



ICAO

ATM CONTINGENCY PLAN

(AFI) AFRICA AND INDIAN OCEAN REGION.

Version 1, July 2019

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This document will be made available to users from a number of websites including the ICAO ESAF/WACAF website.

DOCUMENT AMENDMENT PROCEDURES

The Regional ATM Contingency Procedures may be amended by a meeting facilitated by an APIRG contributing body responsible for ATM. However, an amendment of a State ATM contingency plan may also necessitate the amendment of the relevant portion of the State plan as contained in the AFI Regional ATM Contingency Plan.

PROCEDURES FOR REVIEW OR AMENDMENT OF CONTINGENCY PLAN

The Regional Contingency Plan requires regular updating to accommodate changes in contingency arrangements and contact details. Updating of the State plans that form the appendices of the Regional Plan shall be implemented by the ICAO ESAF and WACAF Regional Offices on receipt of updates from States, and is not dependent on APIRG prior approval. It is intended that APIRG and its contributory bodies conduct a complete review of the Plan every three years, or at shorter intervals as determined by APIRG. State or FIR Contingency Plans may be reviewable every two or three years, and all major amendments promptly published and forwarded to the Regional Office for amendment in the Regional plan as appropriate. Details of all such amendments shall be recorded as follows:

RECORD OF AMENDMENTS

AMENDMENTS		
No.	Date	Entered by
DRAFT1	21 July 2019	James Davis

FOREWORD

The AFI Regional ATM Contingency Plan is intended to provide guidelines to States (FIRs) and facilitate timely and effective action by all airspace users, air navigation service providers, as well as civil aviation authorities within the AFI Region for the purpose of ensuring safe, effective, and secure flow of international air traffic in the event of any disruption in the provision of air traffic services or supporting services, in order to preserve the availability of major world air routes in the global air transport system.

Regulatory materials relating to the AFI Regional aircraft operation are contained in relevant ICAO Annexes, PANS/ATM (Doc.4444), Regional Supplementary Procedures (Doc.7030), States AIPs and current NOTAMs, which should be read in conjunction with the material contained in this Document.

Guidelines for contingency measures for application in the event of disruptions of air traffic services and related supporting services were first approved by the Council on 27 June 1984 in response to Assembly Resolution A23-12, following a study by the Air Navigation Commission and consultation with States and international organizations concerned, as required by the Resolution. The guidelines were subsequently amended and amplified in the light of experience gained with the application of contingency measures in various parts of the world and in differing circumstances. The purpose of the guidelines is to assist in providing for the safe and orderly flow of international air traffic in the event of disruptions of air traffic services and related supporting services and in preserving the availability of major air traffic routes within the air transportation system in such circumstances.

This Contingency Plan has been developed with the approval of the AFI Planning and Implementation Regional Group (APIRG); the AFI region air navigation planning and implementation body established under the auspices of the International Civil Aviation Organization (ICAO).

APIRG is responsible for developing the required operational procedures; specifying the necessary services and facilities and; defining the aircraft and operator approval standards employed in the AFI Region.

EXECUTIVE SUMMARY

The AFI Regional ATM Contingency Plan is designed to provide guidance materials for States within the region to enhance uniformity in the development and implementation of State ATM Contingency plans in accordance with the Standards and Recommended Practices provided in Annex 11, Appendix C.

The document also provides common definitions of the different levels of contingency within the AFI Region, as well as recommended procedures for handling contingencies such as volcanic ash, public health emergencies, civil or industrial unrest, military conflicts, national security – normally political decisions, war, etc.

Guidance materials on the recommended structure of the State plans, template for publication of national plans as well as Memorandum of Understanding between states for the delegation of the provision of ATS during contingencies, are provided herein. Contingency Routes designated and agreed between States/ACCs/FIRs, as well as contingency procedures for the control, coordination and transfer of flights during level 2 or 3 contingencies are well enumerated.

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GLOSSARY

DEFINITIONS

Aircraft: Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

AIRPROX: The code word used in an air traffic incident report to designate aircraft proximity.

Air Navigation Services: Services provided to air traffic during all phases of operations including air traffic management (ATM), communication, navigation and surveillance (CNS), meteorological services for air navigation (MET), search and rescue (SAR) and aeronautical information services (AIS).

Airspace of a Sovereign State

Sovereign airspace refers to airspace as established over the sovereign territory of a state or an FIR boundary as established by ICAO under the management or control of a State.

Airspace over the High Seas

Airspace over the High Seas refers to airspace over international waters and delegated to a state by ICAO for the provision of air traffic services or air navigation services.

Airspace of Undetermined Sovereignty

Airspace of Undetermined Sovereignty refers to airspace over a disputed territory or international waters that authority for the control or provision of air traffic services is not agreed on or is in dispute.

Air Traffic: All aircraft in flight or operating on the manoeuvring area of an aerodrome.

Air Traffic Control Service: A service provided for the purpose of:

- a) Preventing collisions:
 - 1) Between aircraft, and
 - 2) On the manoeuvring area between aircraft and obstructions; and
- b) Expediting and maintaining an orderly flow of air traffic.

Air Traffic Flow Management (ATFM): A service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that ATC capacity is utilized to the maximum extent possible, and that the traffic volume is compatible with the capacities declared by the appropriate ATS authority.

Air Traffic Management (ATM): The dynamic, integrated management of air traffic and airspace including air traffic services, airspace management and air traffic flow management — safely, economically and efficiently — through the provision of facilities and seamless services in collaboration with all parties and involving airborne and ground-based functions.

Delegated or Assigned Airspace of a Sovereign State

Delegated airspace refers to airspace for which the provision of air traffic services or air navigation services have been delegated to a state or FIR either by ICAO or by a state due to contingency.

Incident: An occurrence, other than an accident, associated with the operation of an aircraft that affects or could affect the safety of operation.

Level 1 Contingency: Partial system failure or degradation of ATM system that can be managed within the FIR or ACC with the local contingency plan or facilities.

Level 2 Contingency: Total failure of the entire ATM system or air navigation system requiring the assistance or intervention of adjacent FIR(s) for the provision of ATS.

Level 3 Contingency: Total failure of the entire ATM system or air navigation system requiring the avoidance of the concerned FIR or portion of airspace.

NOTAM: A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

Primary Surveillance Radar (PSR): A surveillance radar system which uses reflected radio signals.

Secondary Surveillance Radar (SSR): A surveillance radar system that uses transmitters/receivers (interrogators) and transponders.

Safety Management System: A system for the management of safety at aerodromes including the organization structure, responsibilities, procedures, process and provisions for the implementation of aerodrome safety policies by an aerodrome operator, which provides for the control of safety at, and the safe use of the aerodrome.

Safety: The state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level.

State Safety Programme (SSP): An integrated set of regulations and activities aimed at improving safety.

ACRONYMS

ACAS	Airborne Collision Avoidance System
ACC	Area Control Centre
ADS-B	Automatic Dependent Surveillance-Broadcast
ADS-C	Automatic Dependent Surveillance-Contract
AFTN	Aeronautical Fixed Telecommunication Network
AFI CCT	AFI Regional Contingency Coordinating Team
AIDC	ATS Inter-facility Data Communications
AIM	Aeronautical Information Management
AIRAC	Aeronautical Information Regulation and Control
AMHS	ATS Message Handling System
ANSP	Air Navigation Service Provider
AN-Conf	Air Navigation Conference
APIRG	AFI Planning and Implementation Regional Group
ASBU	Aviation System Block Upgrade
ASECNA	Agency for the Safety of Air Navigation in Africa and Madagascar
ATC	Air Traffic Control
ATFM	Air Traffic Flow Management
ATIS	Automatic Terminal Information Service
ATS	Air Traffic Services
ATM	Air Traffic Management
ACDM	Airport Collaborative Decision-Making
AOCG	ATM Operational Contingency Group
CCC	Central Coordinating Committee
CCT	Contingency Coordination Team
CFIT	Controlled Flight into Terrain
CLAM	Cleared Level Adherence Monitoring
CNS	Communications, Navigation, Surveillance
CPDLC	Controller Pilot Data-link Communications
CTA	Control Area
CTR	Control Zone
DME	Distance Measuring Equipment
FIR	Flight Information Region
FLAS	Flight Level Allocation Scheme
FUA	Flexible Use Airspace

GANP	Global Air Navigation Plan
GASP	Global Aviation Safety Plan
IATA	International Air Transport Association
IFALPA	International Federation of Airline Pilots' Association
IFATCA	International Federation of Air Traffic Controllers' Association
ICAO	International Civil Aviation Organization
IMC	Instrument Meteorological Conditions
MET	Meteorological
METAR	Meteorological Aerodrome Report
MLAT	Multilateration
PBN	Performance-based Navigation
RAM	Route Adherence Monitoring
RANP	Regional Air Navigation Plan
RNAV	Area Navigation
RNP	Required Navigation Performance
RVSM	Reduced Vertical Separation Minimum
SAR	Search and Rescue
SBAS	Space Based Augmentation System
SIGMET	Significant Meteorological Information
STCA	Short Term Conflict Alert
SUA	Special Use of Airspace
SWIM	System-Wide Information Management
TAF	Terminal Area Forecast
TMA	Terminal Control Area
TBO	Trajectory Based Operations
TCAS	Traffic Collision Avoidance System
TOC	Transfer of Control
VHF	Very High Frequency
VNAV	Vertical Navigation
VAAC	Volcanic Ash Advisory Centre
VMC	Visual Meteorological Conditions
VOLMET	Meteorological Information for Aircraft in Flight
VOR	Very High Frequency Omni-directional Radio Range
WACAF	West and Central African Region
WAFC	World Area Forecast Centre

1. OBJECTIVES OF REGIONAL ATM CONTINGENCY PLAN

1.1 The objectives of the Regional Contingency Plan are to:

- a) Provide a contingency response framework for AFI States to ensure the safe, expeditious, effective and secure management of aircraft operations in affected FIRs, including transiting between other FIRs, during contingency events;
- b) Ensure timely, harmonized and appropriate responses to all events resulting in disruption to the provision of Air Traffic Services (ATS), or in which ATS is involved, and hence to normal aircraft movement; and
- c) Provide a greater degree of certainty for airspace and aerodrome users during contingency operations.
- d) Provide a common framework for States to adopt in order to enhance standardization and uniformity in the management of contingencies.

2. REGULATORY REQUIREMENTS FOR IMPLEMENTATION OF CONTINGENCY PLANS

2.1 Annex 11 to the Convention on International Civil Aviation requires that Air Traffic Services authorities shall develop and promulgate contingency plans for implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services. Such contingency plans shall be developed with the assistance of ICAO as necessary, in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned.

2.2 The APIRG 21 meeting that held in Nairobi, Kenya in 2017, noted with concern, the lack, incomplete, uncoordinated or non-publication of ATM Contingency Plans that has been a longstanding deficiency in the AFI Region. Therefore, the APIRG 21 Conclusion 21/05 states that:

- a) States develop or update Contingency Plans (CPs) that include Public Health Emergencies (PHE) and Volcanic Ash (VA) provisions and publish them as soon as practical; and
- b) ICAO provides assistance to States in the development and coordination of the CPs to enable their publication and completion of the Regional CP.

3. SCOPE OF THE REGIONAL CONTINGENCY PLAN

3.1 The AFI Regional Contingency Plan is structured to provide contingency measures or procedures to manage the following contingencies:

- a) Breakdown or interruption of ATM system (Communication, Navigation, Surveillance, ATM Operations and Human Factors);
- b) Natural Disasters (Volcanic Eruption, Earthquake, Tsunami, Extreme Weather, etc.);
- c) Industrial Action or Labour Unrest affecting Air Navigation Services;
- d) Security Challenges affecting Air Navigation System (Military Conflict, Acts of Unlawful Interference, Conflict Zones, etc.),
- e) Public Health Emergency;
- f) Facilitate waivers or timely approvals of over-flight permit or clearance during contingency,
- g) Facilitate the exchange of safety critical or operational information between affected States/FIRs and users, and
- h) State exercising its sovereignty, sanctions over a state or territory, etc.

3.2 The Plan is also structured to provide:

- a) Regional ATFM planning principles;
- b) Regional contingency planning elements;
- c) Analysis of the current Regional contingency planning status;
- d) A performance improvement plan;
- e) Considerations for research and future development; and
- f) Milestones, timelines, priorities and actions.

4. INTRODUCTION TO REGIONAL ATM CONTINGENCY PLAN

4.1 This document is produced in accordance with the requirement of ICAO Annex 11 – Air Traffic Services, Chapter 2, paragraph 2.32 to the Convention on International Civil Aviation Air Traffic Services.

4.2 The Air Traffic Management (ATM) Contingency Plan (referred herein as ‘The Plan’) contains details of the arrangements in place to ensure, to the extent possible and as far as practicable, the continued safety of air navigation in the event of partial or total disruption of Air Traffic Services within the AFI Region.

4.3 The plan may also be activated in cases when airspace users decided to circumnavigate airspace(s) due to conflict zones, weather, etc. which might significantly increase the air traffic flow in other airspace(s), thereby constraining ATC facilities in those airspace(s).

4.4 The plan details common procedures throughout AFI Region, as well as additional procedures that are specific to individual ANSPs/States may be found in the requisite State publications.

4.5 For each of the Flight Information Regions (FIRs), a set of Contingency Routes (CRs) have been developed and are contained in the State's Plan, based on the major air traffic flows patterns in the AFI Region.

4.6 The Plan is designed to provide alternative routes for the traffic flows between the AFI Region and neighbouring ICAO Regions i.e. MID, NAT, SAT, APAC and EUR, due to disruption or potential disruption to air traffic services and related supporting services with minimum disruption to users.

4.7 The alternative routes (Contingency Routes – CRs) are based mainly on existing routes network. However, States, in consultation with airspace users, may establish temporary routes to be able to accommodate extra traffic in a safe and expeditious manner.

4.8 ICAO may temporarily assign responsibility for providing air traffic services in airspace over the high seas in the event of a contingency or potential contingency to another State. Such decisions shall be taken in consultation with adjacent States and users.

4.9 ICAO will initiate and coordinate appropriate contingency action in the event of disruption of air traffic services and related supporting services affecting international civil aviation operations provided by a State wherein, for some reason, the authorities cannot adequately discharge the responsibility.

4.10 ICAO will also initiate and coordinate appropriate contingency action at the request of States.

4.11 It is recognised that operators may incur economic penalties during the application of the contingency plan. All necessary measures shall be taken to reduce this to the minimum.

4.12 **The ICAO ESAF/WACAF** Regional Office will coordinate with ICAO HQ and other relevant Regional Offices any amendment to the Regional Contingency Plan and will also distribute this contingency plan to all relevant States and international organizations within their regions. All AFI States Contingency Plans will be posted in ICAO website.

5. STRUCTURE OF THE AFI REGIONAL CONTINGENCY PLAN

5.1 The AFI Regional Contingency Plan consist of:

- a) ICAO ESAF/WACAF Regional Offices,
- b) AFI Contingency Coordination Team,
- c) IATA Regional Offices,
- d) State/FIR Central Coordinating Committee (CCC),
- e) State/FIR ATM Operations Coordination Group (AOCG),
- f) States/FIRs ATM Contingency Focal Points.

