

## NATIONAL CONTINGENCY PLAN MODEL CONTINGENCY MEASURES

### 1. Scope

1.1 This plan contains arrangements to ensure the continuation of interim air traffic flow through ... FIR in the event of disruptions of air traffic services and related supporting services in the FIR.

1.2 This plan is established pursuant to the ICAO Air Traffic Services Planning Manual (Doc 9426, Part II, Section 1 Chapter 1).

### 2. Contingency Unit

2.1 This AIC/AIP supplement (as applicable) is intended to make airspace users and adjacent ATS units aware of the applicable procedures. It shall enter into force by NOTAM.

2.2 The national contingency unit assigned the responsibility of monitoring developments that may dictate the enforcement of the contingency plan and coordination contingency arrangements is:

Name of agency:.....  
Contact person:.....  
Telephone:.....  
Fax:.....  
E-mail:.....  
AFTN:.....  
SITA:.....

2.3 The national contingency unit will normally liaise through the ICAO Regional Office of accreditation details as follows:

Name of Office:.....  
Contact person:.....  
Telephone:.....  
Fax:.....  
E-mail:.....  
AFTN:.....  
SITA:.....

**ATS CONTINGENCY PLAN - ..... FIR****A. SCENARIOS****1. AIRSPACE AVAILABLE FOR OVERFLYING TRAFFIC**

SERVICES - AVAILABLE  
ACC?  
FIS?

**2. AIRSPACE AVAILABLE FOR LANDING AND OVERFLIGHTS**

SERVICES AVAILABLE  
ACC?  
FIS?  
APP?  
TWR?

**3. AIRSPACE AVAILABLE BUT NO SERVICES AT ALL POSSIBLE ACTIONS**

- 1) AVOIDANCE OF AIRSPACE
- 2) FLIGHT LEVEL ALLOCATION SCHEME THROUGH FIR
- 3) COORDINATION WITH ADJACENT FIR
- 4) NOTAM ACTION (WHICH ATS AUTHORITY?)

**B. NOTAM ACTIONS:****1. AVOIDANCE OF AIRSPACE:**

NOTAM .....DUE TO DISRUPTION OF ATS IN ..... FIR ALL ACT  
ARE ADVISED TO AVOID THE FIR.

**2. AIRSPACE AVAILABLE LIMITED ATS**

NOTAM .....DUE TO ANTICIPATED DISRUPTION OF ATS IN .....  
FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS  
MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE  
AIRSPACE.

NOTAM .....TRAFFIC NOT WISHING TO ADHERE TO THE CONTINGENCY  
PLAN (cf. D BELOW) SHALL AVOID THE ..... FIR.

**3. AIRSPACE AVAILABLE BUT NIL SERVICES**

3.1 NOTAM ..... DUE TO DISRUPTION OF ATS IN ..... FIR ACFT WISHING TO TRANSIT THROUGH THE FIR SHALL STRICTLY ADHERE TO FOLLOWING CONTINGENCY FL ALLOCATION SCHEME AND ADHERE TO THE PROCEDURES BELOW:

3.1.1 A.....A/..... FIR B/.....C/TEMPO E/.....Due to reduced availability of Air Traffic Services in ..... FIR a contingency plan is established pursuant to the ICAO Air Traffic Services Planning Manual (Doc. 9426, Part II, Section I, Chapter 1, paragraph 1.3).

3.1.2 The purpose of this NOTAM is to make airspace users and adjacent ATS units aware of the intended procedures and route network. The contingency plan shall enter into force on .....

**C. BASIC PRINCIPLES**

1. The present Plan is based on the following principles:

1.1 Only international civil aviation operations, conducted in accordance with IFR in the upper airspace of ..... FIR and performed along the contingency air traffic routes established as described in Para. D below, are catered for by this plan.

1.2 Air Traffic Services are assumed to be limited or not available within the . FIR.

1.3 A flight level allocation scheme is applied so that over points of crossing or converging traffic, vertical separation is always provided.

