



**INTERNATIONAL CIVIL AVIATION ORGANIZATION
SOUTH AMERICAN REGIONAL OFFICE**

**Second Meeting of the Informal Coordination Group of the East
Caribbean and North Eastern South American
(E-CAR/SAM-NE ICG/2)**

(Caracas, Venezuela, 22 to 25 July 2002)

Agenda Item 1: Review of ATM matters

- a) **Review of the status of implementation of the CAR/SAM AIS/ATM/CNS
02/00 Informal Meeting Conclusions related to the ATM area**

(Presented by France)

Summary

This working paper presents a draft ATS contingency plan for the Rochambeau FIR.

1 Introduction

1.1 This working paper presents, for consideration of the meeting, a draft ATS contingency plan for the Rochambeau FIR.

2 Suggested action

2.1 The meeting is invited to review this working paper, and the attached Appendix.

DRAFT ATS CONTINGENCY PLAN for the ROCHAMBEAU FIR

Effective: (day) (month) (year) as of (UTC hours)

1. Introduction

- 1.1 The ROCHAMBEAU FIR Contingency Plan was drawn up on the basis of the guidelines approved by the ICAO Council, as contained in the Air Traffic Services Planning Manual (Doc 9426, Part II, Section I, Chapter 1, paragraph 1.3).
- 1.2 The purpose of this Contingency Plan is to organize an orderly and safe movement of international civil aviation through the airspace in the event of a total interruption in Cayenne Air Traffic Services and support services.
- 1.3 This Contingency Plan was prepared by France and disseminated to the ICAO SAM Regional Office and to the Civil Aviation Authorities of Brazil, Senegal, Surinam and Trinidad and Tobago.
- 1.4 The effective application of this plan presupposes the existence of close cooperation, collaboration, and acceptance on the part of the aeronautical authorities of the FIRs involved and of the users of the airspace in question.

2. FIRs affected

2.1 The six FIRs directly affected by this Contingency Plan are:

- Atlantico
- Belem FIR
- Rochambeau FIR
- Dakar
- Paramaribo FIR
- Piarco FIR

3. Basic principles

- 3.1 The contingency measures set out in this plan are applicable in cases of foreseeable events caused by strikes or labor conflicts or of unexpected interruptions in air traffic services caused by other circumstances, which, in one way or another, may impair the provision of Air Traffic Services and/or of the related support services in the Rochambeau FIR.
- 3.2 The following principles are established to ensure that international civil aviation operations proceed in a safe and orderly fashion:
- 3.2.1 In case of foreseeable events, 48 hours in advance, the Head of the Aeronautical District of French Guyana will assess those events that require the preparation and implementation of the corresponding contingency arrangements.
- 3.2.2 The Head of the Aeronautical District of French Guyana shall establish, organize and manage a Contingency Group, whose mission shall be to carry out and coordinate activities, 24 hours a day, throughout the contingency period.
- 3.2.3 This group will be made up of competent personnel from the following specialized areas, according to the needs, to each type of event and to availability of staff:
- ATC unit Director
 - Air traffic control (ATC)
 - Aeronautical telecommunications (COM)
 - Aeronautical meteorology (MET)
 - Aeronautical information services (AIS)
 - Airport management
 - etc.
- 3.2.4 The mission of this group shall be:
- to review and update this plan periodically,
 - to be aware at all times of the contingency situation,
 - to organize contingency teams in each of the specialized areas,
 - to keep in contact with the users,
 - to exchange up-to-date information with neighbors according to the situation and to coordinate contingency activities with them,
 - to notify the representatives of regular air transport companies and the ACCs responsible for the adjacent FIRs and other ACCs that might be affected by the contingency measures about the contingency situation sufficiently in advance and/or as soon as possible:
 - g) to take the necessary action for issuing the respective NOTAM, according to the corresponding contingency situation. If the situation is foreseeable, the NOTAM shall be issued 48 hours in advance.