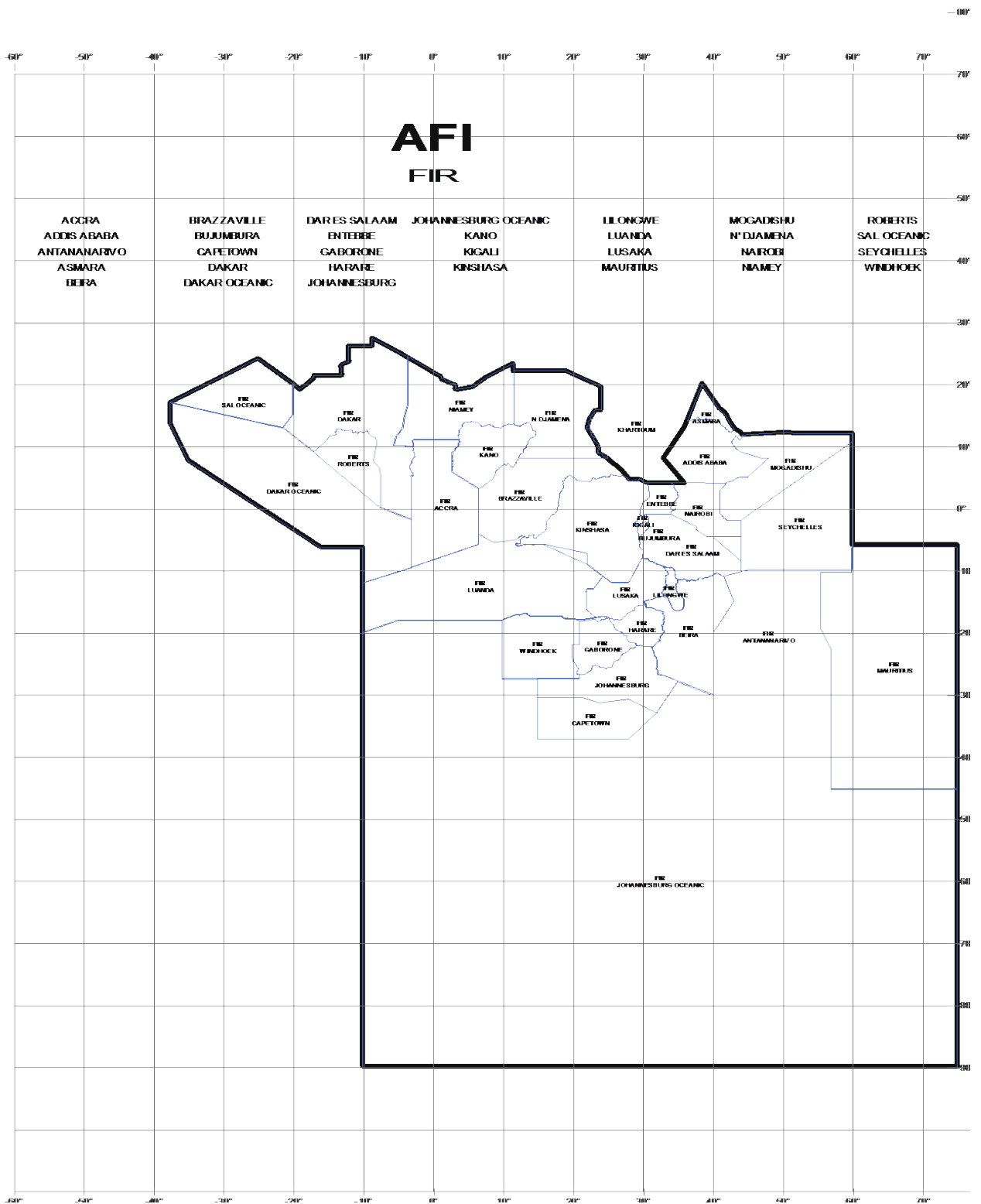
The Organogram of the AFI CCT is in **Appendix L**.

5.2 List of States/FIRs in the AFI Regional ATM Contingency Plan

The following FIRs/ACCs Constitute the AFI Regional Contingency Planning Group:

- 1) ACCRA
- 2) ADDIS ABABA
- 3) ANTANANARIVO
- 4) ASMARA
- 5) BEIRA
- 6) BRAZZAVILLE
- 7) BUJUMBURA
- 8) CAPE TOWN
- 9) DAKAR
- 10) DAKAR OCEANIC
- 11) DAR ES SALAAM
- 12) ENTEBBE
- 13) GABORONE
- 14) HARARE
- 15) JOHANNESBURG
- 16) JOHANNESBURG OCEANIC
- 17) KANO
- 18) KIGALI
- 19) KINSHASA
- 20) LILONGWE
- 21) LUANDA
- 22) LUSAKA
- 23) MAURITIUS

- 24) MOGADISHU
- 25) NAIROBI
- 26) N' DJAMENA
- 27) NIAMEY
- 28) ROBERTS
- 29) SAL OCEANIC
- 30) SEYCHELLEYS
- 31) WINDHOEK



6. AFI STATES/FIRS LEVEL 2 & 3 CONTINGENCY ROUTES STRUCTURE

6.1 In the event of disruption of Air Traffic Services provided in any FIR within the AFI Region, contingency routes as established by the affected FIRs and coordinated with adjacent FIRs, will be activated to ensure safety of flight and to facilitate limited flight operations commensurate with the prevailing conditions. Existing Regional routes will normally form the basis of the contingency routes to be used. A Simplified Route Network (SRN) through the airspace concerned, if it is available, together with a Flight Level Allocation Scheme (FLAS) to ensure lateral and vertical separation, and a procedure for adjacent area control centres to establish longitudinal separation at the entry point and to maintain such separation through the airspace. SRN may be used to provide tactical separation at crossing points of ATS Routes to minimize potential points of conflict under reduced air traffic services.

6.2 The contingency routes for each State/FIR in the event of a Level 2 or 3 Contingency for international flights are detailed in the appendices to this document. Additional contingency routes will be introduced as and when necessitated by circumstances, such as in the case of volcanic ash clouds formation, as contained in Regional Contingency Plan for Volcanic Ash in the Appendices to this document.

6.3 In the event of a level 2 or 3 contingency, ONLY published Contingency Routes shall be available for operations. However, where new waypoints are required to be established for contingency routes, or transfer of control points, 5-letter name codes (5LNC) or waypoint names for ATS contingency routes must be drawn from the ICAO International Codes and Route Designators (ICARD) Database.

6.4 In regard to domestic operations, if circumstances dictate, all flights shall be temporarily suspended until a full assessment of the prevailing conditions has been determined and sufficient Air Traffic Management capacity restored. A decision to curtail or restart domestic operations will be made by the Central Coordinating Committee.

6.5 Aircraft on long-haul international flights and special operations (e.g. Search and Rescue (SAR), State aircraft, humanitarian flights, etc.) shall be accorded priority as necessary.

6.6 Contingency Routes for any State/FIR shall be established and published after due coordination with adjacent States/FIRs. These Contingency Routes shall be specified in the State/FIR ATM Contingency Plan. The Contingency Routes for the AFI States/FIRs are contained in **Appendix E and F (WACAF) & (ESAF)** level and 3.

7. AFI REGIONAL ATM CONTINGENCY COORDINATION TEAM (AFI CCT) ARRANGEMENTS

7.1 The potentials of occurrence of contingencies has necessitated the need for a centralized team at the AFI Regional Level to coordinate and facilitate the exchange of information at strategic level from affected States/FIRs to airspace users as well as international organizations such as IATA, IFALPA, IFATCA, etc. Thus, the need for the establishment of an AFI Regional Contingency Coordination Team with membership drawn from all FIRs within the AFI Region and international organizations such as IATA, IFALPA and IFATCA. The AFI Regional Contingency Coordination Team (AFI CCT) shall coordinate closely with the State Central Coordinating Committee (CCC) in the event of a contingency affecting a particular State or FIR. The Regional Contingency Coordinating Team shall also coordinate with the adjacent FIR(s) delegated to provide air traffic services by the affected State or FIR.

7.2 The AFI CCT shall function as follows:

- a) Facilitate the Review of State or FIR Contingency Plans and ensure Effective Coordination of such plans with adjacent FIRs.
- b) Facilitate the development of Contingency Routes by FIRs, as well as the coordination of such Contingency Routes between adjacent FIRs.
- c) Collation of FIR Contingency Routes into a Single AFI Regional Contingency Routes Network.
- d) Identify any deviations from the AFI Regional Air Navigation Plan.
- e) Serve as a Framework for the coordination, monitoring, control and reporting of contingencies within the AFI Region.
- f) To develop a Memorandum of Understanding (MOU) template for the guidance of states/FIRs in the event of delegation of the provision of ATS during Contingency.
- g) To develop NOTAM Templates for the Issuance of Trigger NOTAM for activation and deactivation of State/FIR Contingency Plans.
- h) To develop AIP Supplement Template for the publication of State/FIR Contingency Plans.
- i) Coordinate the publication of all State/FIR Contingency Plans.
- j) Regularly Review the Regional Contingency Plan.
- k) Provides uniform policy and guidance for responding to reasonably foreseeable operational restrictions, including short, medium and long term actions, prevention of overload of the contingency system and guidance for implementation and resumption.
- l) Review the status of ATM Contingency Plans and contingency preparedness of AFI Region States;
- m) Identify areas where ATM contingency planning requires improvement to comply

with ICAO Standards and Recommended Practices defined in Annex 11 Air Traffic Services and accepted best practices;

- n) Analyse contingency procedures in use in other ICAO Regions and harmonize where practicable with similar procedures in adjacent airspaces within the AFI Region;
- o) Determine the varying levels of contingency response necessary for various levels or types of contingencies such as, but not limited to, severe meteorological and geological phenomena, public health emergencies, national security, unlawful interferences, military conflicts and industrial relations issues;
- p) Provide principles for ATM contingency planning;
- q) Provide contingency planning templates for States; and
- r) Facilitate the coordination of State Contingency Plans with adjacent states;
- s) Facilitate the coordination of State Contingency Plan with users.

8. STATE/FIR CENTRAL COORDINATING COMMITTEE (CCC)

8.1 Each State shall establish a Central Coordinating Committee (CCC) that shall be responsible for the development and maintenance of contingency plan, activation and deactivation of contingency plan, conduct of contingency plans, as well as formation of an ATM Operational Contingency Group (AOCG).

8.2 The Central Coordinating Committee membership should include relevant representation from the Regulatory Authority, Air Navigation Service Provider, Military Authority, Other relevant national authorities, airspace user representatives, airport authorities, meteorological authority, and other relevant authorities and agencies.

8.3 The CCC shall have the primary responsibility of convening the ATM Operational Contingency Group (AOCG) at the state level in the event of a contingency occurring affecting the state or FIR. Thus, the CCC has the responsibility of overseeing the day to day operations under the contingency arrangements, and coordinate operational ATS activities, 24 hours a day, throughout the contingency period. The terms of reference of the AOCG shall be determined by the CCC.

9. STATE/FIR ATM OPERATIONAL CONTINGENCY GROUP (AOCG)

9.1 The ATM Operational Contingency Group (AOCG) shall be established by the States for the tactical or operational management of the contingencies affecting a state or FIR.

9.2 The functions of the AOCG shall include but not limited to the following:

- a) Review and update of the Contingency Plan as required;
- b) Keep up to date at all times of the contingency situation;
- c) Organize contingency teams in each of the specialized areas;

- d) Keep in contact with and update all affected airspace and system users, customers and other relevant stakeholders;
- e) **Note:** Annex 11 provides guidelines for coordination of contingency matters with ICAO as follows:
- f) Exchange up-to-date information with the adjacent ATS authorities to be affected by the contingency activities;
- g) Notify the designated organizations of the contingency situation sufficiently in advance and/or as soon as possible thereafter;
- h) Take necessary action for issuing NOTAMs in accordance with the contingency plan or as otherwise determined by the particular contingency situation. Where the contingency situation is sufficiently foreseeable the relevant NOTAMs should be issued 48 hours in advance of the contingency events, using templates provided in the appendices contained herein.
- i) Membership of the AOCG should include any necessary specialist input from the following disciplines:
 - j) Air Traffic Control (ATC)
 - k) Aeronautical Telecommunication (COM)
 - l) Surveillance and Navigation
 - m) Aeronautical Meteorology (MET)
 - n) Aeronautical Information Services (AIS)

10. STATE/FIR ATM CONTINGENCY PLAN FOCAL POINT

10.1 Each State/FIR shall appoint a Focal Point and an Alternate Focal Point for purpose of liaising with ICAO AFI Contingency Coordinating Team (CCT), ICAO Regional Office, as well as IATA or other airline operators, etc.

10.2 The State/Focal Point shall serve as representatives of the States/FIRs in the ICAO AFI CCT.

11. CONTINGENCY COORDINATION AIRLINES WORKING GROUP (CCAWG)

11.1 The purpose of the group is to provide airlines with a platform to identify lessons learned during a contingency, undertake review of the planning, pre-activation, activation and post activation phases of the contingency and to contribute to the enhancement of the functions of the AFI Contingency Coordination Team (CCT), as well as safety and efficiency of flight operations.

12. LEVELS OF ATM CONTINGENCY

12.1 The following are levels of ATM contingencies that determine the planning for the effective management of contingencies:

Level 1 Contingencies:

This refers to partial system failure or degradation of ATM system that can be managed within the FIR or ATS unit with the local contingency plan or facilities.

States are required to develop contingency measures to internally address level 1 contingencies such as failure of primary communication, navigation, surveillance or ATM system not requiring intervention of adjacent FIR or State.

State with more than one FIR shall be considered to be in level 1 contingency if the intervening ATS Unit is from the same State.

FIR consisting of more than one State shall be considered to be in level 1 contingency if the intervening ATS Unit is from one state contained within the same FIR.

In level 1 contingency, users may expect to fly within the affected airspace but with limited ATS such as no surveillance services, limited voice communication, increased separation, delays or application of ATFM measures.

Level 2 Contingencies:

This refers to total failure of an entire ATM system or air navigation system requiring the assistance or intervention of an ATS Unit located in another State for the provision of ATS.

Under Level 2 Contingencies, the concerned airspace or FIR is considered safe, but the responsible ATS Unit is unable to provide adequate ATS due to contingency events such as industrial action, public health emergency, earthquake, nuclear emergency, etc.

In level 2 contingency users may expect to fly within the affected airspace but with limited ATS within specified contingency routes or Simplified Route Network with the application of flight level allocation scheme.

Level 3 Contingencies:

Total unavailability of the affected airspace or FIR requiring the avoidance of the concerned FIR or portion of airspace.

Under level 3 contingency, the airspace is closed and users are required to avoid the affected airspace. Level 3 contingencies may include:

- a) Airspace Not Safe, due to causal events such as industrial action, earthquake, nuclear emergency, etc. affecting the provision of ATS.
- b) Airspace Not Secured due to contingency events such as military activity, military conflict, war, terrorist activities, unlawful interference, etc. necessitating the avoidance of such airspace.
- c) Airspace Not Available, due to causal events such as national security-political decisions, civil unrest, imposition of sanctions, etc. necessitating the avoidance of such airspace.

13. GUIDELINES FOR LEVEL 1 CONTINGENCY FOR STATES OR FIRS

13.1 Each State shall establish internal procedures for management of level 1 or domestic contingencies that may not require the intervention of adjacent FIRs.

