



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**FOURTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER
THE SOUTH ATLANTIC**

Montevideo, Uruguay, 7 to 9 May 2008

**Agenda Item 1 Air Traffic Management (ATM)
5.. ATS Contingency planning**

**Guidelines for the definition of a ATS contingency plan for the EUR-SAM
Corridor**

(Presented by Spain)

SUMMARY

This WP describes basic guidelines to define a harmonized ATS contingency plan for the EUR-SAM Corridor.

1. INTRODUCTION

1.1 The need for a common and harmonized contingency plan for the EUR-SAM Corridor was already defined in SAT12/19 conclusion. The first necessary step to define basic guidelines to define a harmonized ATS contingency plan for the EUR-SAM Corridor ACC's, is to previously select, among all possible contingency situations, (global loss of RVSM capability due to weather, radar failure in one specific ACC, radio failure in one specific ACC, possible social conflicts, security evacuations, etc.), which is the selected contingency situation that must be developed in a specific and harmonized plan.

1.2 The selected contingency situations reflected in these basic guidelines are: a possible interruption of the air traffic services caused by a possible social conflict, mass evacuation of the staff or a total radio failure in one specific ACC.

1.3 With this contingency situation already selected, and with the objective to have harmonized ATS contingency plans for the EUR-SAM Corridor, contingency annex to the LoA's must be defined between collateral ACC's. These contingency annexes to the LoA's must be coherent with the basic guidelines described in this WP and should also reflect the operational procedures applicable when the contingency situation starts, operational procedures during the contingency situation and operational procedures for the end of the contingency situation. A temporary transfer of the in contingency airspace to his collateral could also be reflected in the contingency annexes.

2. **DISCUSSION**

2.1 The general contingency procedures described hereafter are applicable in Canaries Oceanic, Sal Oceanic, Dakar Oceanic and Atlantic ACC's in the event of interruption of the air traffic services caused by a total radio failure, security evacuation or possible social conflicts in one specific ACC.

Beginning of the contingency situation

2.2 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 collateral 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 must also include the general contingency procedures applicable during the contingency situation as well as possible and specific capacity restrictions to the air traffic.
4. Each ACC of the EUR-SAM Corridor, using the prescribed oral channels, will inform about the contingency situation experienced at the specific ACC to all the air traffic under his responsibility. This information should also to include the details about the applicable contingency procedures.

2.3 **General procedures during the contingency situation**

1. Pilots contingency procedures while flying in a contingency airspace of the EUR-SAM Corridor.
2. Pilots flying in an airspace where air-ground communications do not exist or this communications are not guaranteed must be in permanent contact by the pilot – to - pilot frequency (123,45 MHz) and/ or 121,5 MHz. Position reports or estimates and the beginning and the end of the climb/ descent phases must also to be communicated in this frequencies.
3. Maintain a watch for conflicting traffic, both visually and by reference to ACAS.
4. Turn on all aircraft exterior lights.
5. Keep the SSR transponder on all times.
6. Climb and descend phases must be clearly performed at the right side of the route axis.

2.4 Contingency ATS routes of the EUR-SAM Corridor

2.4.1 In the event of an ATS contingency situation of one specific ACC of the EUR-SAM Corridor, the air traffic will be allocated and restricted use of flight levels as 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 this general procedures.

2.4.2 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.- FL340, FL360 and FL380 (exclusively EVEN FL).

b) Route UN866

- Northbound only.
- Flight Level availability.- FL330, FL350, FL370 and FL390 (exclusively ODD FL).

c) Route UN873

- Southbound only.
- Flight level availability.- FL340, FL360 and FL380 (exclusively EVEN FL).

d) Route UN857

- Northbound only.
- Flight Level availability.- 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.

2.4.3 After that the contingency airspace be flown, the collateral ACC of the one in contingency call allocate the air traffic according to the regional defined routes and flight levels.

Contingency longitudinal separation minima:

2.4.4 The previous ACC of the one in contingency will establish, between aircrafts at the same flight level, the following longitudinal separation minima:

- a) Aircrafts whose speed is equal or faster than the subsequent.- 15 Minutes.
- b) Aircrafts whose speed is slower than the subsequent.- 30 Minutes.

2.4.5 After that the contingency airspace be flown, the collateral ACC of the one in contingency can resume, between aircrafts at the same flight level, the longitudinal separation minima according to the defined Regional procedures.

End of contingency procedures

2.4.6 As soon as the reason that caused the contingency situation be solved, the in contingency ACC will issue a NOTAM advising the end of the contingency procedures applicability .

2.4.7 The in contingency ACC will request from his collateral all the information about the real situation of the air traffic, as well as the estimated traffic, inbound to his airspace.

2.4.8 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.

2.4.9 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.

3. ACTION BY THE MEETING

The SAT/14 Meeting is invited to:

- a) Discuss these basic guidelines and operational basic procedures described in this WP.
- b) Discuss the convenience to establish harmonized ATS contingency annexes to their respective LoA's inspired in these basic guidelines.
- c) If SAT States agrees with these basic guidelines, a target date should be defined to submit the contingency annexes to ICAO.
