



Agenda Item 4: Analysis of ATS Contingency Plans

NOTAM MODEL

(Presented by the Secretariat)

<p style="text-align: center;">Summary</p> <p>This working paper presents some NOTAM models that might serve as guidance material for States which have the need to report foreseen or real interruption of ATS, as well as reporting that contingency measures have stopped from being applied, and other type of situations that might arise.</p>
<p>References:</p> <ul style="list-style-type: none">• ICAO Annex 11• ICAO Annex 15• Doc 8126 – Manual for aeronautical information services
<p>ICAO Strategic objectives</p> <p>Strategic Objective A <i>Safety</i> Strategic Objective D <i>Efficiency</i></p>

1. Introduction

1.1 Attachment D to Annex 11 (See Appendix A to WP/4) sets out that some guidelines related to contingency planning have the objective to help to ensure international safe and orderly air traffic flow in case of interruption of ATS and the corresponding supporting services. Among these guidelines, it is requested that States issue a NOTAM as per the circumstances.

1.2 Fundamental principles related with the origination of a NOTAM are indicated in Annex 15, paragraph 5.1.1, where it is stipulated that:

“A NOTAM shall be originated and issued promptly whenever the information to be distributed is of a temporary nature and of short duration or when operationally significant permanent changes, or temporary changes of long duration are made at short notice, except for extensive text and/or graphics.”

1.3 In view of the above, NOTAMs are a fast means to disseminate information when it is necessary to report any change or event with short prior notice.

2 **Analysis**

2.1 Aforementioned Attachment D establishes that States should report through NOTAM the foreseen or real interruption of air traffic services and related support services, and that such NOTAM should be transmitted as soon as possible to air navigation services users. The corresponding contingency arrangements should be included in the NOTAMs. If the interruption of services is foreseeable, it should be made, in any case, at least 48 hours in advance.

2.2 Reporting through NOTAM of the cancellation of contingency measures and that services foreseen in the regional air navigation plan are reassumed, should also be transmitted as soon as possible to ensure orderly transition from the contingency status to normal condition.

2.3 In view of the above, it has deemed pertinent to submit for consideration of States, the NOTAM text models, which contemplate some situations, for example: avoid airspace, limited airspaces, activation of the contingency plan, impossibility to comply with the contingency plan and cancellation of contingency measures.

3 **Suggested action**

3.1 States are invited to review the NOTAM text models shown in **Appendix A** to this working paper, and if such were the case, introduce the necessary amendments and approve these models as guidelines to be used when necessary.

APENDICE A / APPENDIX A**MODELO DE NOTAM PARA CASOS DE CONTINGENCIA**

En caso de que no puedan proveerse servicios ATS dentro de la CTA/UTA/FIR (XXX), la Autoridad competente de la FIR en CONTINGENCIA, deberá publicar un NOTAM indicando lo siguiente:

- a) Hora y fecha de inicio, y tiempo de duración previsto, de las medidas de contingencia;
- b) Se aplicará el plan de contingencia de la República XXXX, FIR afectadas XXXX;
- c) Instalaciones y/o servicios no disponibles;
- d) Procedimientos a seguir por las dependencias ATS adyacentes;
- e) Procedimientos a seguir por los pilotos, quienes deberán mantener en escucha la frecuencia principal del sector que se está volando, si estuviera disponible, así como también la frecuencia aire/aire **123,45 Mhz** aplicando los procedimientos de radiodifusión en vuelo.
- f) Cualquier otro detalle relacionado con las contingencias que requiera ser de conocimiento inmediato de los usuarios.

NOTAM DE INICIO DE LA CONTINGENCIA

NOTAM A XXXX/XX DEBIDO A LA INTERRUPCION DE LOS ATS, SE ACTIVA EL PLAN DE CONTINGENCIA DEL ESTADO XXX, EN LA FIR XXX , A PARTIR DE LA HORA XX, FECHA XX, HASTA (TIEMPO ESTIMADO: XX). MAYOR INFORMACION REMITIRSE AL PLAN DE CONTINGENCIA DE LA REPUBLICA XXX, PUBLICADO EN (AIP, AIC, ETC.).