13.2 Each State shall provide for the establishment and operation of an ATM Operational Contingency Coordination Group (AOCG) and a Central Coordinating Committee (CCC) responsible for the development, maintenance, activation and conduct of contingency plans.

13.3 Contingency Arrangements and procedures for the activation of the ATM Operational Contingency Group (AOCG) function should be developed and included in the State or FIR contingency plan.

13.4 States shall develop Level 1 contingency plans for contingency events, conforming with the principles and the Basic Elements of the Regional ATM Contingency Plan.

13.5 Human performance-based training and procedures for response to ATM contingency operations for all staff providing related ATS, Flight Information, Aeronautical Information, Aeronautical Telecommunication and CNS equipment maintenance staff should be developed and implemented.

13.6 Programs for regular desktop and inter-unit coordinated exercises of all Level 1 contingency plans should be developed and implemented.

13.7 Processes should be implemented to ensure the outcomes of any testing, pre-activation or activation of a contingency plan or any contingency exercise are reviewed and analysed, and lessons learned incorporated into contingency procedures and training.

13.8 NOTAM issuance on level 1 contingency shall indicate the ATS services available and the applicable separation minima, as well as airspace classification.

13.9 Relevant sections of contingency plans that may have an effect on international flights should be made available to airspace users on the public internet website of the ANSP, and the hyperlink provided to ICAO WACAF/ESAF Regional Office for inclusion into the Regional ATM Contingency Plan.

Note: A single combined document comprising information from all relevant Level 1 contingency plans may be suitable for this purpose.

14. GUIDELINES FOR LEVEL 2 CONTINGENCIES (TEMPORARY DELEGATION OF PROVISION OF ATS)

14.1 Each State shall establish internal procedures for management of level 2 contingencies requiring delegation of the provision of ATS to adjacent States/FIRs.

14.2 Sovereign airspace can be used only with the consent of the authorities of the State concerned regarding such use. State Contingency Plans must include statements to confirm the availability of its airspace for contingency.

14.3 The delegation of airspace or FIR under level 2 contingency shall be in accordance with an MOU between concerned States in line with the template provided under **Appendix A**.

14.4 States shall develop Level 2 contingency plans conforming with the Principles and the Basic Elements of the Regional ATM Contingency Plan.

14.5 Human performance-based training and procedures for response to ATM contingency operations for all staff providing related ATS, Flight Information, Aeronautical Information, Aeronautical Telecommunication and CNS equipment maintenance staff should be developed and implemented.

14.6 Programmes for regular desktop and inter-unit coordinated exercises of all Level 2 contingency plans should be developed and implemented.

14.7 Processes should be implemented to ensure the outcomes of any testing, pre-activation or activation of a contingency plan or any contingency exercise are reviewed and analysed, and lessons learned incorporated into contingency procedures and training.

14.8 Details of contingency ATS routes and associated flight level allocation schemes should be published in State AIP (Section ENR 3.5).

14.9 Operational personnel such as ATC, AIS, Flight Dispatchers and Flight Crew should be sensitized on the published Contingency Routes.

14.10 Relevant sections of contingency plans that may have an effect on international flights should be made available to airspace users on the public internet website of the ANSP, and the hyperlink provided to ICAO ESAF/WACAF Regional Office for inclusion into the Regional ATM Contingency Plan.

14.11 States shall develop and implement Level 2 contingency arrangements and should be formalized through an MOU for all cases where the pre-activation or activation of a Level 2 contingency plan would impact upon ATS within the area of responsibility of a neighbouring State/FIR.

14.12 Details of contingency ATS routes and flight level allocation scheme should be published in State AIP.

14.13 Where practicable, each State should harmonize its Contingency ATS Route and FLAS structures with those of all neighbouring States or FIRs.

15. GUIDELINES FOR LEVEL 3 CONTINGENCIES REQUIRING AVOIDANCE OF STATE/FIR

15.1 States shall develop and implement Level 3 contingency arrangements, and should be formalized for all cases where the pre-activation or activation of a Level 3 contingency plan would impact upon ATS within the area of responsibility of a neighbouring State.

15.2 Level 3 contingency arrangements should include procedures for the tactical definition and promulgation by NOTAM of contingency ATS routes to avoid airspace affected by contingency requiring the avoidance of the affected airspace/ACC/FIR.

15.3 Adjacent States affected by level 3 contingency rerouting and traffic overload may apply appropriate ATFM measures to accommodate the increased traffic flow, where applicable.

15.4 Human performance-based training and procedures for response to ATM contingency operations for all staff providing related ATS, Flight Information, Aeronautical Information, Aeronautical Telecommunication and CNS equipment maintenance staff should be developed and implemented.

15.5 Programs for regular desktop and inter-unit coordinated exercises of all Level 3 contingency plans should be developed and implemented.

15.6 Processes should be implemented to ensure the outcomes of any testing, pre-activation or activation of a contingency plan or any contingency exercise are reviewed and analysed, and lessons learned incorporated into contingency procedures and training.

15.7 Details of contingency ATS routes and associated flight level allocation schemes should be published in State AIP (Section ENR 3.5).

15.8 State publication of Contingency Routes in the State AIP shall only include ATS Routes within the State concerned and not inclusive of any ATS Route in adjacent FIR or State, unless prior coordinated and agreed upon.

15.9 States shall ensure that their National ATM Contingency Plans indicate where applicable, elements of deviation from the Regional Air Navigation Plan that will require the approval of the ICAO Council President. Such deviations may include delegation of the provision of ATS to adjacent State/FIRs, newly established Contingency Routes, etc.

16. PROCEDURES FOR ACTIVATION AND DEACTIVATION OF CONTINGENCY PLAN

16.1 National Contingency Plans shall provide procedures for activation or initiation of Contingency Plans as well as procedures for termination of such plans. The activation and termination of such plans shall be via NOTAM issued by the state concerned.

16.2 The CCC shall inform ICAO, the AFI CCT and adjacent FIR as appropriate.

16.3 This NOTAM shall be issued at least 48 hours prior to the commencement of the contingency operations, where practicable. However, where the state activating the contingency is unable to issue NOTAM due to the failure or degradation of the AIM system, then the State delegated to provide the Air Traffic Services shall issue the NOTAM activating the contingency plan.

16.4 In the event that ATS cannot be provided in the concerned or affected FIR:

- i) The affected FIR, where practicable, shall issue NOTAM for the activation of the Contingency Plan after due consultations by the Central Coordinating Team, or the appropriate ATS Authority.
- ii) The adjacent FIR assigned or delegated to provide ATS in the Contingency Plan, shall after due notification by appropriate ATS authority of the affected FIR, issue a NOTAM for the activation of the Contingency Plan.
- iii) Affected states in adjacent FIRs can inform ICAO to request them to issue a NOTAM activating the Contingency Plan.

16.5 A NOTAM shall be issued indicating the following, as a minimum requirement:

- a) Time and date of the beginning of the contingency measures;
- b) Airspace available for landing and overflying traffic and airspace to be avoided;

- c) Details of the facilities and services available or not available and any limitations on ATS provision (e.g., ACC, APP, TWR and FIC),
- d) Duration of the contingency or an expected date of restoration of services if available;
- e) Flight level allocation scheme (FLAS) if different from those defined in **Appendix C and D** to this document;
- f) Information on the provisions made for alternative services;
- g) Any changes to the ATS contingency routes contained in this Plan;
- h) Any special procedures to be followed by neighbouring ATS units not covered by this Plan;
- i) Any special procedures to be followed by pilots; and
- j) Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

16.6 In the event that an FIR International NOTAM Office is unable to issue the NOTAM, the (alternate) International NOTAM Office at adjacent FIRs will take action to issue the NOTAM pertaining to the status or closure of airspace upon notification by affected FIR or ICAO WACAF/EASAF Regional Office.

17. FLIGHT LEVEL ALLOCATION SCHEME

17.1 Each State/ACC/FIR shall develop a Flight Level Allocation Scheme (FLAS) for inclusion in her national or FIR Contingency Plan. The FLAS shall provide strategic separation for aircraft operations within an airspace affected by a level 2 or 3 contingency. The objective of a FLAS is to de-conflict operations on crossing or converging contingency routes. Where possible, aircraft on long-haul international flights shall be given priority with respect to the assignment of cruising levels.

18. TRANSFER OF CONTROL POINTS

18.1 The Transfer of Control Points between an ACC/FIR and adjacent ACCs/FIRs in a level 2 or 3 contingency shall be the existing or designated Transfer of Control Points on the contingency routes. However, operational capacity may necessitate the designation of new transfer of control points during a contingency.

19. SEAMLESS SSR CODES ALLOCATION SCHEME

19.1 The State/FIR/ATS Unit delegated to provide ATS within a contingency airspace shall be responsible for the assignment of SSR Codes for flights operating in, out or over the affected State, FIR or ATS Unit.

19.2 The SSR Codes to be assigned to flights into, out of, or over a contingency airspace or FIR shall be in accordance with any existing Seamless SSR Codes Allocation Scheme between the affected ACC/FIR and adjacent ACC/FIR, provided the delegated ACC/FIR has radar coverage over the affected airspace or FIR.

However, where contingency SSR Codes assignment is provided in the MOU between the affected ACC/FIR and the delegated ACC/FIR, then the SSR Codes contained in the MOU shall supersede other SSR allocation schemes.

20. OVER-FLIGHT APPROVAL

20.1 Aircraft operators are required to obtain over-flight approval from States responsible for such airspaces in accordance with the procedures and requirements of such States.

20.2 However, in a level 2 contingency situation, the delegating State/FIR may through an MOU, delegate the approval for over-flight requests to the State/FIR delegated to provide ATS over the affected State/FIR. In this case, the delegation should be indicated in the published Contingency Plan of the affected State/FIR.

20.3 The AFI CCT shall facilitate waiver or expeditious approval of over-flight permit or clearance in level 3 contingency with the other FIRs affected by deviations or re-routings.

20.4 Aircraft operators should note however that over-flight approval remains the responsibility of the State whose territory is to be overflowed, except delegated to adjacent State.

21. NOTIFICATION PROCEDURES DURING LEVEL 1, 2 & 3 CONTINGENCY OPERATIONS

21.1 In the event of activation of level 1, 2 or 3 contingency procedures, the affected State/FIR shall where practicable, notify ICAO, AFI CCT, all affected agencies, ACCs, FIRs and operators as appropriate. However, where this is not practicable due to the level of the contingency, then the delegated State/FIR shall notify ICAO, AFI CCT, all affected ACCs, FIRs and operators as appropriate.

21.2 In level 1 and 2 contingency events resulting in Limited Service situations, the CCC will decide upon the level of notification necessary and take action as required to disseminate the information.

21.3 In a level 2 and 3 contingencies events resulting in no service situations, the AOCG will issue NOTAMs and broadcast on appropriate frequencies that contingency procedures have been initiated or activated. The notification process employed by individual States/FIRs shall be detailed in the national contingency plans of respective States.

21.4 IATA member airlines and other operators encountering contingency events within a State/FIR affecting safety or security of flight operations are required to immediately report such events or occurrences to the ICAO Regional Office or IATA Regional Office for immediate mitigation action and dissemination to other airspace users and affected States/FIRs.

21.5 Additional guidance materials on reporting procedures by IATA, operators and other service providers that are relevant to safety of flight operations, are contained in **Appendix J**.

The following are examples of the type of information that may be broadcasted to alert users on the activation of level 2 or 3 contingencies:

“Due to (type of contingency) affecting (ACC or FIR ---) all ATC services are terminated. Flights within (ACC or FIR ---) should continue as cleared and contact the next ATC unit in adjacent ACC or FIR, as soon as possible. Flights not in receipt of an en-route clearance should land at an appropriate airfield or request clearance to fly contingency route or avoid affected (ACC or FIR). Flights should monitor (defined frequencies ---).”

Broadcast an evacuation message on appropriate frequencies:

“All aircraft on (ACC Frequency ---) be informed that due to the activation of contingency plan no air traffic control service will be provided by (ACC or FIR). All affected aircraft should exercise caution and monitor (control frequencies ---), emergency frequencies and air to air frequencies, as well as contact the next air traffic control unit in adjacent (ACC or FIR ---) as soon as possible”.

Procedures by flights approaching an Airspace under Contingency

Aircraft Not in Receipt of an En-route Clearance:

In the event of activation of a level 2 or 3 contingency, only aircraft with received and acknowledged en-route clearances shall be permitted to transit through an affected ACC or FIR.

If unable to obtain or acknowledge an en-route clearance, flights should plan to re-route around the affected ACC or FIR, or proceed to land at an en-route alternate aerodrome. However, such flights may proceed along designated contingency routes if so cleared by adjacent ACC that has been so delegated to provide ATS over the affected airspace or FIR.

Aircraft in receipt of acknowledged En-route Clearance outside Contingency FIR:

Aircraft operating with a received and acknowledged en-route clearance can, at pilot’s discretion, continue flight along designated contingency routes, but should expect a limited ATC service within the contingency FIR.

22. IATA IN FLIGHT BROADCAST PROCEDURES (IFBP)

22.1 In the event of level 1, 2 or 3 contingency events resulting in limited air – ground communication services, operators shall implement IFBP as contained in **Appendix I**.

Note: IFBP is widely used by airspace users in the AFI Region.

23. CONTINGENCY IMPLEMENTATION MONITORING

23.1 The AFI Region Contingency Coordination Team (AFI CCT) headed by the relevant ICAO ATM/SAR Regional Officer shall be responsible for the coordination and monitoring of the implementation of contingency procedures as published by the affected State or FIR. The AFI CCT shall maintain close liaison with the Point of Contact designated by the affected State/FIR, as well as adjacent State/FIR designated or delegated to provide ATS on behalf of the affected state/FIR.

23.2 IATA representative in the CCT shall be responsible for the exchange and dissemination of safety critical information between operators and the CCT.

23.3 In a contingency situation whereby the affected State/FIR is unable to activate the contingency (level 2 or 3), the AFI CCT in coordination with adjacent States/FIRs, can advise the ICAO Regional Office and ICAO Headquarters Montreal, on the possibility of designating or delegating the provision of ATS in the affected State/FIR by an adjacent State/FIR or as stipulated in the contingency plan of the affected State/FIR.

23.4 The AFI CCT shall continuously coordinate with the Central Coordinating Committee at the State/FIR level. The AFI CCT shall also ensure the timely dissemination of information to all airspace users, especially international operators, through the IATA Representative in the AFI CCT, etc.

24. REPORTING PROCEDURES DURING AND AFTER CONTINGENCY OPERATIONS

24.1 The Point of Contact at the State/FIR level shall ensure timely provision of updates or progress reports to the AFI CCT during and after the contingency situation. Thus, the affected State/FIR shall submit a comprehensive report to the relevant Regional Office detailing volume of traffic operations over the contingency airspace, operational challenges encountered, safety reports, as well as recommended action.

25. SWITCHOVER PLAN FOR TRANSITION FROM NORMAL PROVISION OF ATS TO DELEGATED PROVISION OF ATS

25.1 States/FIRs, where practicable, are encouraged to develop Switchover Plans for transition from normal provision of ATS to delegated provision of ATS, and back to normal provision of ATS, in the event of a level 2 or 3 contingency.