**D. SYSTEM OF CONTINGENCY ATS ROUTES**

1. A system of contingency ATS routes is established as follows:

1.1 CONTINGENCY ROUTE CR 1: FLIGHT LEVEL ALLOCATED:  
EASTBOUND FL.....  
WESTBOUND FL....

1.2 CONTINGENCY ROUTE CR2: FLIGHT LEVEL ALLOCATED:  
EASTBOUND FL.....  
WESTBOUND FL.....

**E. PROCEDURES TO BE FOLLOWED BY ATS UNITS**

1. Filed flight plan messages shall continue to be transmitted through the AFTN, to ..... ACC/FIC as per normal procedure.
2. The adjacent ACCs/FICs, ....., shall be responsible for:
  - a) Transmitting, to the extent practicable, through the AFTN, to .....ACC/FIC and for each aircraft intending to transit through .....FIR:
    - A current flight plan message, at least (1) hour before the aircraft's estimated time of ..... arrival over the relevant entry point of ..... FIR.
    - An estimated message for the relevant entry point indicated at Para. 4 of ..... FIR, at least thirty (30 ) minutes before the aircraft's estimated time of arrival over that point.
  - b) Transmitting, through the AFTN, to the ACC serving the first FIR which an aircraft will enter after transiting the ..... FIR, and estimate message for the aircraft over the relevant exit point of the ..... FIR, as soon as the aircraft's last position report has been received, containing the aircraft's estimated time of arrival over the exit point.
  - c) Applying a longitudinal separation of at least twenty (20) minutes over the relevant entry point of ..... FIR, between aircraft flying at the same flight level and following the same contingency air traffic route and instructing the respective pilot-in-command to maintain the flight level and the Mach Number assigned throughout ..... FIR.
  - d) Not authorizing any flight level or Mach Number changes of any aircraft transiting through ..... FIR, within the time period of ten (10) minutes before the aircraft entering ..... FIR.
  - e) Requesting each aircraft transiting through ..... FIR to include in its last position report (over the entry point of ..... FIR) the estimated time of arrival over the relevant exit point of ..... FIR, on the contingency air traffic route used.

**F. PROCEDURES TO BE FOLLOWED BY AIRCRAFT**

1. All aircraft transiting through ..... FIR shall strictly comply with the following:
  - a) To operate along or as close as possible to the centreline of the assigned contingency air traffic route.
  - b) Pilots strictly adhere to the IATA Inflight Broadcast Procedures (IFBP) (attached) and maintain a continuous listening watch on the VHF frequency 126.9 MHz and also, on VHF ..... (and/or on HF daytime.....KHz night time .....). Report position when over the compulsory reporting points established along the respective contingency air traffic route. Also, for traffic to/from..... airport or when necessitated by emergency conditions, transmit blind on these same frequencies that start and completion of climb and descent.
  - c) To maintain during their entire flight time within ..... FIR, the flight level last assigned to them by the competent adjacent ACC and in no way change this level and Mach Number, except in cases of emergencies and for flight safety reasons.
  - d) Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit of ..... FIR, to climb or descend well to the right of the centreline of the contingency air traffic route being flown but remaining within.....FIR, and to inform immediately, by blind broadcast on the IFBP VHF frequency 126.9 MHz, all other aircraft (likely to be affected by transmitting a relevant emergency level change message (comprising the aircraft call-sign, the aircraft position, the flight levels being vacated and crossed, etc.).
  - e) To reach the flight level assigned by the competent adjacent ACCs for the transit of ..... FIR at least ten (10) minutes before entering ..... FIR. (Any other special procedures for airports near the FIR boundaries).
  - f) To include in their last position report to the competent adjacent ACC/FIC the estimated time over the entry point of ..... FIR and the estimated time of arrival over the relevant exit point of ..... FIR.

- g) To contact the next adjacent ACC/FIC as soon as possible and at the latest ten (10) minutes before the estimated time of arrival over the relevant exit point of ..... FIR.
- h) To display navigation and anti-collision lights at all times during the transit of ..... FIR.
- i) To maintain own longitudinal separation of 20 minutes from preceding aircraft at the same cruising level.