Opcionalmente se podría incluir en el NOTAM otros aspectos relevantes del plan de contingencia como ser:

- NO SE DISPONE DE SERVICIO MOVIL AERONÁUTICO.
- SE PREVEEN DEMORAS AL TRÁNSITO AÉREO.
- SOLAMENTE SE ACEPTARA TRANSITO AEREO QUE SE ENCAMINE POR LA RED SIMPLIFICADA DE RUTAS ATS Y NIVELES DE VUELO DESCRITOS EN EL PLAN DE CONTINGENCIA ACTIVADO.
- LOS PILOTOS MANTENDRAN ESCUCHA EN LA FRECUENCIA PRINCIPAL ASIGNADA AL SECTOR EN QUE VUELEN Y EN LA FRECUENCIA AIRE/AIRE 123,45 MHZ APLICANDO LOS PROCEDIMIENTOS DE RADIODIFUSIÓN EN VUELO .
- SE AUTORIZAN PROCEDIMIENTOS DE AUTOTRANSFERENCIA
- NO SE AUTORIZAN PLANES DE VUELO REPETITIVOS
- EN EL CASO QUE LOS VUELOS NO PUEDAN CUMPLIR CON LAS ESPECIFICACIONES ESTABLECIDAS EN EL PLAN DE CONTINGENCIA, DEBERAN PLANIFICARSE O REENRUTARSE LOS VUELOS, EVITANDO LA FIR AFECTADA.

NOTAM DE CANCELACION

NOTAMC XXXX/XX A PARTIR DE XXX FECHA/HORA EL PLAN DE CONTINGENCIA HA SIDO DESACTIVADO STOP PRESTACIÓN DE SERVICIOS ATS NORMAL.

NOTAM GROUP AD-HOC**NOTAM MODEL FOR CONTINGENCY CASES**

In case no ATS services may be provided within the CTA/UTA/FIR (XXX), the competent authority of the FIR in CONTINGENCY, shall publish a NOTAM indicating the following:

- a) Starting date and hour and foreseen duration time of contingency measures.
- b) The Contingency Plan of the Republic of XXX shall be applied, affected FIRS,
- c) Facilities and/or services NOT available
- d) Procedures to be followed by adjacent ATS units
- e) Procedures to be followed by pilots, who shall maintain in listening the main frequency of the sector being flown and air/air frequency **123,45 MHz**, applying in-flight radio dissemination procedures.
- f) Any other detail related with contingencies which requires for immediate knowledge of users.

TRIGGER CONTINGENCY NOTAM

NOTAM A XXXX DUE TO ATS INTERRUPTION THE ...-STATE-... CONTINGENCY PLAN HAS BEEN ACTIVATED WITHINFIR SINCEDATE AND TIME.....UNTILDATE AND TIME STOP FOR FURTHER INFORMATION SUBMIT TO THE ...-STATE-...CONTINGENCY PLAN PUBLISHED INAIP ...OR AIC No. ... ETC.

As an option the NOTAM may include other relevant aspects from the contingency plan such as....

- AERONAUTICAL MOBILE SERVICE IS NOT AVAILABLE.
- DELAYS IN AIR TRAFFIC ARE FORESEEN.
- ONLY TRAFFIC PROCEEDING VIA SIMPLIFIED ATS ROUTE NET AND FLIGHT LEVELS SPECIFIED IN THE ACTIVATED CONTINGENCY PLAN WILL BE ACCEPTED.
- PILOTS WILL MAINTAIN LISTENING IN THE MAIN FREQUENCY ASSIGNED TO THE SECTOR THEY ARE FLYING AND ALSO THE AIR/AIR FREQUENCY 123,45 MHZ, APPLYING IN-FLIGHT RADIO DISSEMINATION PROCEDURES.
- AUTO-TRANSFERENCES PROCEDURES ARE AUTHORIZED
- REPETITIVE FLIGHT PLANS ARE NOT AUTHORIZED
- IN THE EVENT THAT FLIGHTS CAN NOT COMPLY WITH THE SPECIFICATIONS ESTABLISHED IN THE CONTINGENCY PLAN THEY MUST BE PLANNED OR ROUTED TO AVOID THE AFFECTED FIR

CANCELLATION NOTAM

NOTAMC XXXX/XX SINCE XXXX DATE / TIME THE CONTINGENCY PLAN HAS BEEN DE-ACTIVATED STOP ATS SERVICES PROVISION NORMAL.