25.2 The switchover plan shall where practicable, indicate the switchover date, switchover time, affected airspace/FIR, controlling authority, communication frequencies, contingency routes, transfer of control points, etc.

26. PROMULGATION AND STATUS REPORTING OF STATE ATM CONTINGENCY PLANS

26.1 National ATM Contingency Plans should be promulgated on the website of the Air Navigation Service Providers.

26.2 States should report the status of their contingency planning to the ICAO ESAF/WACAF Regional Office, as follows:

- 1) Promulgation of the national ATM Contingency Plan, together with the hyperlink to the website location of the Plan;
- 2) State Contingency Points-of-Contact
- 3) The establishment of contingency arrangements with each neighbouring State.

Note 1: Information of a sensitive nature such as that related to matters of national security need not be included in promulgated contingency plans.

*Note 2: The Regional List of State Contingency Points-of-Contact is provided at Appendix **XX**.*

Note 3: APIRG Air Navigation Deficiencies may be raised against the provisions of Annex 11 paragraph 2.32 for States that do not report promulgation of their national ATM contingency plan.

26.3 States should report the status of implementation of the performance expectations of the Regional ATM Contingency Plan at least once annually, but not later than 31st May each year, using the Regional ATM Contingency Plan Monitoring and Reporting Form.

27. ATM CONTINGENCY PLAN EVALUATION

Note: States and users are encouraged to ensure the conduct of simulation or regular exercises to test the operational effectiveness of ATM Contingency plans.

28. MEMORANDUM OF UNDERSTANDING (MOU) FOR DELEGATION OF PROVISION OF ATS

28.1 It is necessary that in addition to the development and publication of State Contingency Plan, a Memorandum of Understanding (MOU) be developed and signed between States where delegation of the provision of air traffic services by an adjacent FIR is anticipated on behalf of an affected FIR. The MOU should provide an avenue for such States or FIRs to clearly stipulate additional details not contained in the Contingency plan. The MOU may contain the following details:

- a) Regulatory Requirements for Establishment of Contingency Plan
- b) Objectives of the MOU
- c) Conduct of Regular Contingency Exercises
- d) Re-currency Trainings for ATCs on Contingency Procedures.

- e) Authorization of ATCs to provide ATS in adjacent FIR under assignment or delegation.
- f) Responsibility for Search and Rescue under Contingency.
- g) Responsibility for granting over-flight clearance
- h) Responsibility for En Route Navigation Charges under Contingency.
- i) Class of airspace, Type of Separation and type of ATS to be provided.
- j) Procedures for Amendment of Contingency Plans and MOUs.
- k) CNS/ATM Capacity of the FIR assigned or delegated to provide ATS in the designated airspace.
- l) Clear description of the airspace or sector or FIR or Route to be delegated.
- m) Responsibility for issuance of NOTAM for initiation and termination of the contingency plan.
- n) Air Traffic Flow Management, etc.
- o) A template of the MOU is provided at **Appendix A**.

APPENDICES:

APPENDIX A: MOU TEMPLATE FOR DELEGATION OF PROVISION OF ATS

Memorandum of Understanding between (Name of State/FIR/ACC) and (Name of State/FIR/ACC) for the Implementation of Level 2 and 3 Contingency Plan Requiring the Delegation of Provision of ATS

Article 1: Regulatory Requirements for Establishment of Contingency Plan

Annex 11 of ICAO Attachment C requires States, ACCs or FIRs to develop and publish ATM Contingency Plan for the management of level 2 and 3 contingencies that may require the delegation of the provision ATS by the affected State/FIR/ACC to an adjacent State/FIR/ACC. Similarly, (Name of State or Civil Aviation Regulations) requires that the ANSP shall develop contingency plan to mitigate the possible disruption in the provision of air navigation services.

Article 2: Objective of the MOU

The objective of this MOU is to provide an instrument for the delegation of the provision of ATS by (Name of Delegating State/FIR/ACC) to (Name of Delegated State/FIR/ACC) for the provision of ATS over (Name of State/FIR/ACC or ATS Route).

Article 3: Effective Date of the MOU

The MOU between (State/FIR/ACC) and (State/FIR/ACC) shall take effect from (Date and Time in UTC) or whenever a level 2 contingency occurs that requires intervention from adjacent State/FIR/ACC.

Article 4: Authorization of ATCs to provide ATS in adjacent FIR under assignment

(Name of Delegating State/FIR/ACC) hereby authorizes (Name of Delegated State/FIR/ACC) to provide (type of air traffic service) within (Name of State/FIR or airspace). The applicable longitudinal separation standard shall be (---- time or --- Nautical Miles).

Article 5: Responsibility for granting of over-flight clearance

(Name of State/FIR/ACC) shall be responsible or is delegated to grant approval for the overflight over (Name of State/FIR or airspace) during the period of level 2 contingency.

Article 6: Responsibility for Search and Rescue under Contingency

The responsibility for the conduct of search and rescue shall be vested in (Name of State/FIR/ACC) during level 2 contingency.

Article 7: Procedures for Amendment of Contingency Plans and MOUs

The MOU between (Name of State/FIR/ACC) and (Name of adjacent State/FIR/ACC) shall remain in force from ----- to ----- . However, any of the parties to the MOU can request for a review or termination of the MOU at any point in time after prior notification of the other party, and without jeopardizing safety and efficiency of flight operations.

Article 8: Conduct of Regular Contingency Exercises

(Name of State/FIR/ACC) and (Name of State/FIR/ACC) shall ensure regular conduct of ATM contingency exercises at least once yearly. The objective of the exercise is to ensure that both parties are adequately sensitized on the contingency procedures.

Article 9: Re-currency Trainings for ATC on Contingency Procedures

Each State/FIR/ACC shall ensure regular training and retraining of her ATCOs on ATM contingency procedures as well as contingency routes.

Article 10: CNS/ATM Capacity of (State/FIR/ACC) assigned to provide ATS in the designated airspace

The delegated state (Name of delegated State/FIR/ACC) hereby confirms that she has capacity to provide ATS (ATC Service, Flight Information Service, Alerting Service) in the affected State/FIR or airspace.

Article 11: Responsibility for issuance of NOTAM for activation and termination of the contingency plan

(State/FIR/ACC) shall be responsible for the issuance of NOTAM for commencement or activation and deactivation of a contingency plan.

Article 12: Responsibility for En Route Navigation Charges under Contingency

The responsibility for the collection of en-route navigation charges shall lie with (Name of State/FIR/ACC) during the period of level 2 Contingency.

Article 13: Clear description of the airspace or sector or FIR or Route to be delegated

The affected airspace or airspace under contingency as described below shall be delegated to (Name of State/FIR/ACC):

- i) Coordinates, boundary points,
- ii) Vertical and lateral limit
- iii) Upper or lower airspace
- iv) Type of flight operations (VFR, IFR or both),
- v) ATS Routes or Contingency Routes, etc.

Article 14: Implementation of Air Traffic Flow Management

(Name of Delegated State/FIR/ACC) shall where practicable, activate the ATFM or flow control measures during level 2 contingency when traffic volume is expected to exceed ATM capacity.

Article 15: Authorization of MOU for Implementation

(Name of State/FIR/ACC) and (Name of second State/FIR/ACC) hereby authorize the implementation of contingency plan in accordance with this MOU in the event of a level 2 contingency.

(Name of State/FIR/ACC)

(Name of State/FIR/ACC)

Name -----

Name-----

Designation -----

Designation -----

Date -----

Date-----

APPENDIX B: ATM CONTINGENCY PLANNING PRINCIPLES

1. All ATS units, including ATC Sectors, Units, Centres and supporting Flight Information and Briefing Offices should have a Level 1 Contingency Plan to ensure the safe transit of international traffic in the event of disruption or withdrawal of ATS, or unsafe airspace conditions such as volcanic ash cloud, nuclear emergency or national security responses.
2. The overriding principle is that safety has primacy over efficiency and optimal levels and routes;
3. Contingency Operations will necessitate lower than normal airspace capacity to ensure safety.
4. System and ATC service redundancy is the most effective contingency capability.
5. All Contingency Plans should define the following where applicable:
 - i) A Contingency Route Structure supported by a Flight Level Allocation Scheme (FLAS) and minimum navigation and height-keeping (e.g. RVSM or non-RVSM) capability for access;
 - ii) Note: Contingency Route Structures and/or FLAS need not be defined where the Contingency Plan states that all routes and/or levels remain available during contingency operations.
 - iii) Provisions for tactical definition and coordination of additional routes/FLAS and priority for access to accommodate selected non-scheduled operations such as humanitarian, medical evacuation and flood and fire relief (FFR) flights;
 - iv) Priority determination for routine scheduled and non-scheduled flights;
 - v) Flights excluded from operations in contingency airspace, and minimum navigation and height keeping (RVSM) capability required for access to the contingency airspace;
 - vi) Specified minimum longitudinal spacing between consecutive aircraft entering the contingency airspace on non-separated ATS contingency routes;
 - vii) Contingency communication arrangements including means of communication within contingency airspace and communications transfer arrangements for aircraft entering and leaving the airspace;
 - viii) Details of delegation of air traffic services arrangements (if any); and
 - ix) Contingency points of contact.
6. Level 2 Contingency Arrangements (arrangements between neighbouring administrations) should be included in bi-lateral or multi-lateral agreements between States in all cases where activation of any Level 1 Contingency Plan will impact upon a neighbouring State's ATSU.
7. Level 1 Contingency Plans should include, either in detail or by reference, any relevant Level 2 Contingency Arrangements.

8. Close cooperation between neighbouring administrations, together with supporting mechanisms for the tactical definition and promulgation of contingency routes for the avoidance of Category B and C contingency airspace.
9. Collaborative Air Traffic Flow Management Measures should be the first priority response to Category A contingency events, and for the management of deviating traffic during Category B and C events.
10. Contingency routes must be vertically separated whenever lateral route separation is less than the minimum specified by the State for contingency operations.
11. Contingency Flight Level allocation scheme planning should include consideration of allocating the optimum flight levels to routes used by long haul aircraft, depending on the traffic density on the route, wherever practicable.
12. Contingency ATS routes should provide minimum lateral separation or longitudinal separation of 15 minutes between aircraft that are not vertically separated under a FLAS, except where the minimum aircraft navigational capability specified in the contingency plan permits reduced lateral separation specified in ICAO Doc 7030 Regional Supplementary Procedures Section 6.2 or ICAO Doc. 4444 PANS-ATM. States should specify any necessary buffers to minimum lateral separation requirements where meteorological phenomena may require aircraft to deviate from the ATS route to maintain flight safety. Information on the buffers should be provided in operational information provided on pre-activation or activation of the contingency plan.
13. Minimum longitudinal spacing between aircraft operating on the same contingency route and not vertically separated should be 15 minutes or 120 NM. However, this may be reduced to 10 minutes or 80 NM in conjunction with application of the Mach number technique where authorized by the relevant authority and agreed in the appropriate LOA or other Contingency Arrangement.
14. Contingency ATS routes and FLAS, and contingency procedures, should be agreed between geographically grouped neighbouring States to form sub-regional contingency plans.
15. Contingency ATS routes should be published in State AIP to permit the storing of route details in airspace users' navigation databases.
16. Airspace classifications for ICAO Classes A, B and C airspace should remain unchanged during contingency operations to facilitate managed access to the airspace in accordance with the contingency plan. Classes D and E airspace may be reclassified as Class C or higher where necessary to preclude VFR operations.
17. Define ground and airborne navigation requirements if necessary.

18. Alternate aerodromes should be specified where necessary in Level 1 contingency plans for airport control towers and terminal airspace.
19. Aircraft operators are required by ICAO Annex 6 – Operation of Aircraft to implement appropriate mitigation measures for volcanic ash in accordance with their safety management system (SMS), as approved by the State of the Operator/Registry.
20. Airspace affected by volcanic ash cloud should not be closed to international civil aviation.
21. Amended ATS routes, whether published or promulgated ad-hoc, may be prescribed as part of the air traffic flow management (ATFM) response to expected demand and capacity imbalance caused by aircraft avoiding volcanic ash cloud.
22. Aerodromes should only be closed by NOTAM for periods of observed volcanic ash contamination of the surface of the aerodrome movement area;
23. Closure of airports affected by volcanic ash deposition should be supported by a safety assessment conducted in collaboration between airport operator, aircraft operators and the air navigation service provider, in accordance with their respective safety management systems.

APPENDIX C: BASIC CONTINGENCY PLANNING ELEMENTS

Element 1: Administration

- i) Record of signatories, version control and records of amendment.
- ii) Definition of the objectives, applicable airspace and operations, and exclusions.

Element 2: Plan Management

- iii) List of States and FIRs affected, and the agreed methods of notification in the event of pre-activation, activation and termination of the plan. Contingency events may arise with insufficient advance notice to permit pre-activation of contingency plans
- iv) Details of the arrangements in place for management of the plan, including:
 - a. provisions for a Central Coordinating Committee to authorize and oversee the activation of the plan and arrange for ATS restoration in the event of an extended outage;
 - b. ATM Operational Contingency Group for 24 hour coordination of operational and supporting activities under the plan, and
 - c. the terms-of-reference, structure and contact details for each.
- v) Details of testing, review and reporting actions:
 - a. Schedule of desktop and simulator testing;
 - b. Post-Activation Review (PAR) requirements:
 1. **Completion of a preliminary PAR report within 28 days of any activation or testing of contingency plans, including any recommendations to address deficiencies and implement improvements in contingency plans, arrangements, procedures and training.**
 - A more comprehensive PAR report should be prepared for major contingency events, or any contingency event involving an air safety incident investigation.
 - A full PAR analysis of major events could take many months to complete.
 - Input to the PAR from all parties affected by or involved in the response to the contingency is actively sought and considered;
 - Bi-lateral or multi-lateral PAR for activation or testing of Level 2 contingency arrangements;
 - Timely reporting to ICAO and other affected States of anticipated or experienced disruptions requiring activation of contingency plans.
 - Note: Annex 11 states that: States anticipating or experiencing disruption of ATS and/or related supporting services should advise, as early as practicable, the ICAO Regional Office and other States whose services might be affected. Such advice should include information on associated contingency measures or a request for assistance in formulating contingency plans.
- vi) Inclusion of contingency plans/procedures in ATS training and refresher training programs.

Element 3: Airspace

- vii) Procedures and determinants for implementation and activation of Special Use Airspace including, where necessary, Restricted or Prohibited Areas in territorial airspace, or Danger Areas over the high seas.
- viii) Criteria for airspace classification changes and associated separation and CNS requirements
- ix) Collaborative Trajectory Options for Category A, B and C events, and for Large Scale Weather Deviations (LSWD)

Element 4: ATM Procedures

- x) Details of re-routing to avoid the whole or part of the airspace concerned, normally involving establishment of:
 - a. Strategic and Tactical Collaborative Trajectory Options providing additional routes or route segments with associated conditions for their use; and/or
 - b. a simplified route network through the airspace concerned, together with a Flight Level Allocation Scheme, to ensure that a standard minimum vertical separation is applied where less than a specified minimum lateral separation exists between routes.
- xi) Details of how domestic traffic, departing and arriving flights and SAR, humanitarian and State aircraft flights will be managed during the contingency period.
- xii) Procedures for transition from normal services levels to contingency services, and resumption of normal service.
- xiii) Procedures for joining or departing a contingency route.
- xiv) Details of reduced levels of service, if any, within the affected airspace.
- xv) Establishment of arrangements for controlled access to the contingency area to prevent overloading of the contingency system, utilizing allocated airspace entry times or, where ATFM capability exists, tactical ATFM measures.

