SEP.	REMARKS
AMAZONICO FIR	Paramaribo FIR and beyond	UG449	OTONI	DORLI	VILAS	300	15 minutes	
		UA555	OIA	CYR	BUXEX	340	15 minutes	
	Piarco FIR and beyond	UL302	DIMAS	DORLI-CYR	10N/48W	310	15 minutes	
	Cayenne-Rochambeau airport	A555	OIA		CYR	200	15 minutes	
PARAMARIBO FIR	Amazonico FIR and beyond	UG449	VILAS	DORLI	OTONI	290	15 minutes	
		UA555	BUXEX	CYR	OIA	330	15 minutes	
	Piarco FIR and beyond	/	/	/	/	/	/	Avoid Rochambeau FIR
	Cayenne-Rochambeau airport	G443	MIKOK	GEDAX	CYR	200	15 minutes	
ATLANTICO FIR	Piarco FIR and beyond	UL695	ARUSI	DETOM	BISUK	300	15 minutes	UL375 is not usable
	Dakar FIR and beyond	CR	05N/39W	/	11N36W	330	15 minutes	
PIARCO FIR	Atlantico FIR and beyond	UL695	BISUK	DETOM	ARUSI	290	15 minutes	UL375 is not usable
	Amazonico FIR and beyond	CR from CYR	10N/48W	CYR-DORLI-DIMAS	DIMAS	320	15 minutes	

ENTERING FROM	TOWARDS	ROUTE DESIGNATION	ENTRY POINT	VIA	EXIT POINT	FL	LONGITUDINAL SEP.	REMARKS
	Cayenne-Rochambeau airport	CR	10N/48W	/	CYR	300	15 minutes	
DAKAR FIR	Atlantico FIR and beyond	CR	11N/36W	/	05N39W	340	15 minutes	
	Cayenne-Rochambeau airport	CR	1130N/3640W	/	CYR	280	15 minutes	
	Amazonico FIR and beyond	CR til CYR	1130N/3640W	CYR-DORLI-DIMAS	DIMAS	360	15 minutes	

- 9.2. All aircraft shall be cleared to maintain a cruise flight level correlated to track/direction of flight.
- 9.3. List of Points of Contact (POC) of all concerned States, IATA and ICAO Office.

State/Intl. Org.	P.O.C.	Telephone	Fax	E-Mail
Cayenne ACC	Jean Antoine Philippe	(594) 594 359 303	(594) 594 359 356	jean-antoine.philippe@aviation-civile.gouv.fr
	Gilles Essers	(594) 594 359 304	(594) 594 359 356	gilles.essers@aviation-civile.gouv.fr
Amazonico ACC				
Atlantico ACC				
Dakar OAC				
Paramaribo ACC				
Piarco ACC				
ICAO				