4. The Rochambeau FIR Contingency Plan

- 4.1 The first ACC that become aware of a complete outage at Cayenne ACC shall transmit this information to Piarco ACC with any appropriate means that allows an acknowledgement.
- 4.2 Piarco ACC, shall coordinate with Cayenne Aeronautical authorities at one of the phone number listed in Annex 1, to confirm the outage and agree about the implementation of the contingency plan.
- 4.3 Piarco shall advise Atlantico ACC, Belem ACC, Dakar ACC and Paramaribo ACC of the implementation of the Rochambeau FIR Contingency Plan.
- 4.4 The Cayenne FIR/UIR shall be release to neighboring ACCs according with the following arrangements, including the use of a contingency frequency plan described in annex 2:
 - 4.4.1 Inside the limits of the Cayenne FIR/UIR, East of the 051°30' W, airspace shall be reclassified G. This sub-part of the Cayenne FIR/UIR shall be released to Piarco ACC.
 - 4.4.2 Inside the limits of the Cayenne FIR/UIR, West of the 051°30' W and North of the 07°00' N, airspace shall be reclassified G. This sub-part of the Cayenne FIR/UIR shall be released to Paramaribo ACC.
 - 4.4.3 Inside the limits of the Cayenne FIR/UIR, South of the 03°30' N and above FL145, airspace shall be reclassified G. This sub-part of the Cayenne FIR/UIR shall be released to Belem ACC.
 - 4.4.4 Inside the limits of the Cayenne FIR/UIR, South of the 07°00'NN, West of the 051°30' W, North of the 03°30' N, but with the exception of the CTR Cayenne, on one hand and South of the 03°30' N and below FL145 on an other hand, airspace shall be reclassified G. This sub-part of the Cayenne FIR/UIR shall be handled by an alternate French Aviation Authority.
 - 4.4.5 The CTR Cayenne shall remain E and shall remain handled by Cayenne ATS with portable radio-communication means. Contingency arrival procedures at Rochambeau airport are described in Annex 3.
- 4.5 Flight Plan messages must be transmitted to the appropriate ACCs via the AFTN using Contingency Flight Plan Transmission Procedures contained in Annex 7.
- 4.6 Authorization must be given for the entry into the Rochambeau FIR according to Flow control measures described in Annex 5.
- 4.7 Aircraft that so prefer may be routed through the skirting contingency ATS routes listed in Annex 6.
- 4.8 Aircraft overflying the Rochambeau FIR or proceeding to or from Terminal Area Cayenne shall abide by the following procedures:

- 4.8.1 All aircraft proceeding along the ATS routes established in this Contingency Plan will abide by the instrument flight rules (IFR) and will be assigned a flight level, in accordance with the cruise level table shown in ICAO Annex 2, Appendix 3.
- 4.8.2 Fly along the route or as close as possible to the center line of the assigned contingency route.
- 4.8.3 Keep continuous watch on the VHF frequency according to the description given in Annex 2 and transmit on that frequency, preferably in English, the real or estimated position at the reporting points.
- 4.8.4 Transmit on that frequency any climb or let-down maneuver required by circumstances. Climb and let-down maneuvers should be clearly performed to the right of the route center line. The message shall include: aircraft identification, position, level abandoned, level crossed, etc.
- 4.8.5 Keep navigation and anti-collision lights on while overflying the Rochambeau FIR.
- 4.8.6 Maintain the last SSR transponder assigned or, if no transponder has been assigned, maintain the 2000 code.

5. **Additional considerations**

- 5.1 Contingency arrangements provided for herein are provisional and will be in effect only until the services and facilities of the plan become operational again. Therefore, they do not constitute amendments to the regional plan which would have to be processed in keeping with the procedures for amendment of approved regional plans.

ROCHAMBEAU FIR CONTINGENCY PLAN ANNEXES

- Annex 1 : Contingency telephone number list and ground to ground communication procedures. (To Be Written)
- Annex 2 : Contingency frequencies list. (TBW)
- Annex 3 : Rochambeau Arrival Procedures. (TBW)
- Annex 4 : Chart of the airspace delegation.
- Annex 5 : Flow control measures. (TBW)
- Annex 6: Contingency route network. (TBW)
(-Crossing contingency routes
-Skirting contingency routes)
- Annex 7: Contingency Flight Plan Transmission Procedures. (TBW)