NB. Where static Local ATFM measures or airspace restrictions are seen to potentially introduce safety concerns in terms traffic flow, complexity and overloading of the contingency system, Local ATFM measures may be suspended or relaxed in order to alleviate any “hotspots”, safety concerns and/or deficiencies.

- xvi) Procedures for adjacent service providers to establish longitudinal spacing at the entry point, and to maintain such separation through the airspace;
- xvii) Reassignment of responsibility for providing air traffic services, to the extent possible, in non-sovereign airspace and to international aircraft transiting sovereign airspace; and/or
- xviii) Coordination and communications transfer procedures for aircraft entering and leaving the affected airspace.

Element 5: Pilot/Operator Procedures

- xix) Requirements for flight plan submission during the contingency period, including contingency route planning requirements, and arrangements if airspace is restricted or not available and no contingency route is available;
- xx) Emergency procedures, including In-flight requirements for broadcast of position and other information, and for continuous listening watch, on specified pilot-pilot and GUARD VHF frequencies;
- xxi) Requirements for display of navigation and anti-collision lights;
- xxii) Requirements for climbing and descending well to the right of the centerline of specifically identified routes;
- xxiii) Requirements for all operations to be conducted in accordance with IFR, including operating at IFR flight levels from the relevant Table of Cruising Levels in Appendix 3 of Annex 2, except where modified by a Flight Level Allocation Scheme.

Element 6: Communications Facilities and Procedures

- xxiv) Provision and operation of adequate air-ground communications, AFTN and ATS direct speech links;
- xxv) Specification of radio frequencies to be used for particular contingency routes.
- xxvi) Log-on and connection management for CPDLC aircraft, where appropriate;
- xxvii) Use of ADS-C automatic position reporting in lieu of voice position reporting to ATS.

Element 7: Aeronautical Support Services including AIS and MET

- xxviii) AIP Information regarding the Contingency Planning, and notification by NOTAM of anticipated or actual disruption of air traffic services and/or supporting services, including associated contingency arrangements, as early as practicable and, in the case of foreseeable disruption, not less than 48 hours in advance.

Reassignment to adjacent States of the responsibility for providing meteorological information and information on status of navigation aids.

Element 8: Contact Details

- xxix) Contact details for the RCC responsible for the affected FIR, and coordination arrangements.
- xxx) Contact details of adjacent States ANSPs and other international organisations participating in the contingency plan.
- xxxi) Prior notification requirements for adjacent FIR activation of Level 2 contingency arrangements.

Note: The first priority response to any short notice contingency response should be the immediate handling of the air situation, followed by the activation of the contingency plan.

APPENDIX D: CONTACT DETAILS OF THE AFI CCT MEMBERS

DESIGNATION	NAME	E-MAIL	STATE/ORG
Chairperson	Mathew Pwajok	<u>mpwajok@nama.gov.ng</u>	Nigeria
Secretary	Kennedy Blege	<u>kenblege@gmail.com</u>	Ghana
Vice - Chairperson	Collins Ochillo	<u>cochillo@kcaa.or.ke</u>	Kenya
Vice - Chairperson	James Davis	<u>jamesd@atns.co.za</u>	South Africa
Vice - Chairperson	Thomas Duopah	<u>tomduo@ymail.com</u>	Ghana
Vice - Chairperson	Alain Gerard	<u>ngoma-mbyala@asecna.org</u>	ASECNA
ICAO WACAF RO ATM/SAR	Albert Aidoo Taylor	<u>Ataylor@icao.int</u>	ICAO
ICAO ESAF RO ATM/SAR	Keziah A. Ogutu	<u>KOgutu@icao.int</u>	ICAO
IATA Rep.	Lindi-Lee Kirkman	<u>Kirkmanl@iata.org</u>	IATA
IATA Rep.	Protus Seda	<u>sedap@iata.org</u>	IATA

**APPENDIX E (1): WACAF ATM CONTINGENCY ROUTES FOR AVOIDANCE ACTION –
LEVEL 3 CONTINGENCY**

STATE	Route	Route No.	FLAS	Communications	FIRs	Remarks
UNAVAILABILITY OF STATE AIRSPACE WITHIN FCCC (BRAZZAVILLE) FIR						
CONGO	MPK – UR984 – BT – NLY – DLA	CAR...	FPL FL	AS PER LOP	FCCC(Dou ala)	
	RASAD – UG853 – TERBA - VNA	CAR...	FPL FL	AS PER LOP	FZAA, FTTT	
	MPK – UA607 – TUSOX – SOLPA – RISOD – UPARA – RAPOL – EDUSA – LUB	CAR...	FPL FL	AS PER LOP	FCCC(Sao Tome)	
GABON	DLA – UR984 - NLY – BT – MPK	CAR...	FPL FL	AS PER LOP	FCCC(Dou ala)	
	MPK – UA410 – USKAV – EVIBO – USMAX – BZ	CAR...	FPL FL	AS PER LOP	FCCC FCCC(Sao Tome)	
CAMERO ON	LAG – UR778 – BDA- KUA- KAN – UG660 – MIU - NDJAMENA	CAR...	FPL FL	AS PER LOP	FCCC FCCC (Libreville)	
	LV – UG625 – IKRON – MOROS – MPK	CAR...	FPL FL	AS PER LOP	DNKK,	
	MPK – SOLVI – UA607 – RULDO – NDJAMENA	CAR...	FPL FL	AS PER LOP		
REPUBLIC OF CENTRAL AFRICA	DLA- UG857 – BIGON – PONDO – RATOD - NDJAMENA	CAR...	FPL FL	AS PER LOP	FCCC	
	NDJAMENA – UT142 – ERESA – KURAM – UP752 – AXOTI	CAR...	FPL FL	AS PER LOP		

	NN – UG656 – UBETI – ATUGA – JUB – UL554 - MLK					
	NN – UL434 – KGI – BUPOX – SOLPA – MENTU – MOROS - NLY					
EQUATORIAL GUINEA	DLA – UR984 - NLY – BT – MPK	CAR...	FPL FL	AS PER LOP	FCCC (Libreville) FCCC(Dou ala)	
	MPK – UA410 – USKAV – EVIBO – USMAX – BZ	CAR...	FPL FL	AS PER LOP		
UNAVAILABILITY OF DKNN (KANO) FIR – EXCLUDING AIRSPACE OVER HIGH SEAS						
NIGERIA	DLA - G/UG857 – BIGON – PONDO – DINPO – INIGO – PITRU – RATDO - NDJAMENA	CAR...	FPL FL	AS PER LOP		
	NIAMEY- UA608 – DIBSA – TATAT – DEPUB – KELEX – TYE	CAR...	FPL FL	AS PER LOP		
	NEBRA - UQ594 – AGADEZ – OSLEK – SERAG – NIAMEY	CAR...	FPL FL	AS PER LOP		
UNAVAILABILITY OF STATE AIRSPACE WITHIN DGAC (ACCRA) FIR– EXCLUDING AIRSPACE OVER HIGH SEAS						
GHANA	ABIDJAN - UR979 – BIPEX – INOSA - KOPOX	CAR...	FPL FL	AS PER LOP	DGAC DNKK GOOO DRRR	
	ONTIK - UA614/ UM104 – BOGOM – LUGEX –	CAR...	FPL FL	AS PER LOP		

	KOSOL – ABDIJAN					
	NIAMEY - UQ594/ UG854 – MOTEX – DEKAS – OG – ONTIK/ GEBLU – BD/MOVOK	CAR...	FPL FL	AS PER LOP		
	NIAMEY - UA608 – DIBSA – TATAT – DEPUB – KELEX – TYE	CAR...	FPL FL	AS PER LOP		
SAO TOME/ PRINCIPE	RASAD - UG853 - TERBA	CAR...	FPL FL	AS PER LOP	DNKK FCCC DGAC	
	LV - UG856 – ARKOT – MURIM – BIPIV	CAR...	FPL FL	AS PER LOP		
UNAVAILABILITY OF STATE AIRSPACE WITHIN GLRB (ROBERTS) FIR– EXCLUDING AIRSPACE OVER HIGH SEAS						
GUINEA	AKDAK - UG853 – EGAGA – DEMUR – DEVLI	CAR...	FPL FL	AS PER LOP	GOOO	
	BKO - UA601 – DEMOL – TD – DISNO – YF (DAKAR)	CAR...	FPL FL	AS PER LOP		
LIBERIA	AKDAK - UG853 – EGAGA – DEMUR – DEVLI	CAR...	FPL FL	AS PER LOP		
	BKO - UA601 – DEMOL – TD – DISNO – YF (DAKAR)	CAR...	FPL FL	AS PER LOP		
SIERRA LEONE	AKDAK - UG853 – EGAGA – DEMUR – DEVLI	CAR...	FPL FL	AS PER LOP		
	BKO - UA601 – DEMOL – TD – DISNO	CAR...	FPL FL	AS PER LOP		

	- YF (DAKAR)					
UNAVAILABILITY OF FZAA (KINSHASA) FIR						
FROM EAST AFRICA TO SOUTH WEST	VND-DCT-IXATA- UA400/UA400F-VNA-UA400-ARAKI	CAR...	FPL FL	AS PER LOP	FLFI, FNAN	
FROM SOUTH EAST TO NORTH	VLS-DCT-MB-NN-JUB-MLK	CAR...	FPL FL	AS PER LOP	FLFI, HTDC, HUEC, HSSS	
FROM NORTH TO SOUTH AND FROM SOUTH TO NORTH	VNA-ARAKI-DCT- LIKAD	CAR...	FPL FL	AS PER LOP	FNAN, FCCC,	
FROM SOUTH WEST TO NORTH	FRV-MOROS-ERNEV- UQ583-KITEK-DCT-MLK	CAR...	FPL FL	AS PER LOP	FCCC, HSSS	
UNAVAILABILITY OF STATE AIRSPACE WITHIN FTTT (NDJAMENA) FIR						
CHAD	SML – UN311 – DATIM – ASKON	CAR...	FPL FL	AS PER LOP	DNKK DRRR HLLL	
	DLA- UA604 – MF – OBUDU – AKLIS – JOS – KAN – MOLIT – AGADEZ (AS) – UQ594 – NEBRA – UG858 – RAKOM – DEKIL	CAR...	FPL FL	AS PER LOP	HSSS FCCC	
UNAVAILABILITY OF STATE AIRSPACE WITHIN DRRR (NIAMEY) FIR						
BUKINA FASO	BINET – UQ592 – KOSOL- IDORO – KOBNA – TLE – UL683 – KILMO- ABDIJAN – GANDA	CAR...	FPL FL	AS PER LOP	GOOO FTTT DNKK DAAA DRRR DGAC DXXX	

	BINET - UG851 - BKY - EDAMO - BKO	CAR...	FPL FL	AS PER LOP		
	LGI - UB727 - AMKAX - BUNAP - BKO- AMKAL - OPULU - LUKNA - TERAS - TMS	CAR...	FPL FL	AS PER LOP		
NIGER	LGI - UB727 - AMKAX - BUNAP - BKO- AMKAL - OPULU - LUKNA - TERAS - TMS	CAR...	FPL FL	AS PER LOP	GOOO DNKK DAAA DRRR DGAC DXXX	
	NDJAMENA - UM863 - ERTOM - ABEPI - IPONO - ASKOL	CAR...	FPL FL	AS PER LOP		
	BD - UA601 - NANGA - TLE - UL683 - KILMO- KIGRA - BDA - ABC	CAR...	FPL FL	AS PER LOP		
UNAVAILABILITY OF STATE AIRSPACE WITHIN GOOO (DAKAR) FIR- EXCLUDING AIRSPACE OVER HIGH SEAS						
GAMBIA	AKDAR - UG853 - TITOR - BOMSA - NARAT - AMDIB	CAR...	FPL FL	AS PER LOP	GOOO	
	OPARA - UM974 - BIGET - AMTAK - UBATA - XUKON - ENURI - YF	CAR...	FPL FL	AS PER LOP		
SENEGAL	BKO - UA600 - AMTAK- TIPAD - MOKOD - POVIN - KETAS	CAR...	FPL FL	AS PER LOP	GOOO DAAA GVSC GCCC GLRB	
	BIS - UR620 - ERIDI -	CAR...	FPL FL	AS PER LOP		

	DISNO – VOTAB – POVIN – TIMOX – ARDAR					
GUINEA BISSAU	AKDAR - UG853 – TITOR – BOMSA – NARAT – AMDIB	CAR...	FPL FL	AS PER LOP	GOOO GLRB	
	OPARA - UM974 – BIGET – AMTAK – UBATA – XUKON – ENURI - YF	CAR...	FPL FL	AS PER LOP		
MAURITA NIA	BKO - UA601 – BEMOL – TD – DISNO – DAKAR (YF)	CAR...	FPL FL	AS PER LOP		
	DEVLI - UG853 – DEMAR – EGAGA – AKDAK – TITOR – BOMSA – NARAT – AMDIB	CAR...	FPL FL	AS PER LOP	DAAA GOOO GVSC	
	ADM - UN869 – FTV	CAR...	FPL FL	AS PER LOP		
	SONSO - UN871 – LZR – GDV – VIDRI – APASO	CAR...	FPL FL	AS PER LOP		
	LGI - UB727 – AMKAX – BUNAP – BKO – AMKAL – OPULU - TAVIL – UB727 - BIDUX – TESTI – TERAS	CAR...	FPL FL	AS PER LOP		
	OZT - UG664 – ADM – SONSO	CAR...	FPL FL	AS PER LOP		
COTE D'IVORIE	NUREX - UA600 – TAVOT –	CAR...	FPL FL	AS PER LOP	GOOO DGAC GLRB	

	ONUSI – BKO					
	BKO - UB727 – BUNAP – AMKAX – OVLG – LGI	CAR...	FPL FL	AS PER LOP		
	ACC- UR982 – TLE- NAVON – OG	CAR...	FPL FL	AS PER LOP		
UNAVAILABILITY OF STATE AIRSPACE WITHIN DXXX (LOME) FIR- EXCLUDING AIRSPACE OVER HIGH SEAS						
TOGO	SERAG - UQ594/ UG854 – NIAMEY – MOTEX – DEKAS – OG	CAR...	FPL FL	AS PER LOP	DNKK DGAC DRRR	
	LITAK – UM114 – KIGRA – UB731 – APIXA – LAG	CAR...	FPL FL	AS PER LOP		
	ACC - UA603 – LIPUS – EBTOB – MILKO – TAMIL – ENOXO – DEKAS	CAR...	FPL FL	AS PER LOP		
BENIN	NIAMEY – UB726 – BATIA- KILMO – AMSIL- PAMPA - UR983- LM	CAR...	FPL FL	AS PER LOP		
	ETNIN - UB731 – KIGRA – APIXA – LAG	CAR...	FPL FL	AS PER LOP		
	SERAG - UQ594 – NIAMEY – MOTEX – DEKAS – OG	CAR...	FPL FL	AS PER LOP		
	LIREX – UP685 – TAMOK – EDBET – ENEVO – ACC	CAR...	FPL FL	AS PER LOP		