**Attachment**

**IATA IFBP PROCEDURES**

## **IATA In-flight Broadcast Procedure (IFBP) (AFI Region)**

### **1. Listening Watch**

- 1.1 A listening watch should be maintained on the designated frequency (126.9MHz in AFI), **10** minutes before entering the designated airspace until leaving this airspace. For an aircraft taking off from an aerodrome located within the lateral limits of the designated airspace, listening watch should start as soon as appropriate and be maintained until leaving the airspace.

### **2. Time of Broadcast**

- 2.1 A broadcast should be made in English:

**10** minutes before entering the designated airspace or, for a pilot taking off from an aerodrome located within the lateral limits of the designated airspace, as soon as appropriate;

**5** minutes prior to crossing a reporting point;

**5** minutes prior to crossing or joining an ATS route;

at **20** minute intervals between distant reporting points;

**2 to 5** minutes, where possible, before a change in flight level;

at the time of a change in flight level; and

at any other time considered necessary by the pilot.

### **3. Operating Procedures**

#### **3.1 Changes of Cruising Level**

- 3.1.1 Cruising level change should not be made within the designated airspace unless considered necessary by pilots to avoid traffic conflicts, for weather avoidance, or for other valid operational reasons;

- 3.1.2 When cruising level changes are unavoidable, all available aircraft lighting which would improve the visual detection of the aircraft should be displayed while changing levels.

#### **3.2 Collision Avoidance**



- 3.2.1 If, on receipt a traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk to his aircraft, and this cannot be achieved in accordance with the right-of-way provisions of ICAO Annex 2, he should:

unless an alternative manoeuvre appears more appropriate descend immediately 1000 ft if above FL290 or 500 ft if at or below FL290;

display all available aircraft lighting which would improve the visual detection of the aircraft;

as soon as possible reply to the broadcast advising action being taken;

notify the action taken on the appropriate ATS frequency; and

as soon as situation has been rectified, resume normal flight level, notifying the action on the appropriate ATS frequency.

### **3.3. Normal Position Reporting Procedures**

- 3.3.1 Normal position reporting procedures should be continued at all times, regardless of any action taken to initiate or acknowledge a traffic information broadcast.

### **3.4. Operation of Transponders**

- 3.4.1 Pilots should ensure that transponder procedures as contained in ICAO PANS OPS Doc 8168 are complied with and in the absence of other directions from ATC, operate the transponder on Mode A and C Code 2000.<sup>1</sup>

### **3.5. Use of TCAS**

- 3.5.1 TCAS equipped aircraft should have TA/RA mode selected at maximum range.

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<sup>1</sup> *Pilots are advised to ensure operation of transponders even when outside radar coverage in order to enable TCAS equipped aircraft to identify conflicting traffic.*

#### 4. Enforcement

4.1 All airlines operating in the AFI region are requested to:

ensure that their air crews are fully briefed on the procedures;

ensure that their charts and flight documentation are fully amended to reflect the foregoing;

4.2. Any operator reported to IATA as not applying the procedure shall be contacted immediately, informed of the procedure, and requested to apply it.

#### 4.3 Distribution

4.3.1 To assist in ensuring its widest possible applicability the procedure is distributed to all known operators in the AFI Region, as well as the following agencies/organizations:

ATLAS	KSS (Chart Department)	IBAA	Jeppesen
IAOPA	IAC		

#### A. EXAMPLE OF A BROADCAST

- a) "ALL STATIONS" given only once to attract attention;
- b) "THIS IS AZ....." (callsign);
- c) "FL.....";
- d) "NORTHEASTBOUND LAGOS-ROME VIA UA400";
- e) "POSITION.....AT.....(UTC)";
- f) "ESTIMATING POSITION.....AT.....(UTC)";
- g) "AZ...." (callsign)
- h) "FL..."
- i) "NORTHEASTBOUND" (direction of flight through the area).

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