UNAVAILABILITY OF GVSC (SAL OCEANIC) FIR- EXCLUDING AIRSPACE OVER HIGH SEAS						
CABO VERDE	BOTNO - UN857 - ORABI - UGAMA - GUNET	CAR...	FPL FL	AS PER LOP	GCCC GOOO LPPO	
	EDUMO - UN741 - GAMBA - KENOX	CAR...	FPL FL	AS PER LOP		

**APPENDIX E 2: ESAF ATM CONTINGENCY ROUTES FOR AVOIDANCE ACTION – LEVEL 3
CONTINGENCY**

UNAVAILABILITY OF HAAA (ADDIS ABABA) FIR						
FROM NORTH TO SOUTH AND SOUTH TO NORTH	ZIZAN - UB413 - EGTUL	CAR...	FPL FL	AS PER LOP	OYSC, HCSM	
	AVEDA-UB400-MOGDU				HCSM	
	NV-UN556-NAK-UB612-TAPOS-MLK				HKNA, HSSS	
FROM EAST TO WEST AND WEST TO EAST	MOGDU-UG450-EPLAV-UL303-NV	CAR...	FPL FL	AS PER LOP	HCSM, HKNA, HSSS	
UNAVAILABILITY OF HKNA (NAIROBI) FIR – EXCLUDING AIRSPACE OVER HIGH SEAS						
FROM MIDDLE EAST TO SOUTH AFRICA	MOGDU-UB400-DV	CAR...	FPL FL	AS PER LOP	HCSM, HTDC	
FROM WEST AFRICA TO ASIA AND THE EAST	B535-SAGBU-JUB-APKOD-GWZ	CAR...	FPL FL	AS PER LOP	HUEC, HSSS, HAAA	
FROM THE EAST TO THE WEST	RAGGS-UB400-DV	CAR...	FPL FL	AS PER LOP	HCSM, HTDC, HUEC	
FROM THE SOUTH TO THE NORTH	MB-UG656-NN-UG656-JUB	CAR...	FPL FL	AS PER LOP	HTDC, HUEC, HSSS	
FROM SOUTH EAST TO NORTH WEST	DV-NN	CAR...	FPL FL	AS PER LOP	HTDC, HUEC	
UNAVAILABILITY OF HTDC (DAR-ES-SALAAM) FIR						
FROM EAST TO WEST AND WEST TO EAST	SOLAL-UR782-DVL	CAR...	FPL FL	AS PER LOP	FMMM, FQBE, FWLL	
FROM NORTH TO SOUTH AND SOUTH TO NORTH	DVL-UR984-MOMAX-UA618-APOXO	CAR...	FPL FL	AS PER LOP	FZZA, FLFI, FWLL	
FROM EAST TO WEST AND WEST TO EAST	APOXO-UL434-NN-UL433-NV-ATUDU-Q135-EGVOM-MOV-UL433-NIDED	CAR...	FPL FL	AS PER LOP	HUEC, HKNA	
FROM NORTH TO SOUTH AND SOUTH TO NORTH	NIDED-DCT-SOLAL	CAR...	FPL FL	AS PERLOP	HKNA, FMMM	
UNAVAILABILITY OF HUEC (ENTEBBE) FIR						
FROM EAST TO WEST AND WEST TO EAST	NV-KNM-DCT - GOM-KGI	CAR 1	FPL FL	AS PER LOP	HKNA, HTDC	
FROM NORTH TO SOUTH AND SOUTH TO NORTH	NV-NAK-LOV-DCT-TAPOS	CAR 2	FPL FL	AS PER LOP	HKNA, HAAA, HSSS	

FROM NORTH TO SOUTH AND SOUTH TO NORTH	JUB-SAGBU-DCT-EDGOX-DCT-GOM	CAR 3	FPL FL	AS PER LOP	HSSS, FZZA, HTDC	
NORTH WARDS	KGI-JUB	CAR 4	FPL FL	AS PER LOP	FZZA, HSSS	
UNAVAILABILITY OF HRYR (KIGALI) FIR						
FROM EAST TO WEST AND WEST TO EAST	NN-MEVAR	CAR...	FPL FL	AS PER LOP	FZZA, HUEC	
FROM EAST TO WEST AND WEST TO EAST	MV-UG450-BJA	CAR...	FPL FL	AS PER LOP	HTDC	
FROM NORTH TO SOUTH AND SOUTH TO NORTH	NN-DCT-GETAB	CAR...	FPL FL	AS PER LOP	HUEC, HTDC	
UNAVAILABILITY OF HBBA (BUJUMBURA) FIR						
FROM NORTH TO SOUTH AND SOUTH TO NORTH	KNM-BKV-UA618	CAR...	FPL FL	AS PER LOP	FZAA, HUEN	
FROM EAST TO WEST AND WEST TO EAST	MV-KNM-BKV	CAR...	FPL FL	AS PER LOP	HTDC, FZZA	
FROM NORTH TO SOUTH AND SOUTH TO NORTH	DIMKO-DCT-KMI	CAR...	FPL FL	AS PER LOP	HTDC, FZZA	
UNAVAILABILITY OF FYWH (WINDHOEK) FIR						
RSA	CTV-UVGOD-DCT-DIMIX	CAR 1	FPL FL	AS PER LOP	FAJA, FYWH	
FBGR	VLI-UR779-MNV-UT950-UZ38-AVUSA	CAR 2	FPL FL	AS PER LOP	FAJA, FBGR, FNAN	
FNAN TO FAJA	VLI-UB528-VUE-UA400F-VNA-UW784F-VMO-DCT-DIMIX	CAR 3	FPL FL	AS PER LOP	FAJA, FBGR, FNAN	
FNAN TO FACT	AVUSA-UPV-DCT-AGV-DCT-UVGOD	CAR 4	FPL FL	AS PER LOP	FAJA, FNAN	
UNAVAILABILITY OF FBGR (GABARONE) FIR						
FROM FAOR TO EAST AFRICA	GWV-UA405-UTRUK-DCT-ETBUX-AVUSA-UDLON	CAR...	FPL FL	AS PER LOP	FVHF, FAJA	The route continues to UTRUK to avoid crossing many routes
TFC FROM LUANDA	UPV-UT686/UT396-	CAR...	FPL FL	AS PER LOP	FYWH, FAJA, FNAN	

	UDLON-WHV- ANVAG					
UNAVAILABILITY OF FVHA (HARARE) FIR						
FROM SOUTH AFRICA TO EAST AFRICA	WIV-EPSEK- UM307-VBR	CAR...	FPL FL	AS PER LOP	FAJA, FQBE	
FROM EAST TO WEST AND WEST TO EAST	VBR-UW13- VTZ-UG656- DVL	CAR...	FPL FL	AS PER LOP	FQBE, FWLL	
FROM EAST TO WEST AND WEST TO EAST	DVL-DCT-VLS- UT358-IMLAM	CAR...	FPL FL	AS PER LOP	FWLL, FLFI, FBGR	
FROM SOUTH AFRICA TO CENTRAL AFRICA	RUDAS-KSV- VLS-(OR) UM214-IXATA	CAR...	FPL FL	AS PER LOP	FAJA, FBGR, FLFI	
UNAVAILABILITY OF FLFI (LUSAKA) FIR						
FROM SOUTH TO EAST AFRICA	MNV-UA404- VSB-UL437- DVL-UW601- VKA-DCT-MB- DCT-BJA	CAR...	FPL FL	AS PER LOP	FBGR, FVHF, FWLL, HTDC	
EAST AFRICA TO ANGOLA	BJA- UM306/UG450F- VNA	CAR...	FPL FL	AS PER LOP	HTDC, FZZA, FNAN	
SOUTH TO WEST AFRICA	MNV-UT941- VNA	CAR...	FPL FL	AS PER LOP	FBGR, FNAN	
UNAVAILABILITY OF FWLL (LILONGWE) FIR						
EAST AFRICA TO SOUTH	DV-UM310-VBR	CAR...	FPL FL	AS PER LOP	HTDC, FQBE	
NORTH SOUTH	KMI- UA408/UL432- VSB	CAR...	FPL FL	AS PER LOP	FZZA, FVHF, FLFI	
EAST AFRICA TO SOUTH WEST	MAGAD-UT252- LUB (OR) OKLOM- UN308/UB530- VND	CAR...	FPL FL	AS PER LOP	HTDC, FLFI	
UNAVAILABILITY OF FAJA (JOHANNESBURG) AND FACA (CAPE TOWN) FIRS CARs TO AVOID RSA AIRSPACE EXCLUDING AIRSPACE OVER THE HIGH SEAS						
FROM LUANDA TO MAPUTO	UT942-MNV- UY93-OKLAP- KURA-UB529- VMA	CAR...	FPL FL	AS PER LOP	FNAN, FVHF, FBGR, FQBE	
FROM WINDHOEK TO MELBOURNE	WHV- UM438/UT356- VSB-UG652- VBR-UG652- WPT (TOLIARY)	CAR...	FPL FL	AS PER LOP	FYWH, FBGR, FVHF, FMMM	
UNAVAILABILITY OF LESOTHO AIRSPACE						

FROM JO'BURG TO DURBAN	JSV-GEROX- UQ28-GETOK	CAR...	FPL FL	AS PER LOP	FAJA	
FROM BLOEMFONTEIN TO DURBAN	BLV- UZ36- WRV-UG853- PMV-TGV	CAR...	FPL FL	AS PER LOP	FAJA	
FROM DURBAN TO CAPETOWN	TGV-PMV- UZ3- OKTED	CAR...	FPL FL	AS PER LOP	FAJA, FACA	
UNAVAILABILITY OF ESWATINI AIRSPACE						
FROM JO'BURG TO MAPUTO	JSV-PKV- UT125-ANVAK- UG745/UT125- VMA	CAR...	FPL FL	AS PER LOP	FQBE, FAJA	
FROM HARARE TO DURBAN	UT915-PKV- UZ36-WRV- TGV	CAR...	FPL FL	AS PER LOP	FVHF, FAJA	
FROM JO'BURG TO DURBAN ROUTE 2	JSV-APDAK- UQ48-AVAVA- UQ48-APMAT- TGV	CAR...	FPL FL	AS PER LOP	FAJA	
FROM JO'BURG TO AUSTRALIA/ NEW ZEALAND	JSV-APDAK- UQ48-AVAVA- UZ8-RBV	CAR...	FPL FL	AS PER LOP	FAJA	
UNAVAILABILITY OF FMMM (ANTANANARIVO) FIR EXCLUDING THE AIRSPACE OVER THE HIGH SEAS						
FROM THE NORTH AND EAST AFRICA TO REUNION	UL433-ATOLA- UL433-BIRAL- IXEBU-UN304- SDG	CAR...	FPL FL	AS PER LOP	FSSS, FMMM	
FROM THE NORTH AND EAST AFRICA TO MAURITIUS	UL433-ATOLA- UL433-BIRAL- IXEBU-TSARA- UA665-PLS	CAR...	FPL FL	AS PER LOP	FSSS, FMMM, FIMM	
FROM THE NORTH AND EAST AFRICA TO THE SOUTH EAST OF THE INDIAN OCEAN	ANY ENTRY POINT FROM SOLAL SOUTHWARDS- DCT-KEDOM- DCT-AXOTA- DCT-TO ANY OTHER POINT EAST	CAR...	FPL FL	AS PER LOP	FMMM, FIMM	
UNAVAILABILITY OF FIMM (MAURITIUS) FIR EXCLUDING THE AIRSPACE OVER THE HIGH SEAS						
FROM SOUTHERN AFRICA TO MELBOURNE	UG661-NIBIS- DCT-IXABI- DCT-DODON- UG594F	CAR...	FPL FL	AS PER LOP	FMMM, FIMM	Correct point DONON to read DODON on the UG594F

FROM EASTERN AFRICA TO SOUTH EAST AND SOUTH EAST TO EASTERN AFRICA	SDG-DCT-MABAD-YMMM UPR	CAR...	FPL FL	AS PER LOP	FMMM, FIMM	
FROM SOUTHERN AFRICA TO SOUTH EAST ASIA	UA402-PASAR-DCT-IXABI-DCT-PEDPI-UN633	CAR...	FPL FL	AS PER LOP	FMMM, FIMM, YMMM- UPR	
UNAVAILABILITY OF REUNION AIRSPACE EXCLUDING THE AIRSPACE OVER THE HIGH SEAS						
FROM SOUTHERN AFRICA TO SOUTH EAST ASIA AND AUSTRALIA	PASAR - UA402-GETIR-DCT-KINIX-DCT-TO ANY EXIT POINT INTO UPR	CAR...	FPL FL	AS PER LOP	FMMM, FIMM, YMMM- UPR	TANA TO CONFIRM
FROM EASTERN AFRICA TO SOUTH AUSTRALIA/ NEW ZEALAND	TNV-UA400-PLS-DCT-TO ANY EXIT POINT INTO UPR	CAR...	FPL FL	AS PER LOP	FMMM, FIMM, YMMM- UPR	TANA TO CONFIRM
UNAVAILABILITY OF COMOROS AIRSPACE EXCLUDING THE AIRSPACE OVER THE HIGH SEAS						
FROM SOUTHERN AFRICA TO ASIA	UG465/UM703-ENDEL-DCT-SOAVI-DCT-NESAM-UG465	CAR...	FPL FL	AS PER LOP	FMMM, FSSS	TANA TO CONFIRM
	UG465/UM703-ENDEL-DCT-SOAVI-DCT-MIROV-UB459	CAR...	FPL FL	AS PER LOP	FMMM, FSSS	TANA TO CONFIRM
FROM EASTERN AFRICA TO ANTANANARIVO, REUNION, MAURITIUS, AUSTRALIA AND NEW ZEALAND	KINAN-DCT-MAROF-UG661-PLS-DCT-TO ANY EXIT POINT INTO THE UPR ZONE	CAR...	FPL FL	AS PER LOP	FMMM, FIMM	TANA TO CONFIRM
	KINAN-DCT-ENDEL-DCT-SDG-DCT-TO ANY EXIT POINT INTO THE UPR ZONE	CAR...	FPL FL	AS PER LOP	FMMM, FIMM	TANA TO CONFIRM
UNAVAILABILITY OF FZZA (KINSHASA) FIR						
FROM EAST AFRICA TO SOUTH WEST	VND-DCT-IXATA-UA400/UA400F-VNA-UA400-ARAKI	CAR...	FPL FL	AS PER LOP	FLFI, FNAN	
FROM SOUTH EAST TO NORTH	VLS-DCT-MB-NN-JUB-MLK	CAR...	FPL FL	AS PER LOP	FLFI, HTDC,	

					HUEC, HSSS	
NORTH SOUTH	VNA-ARAKI- DCT- LIKAD	CAR...	FPL FL	AS PER LOP	FNAN, FCCC,	
FROM SOUTH WEST TO NORTH	FRV-MOROS- ERNEV- UQ583- KITEK-DCT- MLK	CAR...	FPL FL	AS PER LOP	FCCC, HSSS	
UNAVAILABILITY OF FNAN (LUANDA) FIR EXCLUDING THE AIRSPACE OVER THE HIGH SEAS						
FROM SOUTH EAST TO WEST	UM214- AMROV-TKP- BZ-MONAL- DCT-ENINA	CAR...	FPL FL	AS PER LOP	FZZA, FCCC	
FROM SOUTH WEST TO EAST AFRICA	VSB- UT356/UM438- WHV-IBLOK	CAR...	FPL FL	AS PER LOP	FVHF, FYWH, FBGR	
FROM SOUTH TO WEST AFRICA	IBLOK- DCT- DIMIX- DCT- ARAKI	CAR...	FPL FL	AS PER LOP	FNAN, FCCC, FYWH	
UNAVAILABILITY OF FSSS (SEYCHELLES) FIR EXCLUDING THE AIRSPACE OVER THE HIGH SEAS						
FROM EAST AFRICA TO THE EAST	CLAVA DCT OTKIR	CAR...	FPL FL	15 MIN	HKNA, VABF	
FROM NORTH SOUTH	AXINA- UR401- IMKOT- DCT- ATUTI- DCT- ALRAN	CAR 3	FPL FL	15 MIN	HCSM, FIMP	
FROM SOUTH AFRICA TO MIDDLE EAST	MIROV- DCT- OTKIR	CAR 4	FPL FL	15 MIN	FMMM, VABF	
UNAVAILABILITY OF HCSM (MOGADISHU) FIR EXCLUDING THE AIRSPACE OVER THE HIGH SEAS						
FROM NORTH TO EAST AND EAST TO SOUTH	DTI- UM997- WAV- UR611- MOV	CAR...	FPL FL	AS PER LOP	HSSS, HKNA	
FROM WEST TO EAST AND EAST TO WEST	ITMAR DCT EMALU DCT SUHIL	CAR...	FPL FL	AS PER LOP	HKNA, OYSC	
UNAVAILABILITY OF HHAA (ASMARA) FIR EXCLUDING THE AIRSPACE OVER THE HIGH SEAS						
FROM NORTH TO EAST AND EAST TO NORTH	LOVIL – M999- ABKAR- LABNI- DANAK – B413 – RIBOK – UN303/N303 - EMABA – ORNIS- PARIM	CAR	FPL FL	AS PER LOP	OYSC, OEJD	
FROM NORTH TO WEST AND WEST TO NORTH	EGTOT – UM320 - NABTA	CAR	FPL FL	AS PER LOP	HSSS, HAAA	

FROM EAST TO WEST AND WEST TO EAST	TORBA B535/UB535 - KASOL- DTI – LAKBE – T118/UT118 – ESRUD – DURTA – EKBOB- BDR	CAR	FPL FL	AS PER LOP	HAAA	
UNAVAILABILITY OF DJIBOUTI AIRSPACE						
FROM NORTH EAST TO SOUTH AND SOUTH TO NORTH EAST	PARIM – UN303 – HG	CAR	FPL FL	AS PER LOP	HAAA, HHAA, OYSC	
FROM NORTH WEST TO SOUTH AND SOUTH TO NORTH WEST	ASM – UN304 – TIBIT – NIDEG – DWA	CAR	FPL FL	AS PER LOP	HHAA, HAAA	

APPENDIX F: AFI ATM CONTINGENCY ROUTES FOR LEVEL 2

COUNTRY	FIR	CR No.	Route	Inbound Point	Midpoint	Outbound Point	West Bound Levels	East Bound levels	Remarks
ANGOLA	Luanda	1	UN190	OKDOL		EGNAB	340	350	
		2	UN187/ UR526	ANVAG		LIKAD	340	350	
		3	UL307	ABAPU		ONTAR	320	330	
		4	UA400	EGSUD		OPAPO	400	410	
		5	UM731	EPNUL		DURNA	340, 360	330, 350, 370	
		6	UM998	INUGA		BUGRO	300, 320	310, 330, 370	
		7	UG450	ONTAR		INUGA	380	390	
		8	UL340/ UA611	ONTAR		(BUDEL) ARBAK	360	370	
		9	UN187/ UA611	ANVAG	VNA	(BUDEL) ARBAK	300	310	
		9	UT943	UNLOK		ITNEL	340	350	
BOTSWANA	Gaborone	1	UM731	RUDAS		EPMAG	300, 380	370, 410	
		2	UM215	TAVLA		DANAM	280, 320, 360	310, 350, 390	
		3	UN181	TETUS		GABSI	????	310, 350, 410	
		4	UL307	ETOSA (UVLUK)		AVOGU	300, 340	330, 370, 410	
		5	UT945	BONAL		TAVAS	280, 340	310, 330	
CABO VERDE	Sal	1	UN873	IPERA	SAL	POMAT	????	????	Cabo Verde to confirm
		2	UN866	TENPA		AMDOL	????	????	
CHAD	Ndjamena	NDCR1	UG858	DEKIL		RAKOM	300, 340	350, 390	
		NDCR2	UR778	SABSI		TONBA	280, 340	290, 350	
		NDCR3	UG660	GNA		KELAK	280, 340	290, 310, 350, 430	
		NDCR4	UB730	DIR		RAKOM	300, 380	310, 370	
		NDCR5	UA607	DIR		RULDO	300, 380	290, 370	
		NDCR6	UG727	TJN		DEKIL	320, 340, 360	330 , 390	
		NDCR7	UG857	INASU		FL	280, 340	310, 350	

COUNTRY	FIR	CR No.	Route	Inbound Point	Midpoint	Outbound Point	West Bound Levels	East Bound levels	Remarks
		NDCR8	UG655	GARIN		ONUDA	300, 320	290, 330	
		NDCR9	UA410	ONUDA		KAFIA	300, 340	270, 310,350	
		NDCR10	UM215	TONBA		ONUDA	380, 400	370, 390	
		NDCR11	UB736	MONAN		ETRIS	300, 320, 360	310, 330, 370, 410	
COMOROS	Antananarivo	1	UA401	KINAN	GALBA	MG	????	????	Comoros and Madagascar to confirm
CONGO Republic of	Brazzaville	BZCR11	UR984	DEREP		MPK	300, 400	290, 390	
		BZCR12	UG727	BZ		TJN	340, 360	330, 350, 370	
		BZCR13	UA607	MPK		RULDO	340, 360	330, 350, 370	
		BZCR14	UM215	ONUDA		MERON	300, 340, 360, 400	330, 350, 370, 390	
		BZCR15	UG856	BZ		KOPOV	300, 400	290, 390	
		BZCR16	UG861	KOPOV		LIKAD	340, 360	330, 350, 370	
		BZCR17	UA410	BZ		ONUDA	280, 320, 380	270, 310, 410	
		BZCR18	UG857	DELOR		INASU	280, 320	270, 310	
		COTE D'VOIRE	Dakar	DKCR9	UB600	AD		MEGOT	260, 300, 380
DKCR9	UB600			AD		AFO	260, 300, 380	270, 330, 390	
DKCR10	UG851			GUREL		AD	260, 280, 340, 360, 380, 400	270, 310, 370	
DKCR18	UG853			DEVLI	TESKI	RASAD	280, 340, 400	290, 310, 370	
DKCR19	UA560			IPEKA	TESKI	INAKA	320, 340,	290, 310, 370, 390	

COUNTRY	FIR	CR No.	Route	Inbound Point	Midpoint	Outbound Point	West Bound Levels	East Bound levels	Remarks
							360, 380		
		DKCR2 0	UA400	AD		EGADU	300, 320, 360, 400	370, 390, 410	
		DKCR2 1	UL435	ATANI		URAPI	320, 340, 400	310, 330, 390, 410	
		DKCR2 2	UA614	AD		BIGOM	280, 320, 360, 380	250, 290, 350, 370, 410	
DJIBOUTI	Addis Ababa	1	UR775	MANDA	DTI	LUBAR	????	????	Djibouti and Ethiopia to confirm
		2	B535/ UB535	KASOL	DTI	LAKBE	????	????	
D.R.CONGO	Kinshasa	1	UM998	INUGA		AMSIK	340, 360, 400	350, 370, 410	
		2	UM731	DURNA		EMSAT	340, 360, 400	350, 370, 410	
		3	UM214	ETOXO		OPDAK	340, 360, 400	350, 370, 410	
		4	UM215	MOTAM		MERON	340, 360, 400	350, 370, 410	
		5	UM306	INUGA		BJA	300, 320, 380	310, 330	
		6	UA613	KSA		BJA	300, 320, 380	290, 390	
		7	UL434/ UB531	PIPLO		GOM	300, 320, 380	310, 330, 390	
ERITREA	Asmara	1	UG650	KONET	ASM	RASKA	360	350	Eritrea to confirm
		2	UV790/ UA451	FEREB	ULONI/ ZULAC/ ASSAB	PARIM	380	370	
		3	A451/ UA451	PARIM	ASSAB/ ASM	TOKAR	180, 320, 400	190, 310, 410	
		4	UB526	FARES	ZULAC/ ASM/ TESON	KSL	340	330	
		5	UR775/ R775	MANDA	ASSAB/ PURAD	APDOS	160, 260	170, 270	

COUNTRY	FIR	CR No.	Route	Inbound Point	Midpoint	Outbound Point	West Bound Levels	East Bound levels	Remarks
		6	UV790/ UR775	FEREB	ULONI/ ZULAC/ ASSAB	MANDA	380	370	
		7	R775	MANDA		APDOS	160	170	Eritrea to consider deleting and retain CR5 only
ESWATINI	Matsapha TMA	1	UT949	APNON	IXESU	TONKA	????		Eswatini to confirm
		2	UT915	GERAX	IXESU	DULRU	????		
ETHIOPIA	Addis Ababa	1	UG650	SHALA	OKNET	RUDOL	180, 220, 320	170, 210, 390	
		2	UB535	DAGAP	EPSIX/ GWZ/ DTI	TORBA	260, 400	270, 410	
		3	UM997	AVEDI	DWA/DT I	TORBA	260, 400	290, 450	
		4	UA727	AVONO	EPSIX	ANTAX	180, 340	170, 330	
		5	UG300	TIKAT	MASLO	MAV	360	370	
		6	UR775	DTI	ALNAB/ GABDA	SOLUL	180, 220, 340	170, 230, 330	
		7	UR736	AVONO	EGNAK	GWZ	280	290	
		8	UT124	ALRAP	BDR/ LABLA	GWZ	360	350	
		9	UT129	GWZ	GETOL/ IMKIT	ALEMU	380	270, 310	
		10	UG657	MAV	BELDI/ EGMES	ASKEN	380	390, 410	
GABON	Brazzaville	BZCR7		ERACA		KOPOV	300, 400	290, 390	
		BZCR8		KOPOV		ARASI	340, 360	330, 350, 370	
		BZCR9		IPOVO		ARKOT	280, 320	270, 310	
GHANA	Accra	1	UA560	INAKA	MEPTO N	ACC	320, 340, 360, 380	290, 310, 370, 390	
		2	UL433	ACC		LM	220, 260, 320, 340	210, 230, 330, 350	
		3	UA601/ UL433	NANGA	TLE	IPORI	280, 320, 400	270, 310, 350, 410	

COUNTRY	FIR	CR No.	Route	Inbound Point	Midpoint	Outbound Point	West Bound Levels	East Bound levels	Remarks
		4	UB600	AFO		ACC	220, 260, 320, 340	210, 250, 330 350	
		5	UG855	TUSEK	TLE	GAPAG	220, 260, 300	230, 290, 370	
		6	UR979	SESIG		INOSA	300, 340, 360	290, 330, 370	
		7	UR991	EMTAL		GAPEL	340, 360, 400	350, 370, 410	
		8	UG853	RASAD		TERBA	280, 340, 400	290, 310, 370	
GUINEA, LIBERIA, SIERRA LEONE	Roberts	RCR1	UB600	GULAV		MEGOT	260, 300, 380	270, 330, 390	
		RCR2	UG853	AKDAK		DEVLI	280, 340, 400	290,310, 370	
		RCR3	UA612/U B614/UA 572	NEGLO		TINIS	320, 360	250, 350, 410	
		RCR4	UQ594/U G433	ERMIT		TUROT	320, 360	250, 350, 410	
KENYA	Nairobi	1	UA727/ UL445	ANTAX		GABSO	340	330, 370	
		2	UL432/ UM216/ UN554	EKBUL		PATAR	240, 320, 380	230, 310, 350	
		3	UM308/ UM441	LOSIN		RUDOL	280	390	
		4	UL433	ALKON		KISAK	300	310	
		5	UP312	LOSIN		MAV	360	350	
		6	UN301/ UM997	UVUKO		AVEDI	260, 380	330, 390	
		7	UL437	ELAVA		ITMAR	360	350	
		8	UL434	KV	MOV	XABON	320	290	
		9	UM306	PARIN		KESOM	320	290	
LESOTHO	Maseru TMA	1	UW61	BLV	MZV	PMV	????	????	Lesotho and South Africa to confirm
MADAGASCAR	Antananarivo	1	UB790	KINAN		DOBUT	340, 360	330, 350	

COUNTRY	FIR	CR No.	Route	Inbound Point	Midpoint	Outbound Point	West Bound Levels	East Bound levels	Remarks
		2	UL433	ATOLA		APKOT	340, 360	350, 370	
		3	UA665	ANKOR		AMBOD	280, 300, 320	290, 310, 330	
		4	UN305	SOLAL		BERIL	380, 400	390, 410	
		5	UB536	EROPA		TNV	380, 400	390, 410	
		6	UM307	ENDEL		NESAM	380, 400	390, 410	
		7	UG653	SUNIR		GERAG	280, 320, 340, 360	310, 330, 350, 370	
		8	UA402	ETGUN		GETIR	300, 400	290, 410	
		9	UR348	TNV		RUPIG	380, 400	390, 410	
		10	UG652	EGMAD	TU/XURI K	IBMAT	???	???	Madagascar to consider adopting
MALAWI	Lilongwe	1	UM315	UTINA	DVL	ESPOP	380	370	Malawi to confirm
		2	UL431	ORLIM	UTALA	GIPVO	???	???	
MALI	Bamako/ Dakar	DKCR1 0	UR977/ UM122	EREMO		BKO	280, 360	250, 370	
		DKCR1 1	UG851	GUREL		BKO	320, 380	310, 330, 390	
		DKCR1 2	UA600	KIMGA		BKO	340, 380, 400	290, 310, 390	
		DKCR1 4	UG860	EDGIB		BKO	260, 400	290, 330, 350	
		DKCR1 5	UA601	GATIL		BKO	260, 380, 400	330, 350	
		DKCR1 6	UA612	BKO		NEGLO	280, 340	270, 350	
MAURITANI A	Nouakchott / Dakar	DKCR1	UR975	NEVDI		ECHED	280, 320, 380	290, 330, 410	
		DKCR7	UR866	BULIS		OPULU	340, 400	350	
		DKCR8	UA854	ARDAR		BRENA	280, 320, 380	290, 330, 410	
		DKCR9	UB600	LIMAX		PE	280, 320,340	290, 330	
		DKCR1 0	UR977	BULIS		EREMO	300, 360	310, 370	

COUNTRY	FIR	CR No.	Route	Inbound Point	Midpoint	Outbound Point	West Bound Levels	East Bound levels	Remarks
		DKCR1 1	UG851	BIMAN		MIYEC	360, 400	350, 370	
		DKCR1 2	UA600	KETAS		KIMGA	300, 340, 360	310, 390	
		DKCR1 3	UA600	KETAS		PE	300, 340, 360	310, 390	
		DKCR1 4	UB735	POTOL		ONTOL	260, 280, 320, 360	250, 270, 290, 330, 370, 410	
MAURITIUS	Mauritius	1	UA401F/ N633	SOBAT	PLS	PEDPI	320, 400	350, 390	Mauritius to consider adopting CR 4 and 5
		2	UG595F/ UM665F	MABAD	PLS	AMBOD	300, 340	330, 370	
		3	R348	RUPIG	LUXAG/ NKW	LATEP	360, 400	350, 390	
		4	UG652	IBMAT	EPMOL	GUGON	380	410	
		5	UA402F/ P627	PASAR	PLS	KALBI	????	????	
MOZAMBIQ UE	Beria	1	UA400	KEPOK	ANVUS/ ETUMA/ UBTIM/ ITRON	MIROS		370	
		2	UP312	MAKIR	ETUMA	TEVAS	360, 380	290, 310	
		3	UL437	KOBOD	EVEKA/ ELEPA	DVL	340, 400	350, 410	
		4	UB529	EPRET	VMA/ APDOB/ GENUT/ ETMOD/ ATUSI/ ETLIS/ NIGOD	KURLA	400	410	
		5	UB529/ UG656	EPRET	VMA/ AVOSA/ EXEMA/ ESRAV/ GESAS/ GENID/ ENORA/ VTZ/ ITRON	MUTAR	300	330	
		6	UG653/ UT122	ORNAD	VMA/ NIKAM/ APLAR	SUNIR	340	350	
		7	UT949/ UG656	TONKA	VMA/ AVOSA/	MUTAR	380	310	

COUNTRY	FIR	CR No.	Route	Inbound Point	Midpoint	Outbound Point	West Bound Levels	East Bound levels	Remarks	
					EXEMA/ ESRAV/ GESAS/ GENID/ ENORA/ VTZ/ ITRON					
		8	UM310/ UB529	EPRET	VMA/ ESVAT/ ANSUT/ UTONI/ GADSU/ VBR/ AXIBO/ EPNOM/ EPLOL/ ITKED	BONAP	360	290		
		9	UM307	EPSEK	NIGOD/ GESAS/ VBR/ IMLAP/ AVITO/ OKTIX	ENDEL	340	390		
		10	UA402	ETMOS		ETGUN		310, 330, 350, 370, 390, 410		
MOZAMBIQUE	Beria	11	UT949/ UT536/ UB536	TONKA	VMA/ET IVI	EROPA	???	???	Mozambique to consider CR11 and CR 12 as additional	
		12	UG652	MENSO	VBR	EGMAD	???	???		
NAMIBIA	Windhoek	1	UN184	DUPKI		EVUVI	300, 320	350, 370		
		2	UL435	BOPAN			IBLOK	300, 320	350, 370	
		3	UN183	XORAK	XALVI		NIBEK	300, 320	????	
		4	UN183/ UN181	NIBEK	XALVI		GABSI	????	350, 370	
		5	UL307	AVOGU			ABAPU	300, 340	330, 370	
		6	UN187/ UL686	ANVAG	VERDY		EGNOR	280, 340	330, 390, 410	
		7	UN188/ UN190	XUDAN	XALVI		OKDOL	280, 340, 360	330, 390, 410	
NIGERIA	Kano	1	UL433/ UR778	POLTO	KAN	RISUB	340	330		
		2	UG727	RAVOT	LAG	TJR	360	350		
		3	UA604	OBUDO		MIMBA	360	350		
		4	UM114/ LITAK	LITAK	LAG	LIREX	360	350		

COUNTRY	FIR	CR No.	Route	Inbound Point	Midpoint	Outbound Point	West Bound Levels	East Bound levels	Remarks
			UB731						
		5	UL433	IKROP		POLTO	360	350	
		6	UG854	FL		KORUT	340	330	
		7	UA601	ARDEX		KIPSAS	340	330	
		8	UV456	BIPIV		GANLA	360	350	
REUNION	Antananarivo	1	UA401	UNKIK	SDG	SOBAT	????	????	Reunion and Madagascar to confirm
RWANDA	Kigali	1	A408	GAVDA		OKTEX	240	230	
		2	B532	KAROS		BOSAD	220	210	
		3	B531	RANAG		DATAN	200	190	
		4	B527	KNM		EGREK	180	170	
SENEGAL	Dakar	1	UR975	DS		NEVDI	280, 300, 380	290, 370, 390, 410	
		2	UA601	DS		GATIL	260, 320, 340, 360	310, 350	
		3	UR976	DS		LUMPO	260, 320, 340, 360	310, 350	
		4	UA302	DS		TAROT	280, 300, 380	290, 370, 390, 410	
		5	UB600	DS		GULAV	260, 300, 380	330, 390	
SEYCHELLES	Seychelles	1	UM665	ITLOX	MITCH/ANTIS	ANKOR	300, 320, 360, 380, 400	310, 330, 370, 390, 410	Seychelles to confirm and consider adopting CR 6-9
		2	UL433	KISAK		ATOLA	300, 320, 360, 380, 400	310, 330, 370, 390, 410	
		3	UM313/ UM314	ALRAN	RERUS/PRA/ IMKOT	AXINA	300, 320, 360, 400	310, 370, 390, 410	
		4	UL441	MIROV	NORSI/ PRA/ BOMOB	CLAVA	340	350	

COUNTRY	FIR	CR No.	Route	Inbound Point	Midpoint	Outbound Point	West Bound Levels	East Bound levels	Remarks
		5	UM432	EGLOM	AVARI/ IMSES/ EPVIG/ IMTIP	CLAVA	380	330	
		6	UN304	APKAK	GEPAR/ NIBAK/ ALRUS	DENLI	????	????	
		7	UN305/ UM307	BERIL	TIKAR/ MIRON/ PRA/ ORLOM	OTKIR	????	????	
		8	UM311/ UN628	NETAR	NIBAK/ DANEL/ PRA/ GITOP/	BUSUX	????	????	
		9	UR775	UNPAR	MITCH/ LOTER	BERIL	????	????	
		1	UM306	KESOM	TULAP/ MOGDU/ AMPEX/ NABAM	ORLID	300	330	
		2	UL437	ITMAR	RAGGS/ MOGDU/ BUBEM/ EGTUL	VEDET	360, 380	290, 310	
		3	UM665	ITLOX	RAGGS/ TULAP	MANDER A (MAV)	280, 340, 400	350, 390, 410	
		4	UN304/ UR775G	APKAK	MOGDU	SOLUL	280, 340, 400	350, 390, 410	
		5	UL439	AVIMO	EMALU/ EGTUL/ DAROT/ MERMI/ EGROV	ZIZAN	280, 340, 400	370, 390	
		6	UR401G	AXINA	AMPEX/ EPSIV/ EVEBU/ EKBEL	SUHIL	340, 360, 400,430 , 470	350, 410, 450, 490	
		7	UB403G	MUSBI	DAROT/ AXIKU	BOMIX	300, 360	350	
		8	UG657/ UM310/ UP312G	ASKEN	HARGA/ EGROV	TIMAD	300	310, 330	
		9	UG657/ UM310/ UM651G	ASKEN	HARGA/ IMVEB	OKTOB	320, 380	310, 330	
		10	UM306/ UT253	KESOM	TULAP/ MOGDU	ESTOK	320	330	
SOMALIA	Mogadishu								Somalia to confirm

COUNTRY	FIR	CR No.	Route	Inbound Point	Midpoint	Outbound Point	West Bound Levels	East Bound levels	Remarks
SOUTH AFRICA	Johannesburg/ Cape Town	1	UZ2/ UQ25	VASUR		RUDAS	300, 380	370, 410	
		2	UZ2/ UQ1	NESAN		TAVLA	280, 320, 360	310, 350, 390	
		3	UN181/ UQ19	TETUS		AVAGO	N/A	310, 350, 390	
		4	UL435	ETOSA		JSV	300, 340	330, 370, 410	
		5	UZ30/ UT916/ UQ38	KODES		DUGPA	N/A	310, 350, 370	
		6	UZ38/ UT916/ UQ23	DUGPA		OKLOK	300, 360, 380	N/A	
		7	UZ30/ UT916	KODES		UDULM	N/A	310, 350, 370	
		8	UT916/ UQ23	UDLAM		OKLOK	300, 360, 380	N/A	
		9	UZ30/ UQ61/ UQ59	KODES		ESPUV	N/A	310, 350, 370	
		10	UQ59/ UQ60/ UQ23	ESPUV		OKLOK	300, 360, 380	N/A	
		11	UA405	UTULI		CTV			regional route from Middle East to Cape Town – S. Africa to consider
TANZANIA	Dar-es-Saalam	1	UA401	KINAN		GABSO	360	350	
		2	UM310	BONAP		ELAVA	340	330	
		3	UM315	UTINA		LOSIN	380	370	
		4	UG424	GESAT		ELAVA	320	310	
		5	UG656	MB		APNAD	340, 400	330, 390	
		6	UT252	ESRES		MAGAD	360	350	
		7	UB527	TUPIR		EGREK	340	350	
		8	UB531/ UL434	GMA		AVUNO	320	310	
		9	UL442/ UB532	BKV		APLOG	300	290	
TOGO	Lome	LMCR1	UA608	EPITI		TATAT	360, 380	370, 390	
		LMCR2	UM114	NASTO		LITAK	340, 360, 380	330, 370	

COUNTRY	FIR	CR No.	Route	Inbound Point	Midpoint	Outbound Point	West Bound Levels	East Bound levels	Remarks
		LMCR3	UL433	POLTO		KETAT	260, 280, 300, 320, 340	250, 270, 290. 310, 330, 350	
		LMCR4	UL683	GANDA	KAN; LAG	IPORI	400	350	
UGANDA	Entebbe	1	UG656	ATUGA	NN	APNAD	340, 400	330, 390	
		2	UL433	AKBON	NN	ALKON	360	310, 370, 410	
		3	UL432/ UM216	ALTIN	NN	PATAR	320, 380	350	
		4	UN553	NALOS		PATAR	300	290	
ZAMBIA	Lusaka	1	UM214	XOSIV		ETOXO	340, 360	350, 370	Zambia to consider CR 8
		2	UM731	EPMAG		EPNUL	340, 360	350, 370	
		3	UA405	TEVAS		MB	340, 360	350, 370	
		4	UA607	AVIVA		BESHO	320	350	
		5	UG424	SONPO		IBROP	320	330	
		6	UA409	SOBTO		ESTAK	380, 400	370, 390	
		7	UR525/ UA400	RETAR		EGSUD	320	330	
		8	UM215/ UG655	RETAR	VLS	MOTAM	????	????	
ZIMBABWE	Harare	1	UM214	UDBAR		XOSIV	300, 320, 340, 360, 380, 400	290, 310, 330, 350, 370, 390, 410	Zimbabwe to confirm
		2	UM215/ UG655	RETAR	VBU/DU VLO/EX ALO	DANAM	320, 340, 360, 380, 400	290, 330, 350, 370, 390, 410	
		3	UA405/ R409	USUBI	AVOSI/A PLIS/AX ILA/VM V	UTULI	320, 340, 360,380 , 400	290, 330, 350, 370, 390, 410	
		4	UR525/ UA400/ UM652	MENSO	VHA	RETAR	300	310	

APPENDIX G: REGIONAL ATM CONTINGENCY PLAN TEMPLATE

ATM REGIONAL CONTINGENCY PLAN TEMPLATE FOR CTA/UTA/FIR

OBJECTIVE:

This contingency plan contains arrangements to ensure the continued safety of air navigation in the event of partially or total disruption of air traffic services (ATS) and is related to ICAO Annex 11- *Air Traffic Services* Chapter 2, paragraph 2.28. The contingency plan should be designed to provide alternative routes, using existing airways in most cases, which will allow aircraft operators to fly through or avoid airspace within the (XXX) CTA/UTA/FIR.

AIR TRAFFIC MANAGEMENT

ATS Responsibilities

Tactical ATC considerations during periods of overloading may require re-assignment of routes or portions thereof.

Alternative routes should be designed to maximize the use of existing ATS route structures and communication, navigation and surveillance services.

In the event that ATS cannot be provided within the (XXX) CTA/UTA/FIR, the Civil Aviation Authority shall publish the corresponding NOTAM indicating the following:

- a) Time and date of the beginning of the contingency measures;
- b) Airspace available for landing and overflying traffic and airspace to be avoided;
- c) Details of the facilities and services available or not available and any limits on ATS provision (e.g., ACC, APP, TWR and FIS), including an expected date of restoration of services if available;
- d) Information on the provisions made for alternative services;
- e) ATS contingency routes;
- f) Procedures to be followed by neighbouring ATS units;
- g) Procedures to be followed by pilots; and
- h) Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

In the event that the CAA is unable to issue the NOTAM, the (alternate) CTA/UTA/FIR will take action to issue the NOTAM of closure airspace upon notification by corresponding CAA or the ICAO ESAF/WACAF Regional Office.

Separation

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

Level Restrictions

Where possible, aircraft on long-haul international flights shall be given priority with respect to cruising levels.

Other measures

Other measures related to the closure of airspace and the implementation of the contingency scheme with the (XXX) CTA/UTA/FIR may be taken as follows:

- a) Suspension of all VFR operations;
- b) Delay or suspension of general aviation IFR operations; and
- c) Delay or suspension of commercial IFR operations.

TRANSITION TO CONTINGENCY SCHEME

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 alternative routes outlined in the contingency scheme as well as what may be promulgated by a State via NOTAM or AIP.

In the event of airspace closure that has not been promulgated, ATC should, if possible, broadcast to all aircraft in their airspace, what airspace is being closed and to stand by for further instructions.

ATS providers should recognize that when closures of airspace or airports are promulgated, individual airlines might have different company requirements as to their alternative routings. ATC should be alert to respond to any request by aircraft and react commensurate with safety.

TRANSFER OF CONTROL AND COORDINATION AND DELEGATION OF RESPONSIBILITY IN THE PROVISION OF AIR TRAFFIC SERVICES WITHIN [AIRSPACE AFFECTED]

The transfer of control and communication should be at the common FIR boundary between ATS units unless there is mutual agreement between adjacent ATS units. ATS providers should also review current coordination requirements in light of contingency operations or short notice of airspace closure.

The responsibility for ensuring the provision of air traffic services within [AIRSPACE AFFECTED] is transferred to [ACC ADJACENT] according to the following considerations [MOU].

PILOTS AND OPERATOR PROCEDURES

Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off of normal traffic flows, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2 – *Rules of the Air*, paragraph 3.8 and Appendix 2, Sections 2 and 3.

Pilots need to continuously guard the VHF emergency frequency 121.5 MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discrete code

assigned by ATC or select code 2000 if ATC has not assigned a code.

If an aircraft is intercepted by another aircraft, the pilot 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; and
- d) Set transponder to code 7700, unless otherwise instructed by the appropriate ATS unit.

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.

OVERFLIGHT APPROVAL

Aircraft operators should obtain over-flight approval from States/Territories/International Organizations for flights operating through their jurisdiction of airspace, where required. In a contingency situation, flights may be rerouted at short notice and it may not be possible for operators to give the required advanced notice in a timely manner to obtain approval.

States/Territories/International Organizations responsible for the airspace in which contingency routes are established should consider making special arrangements to expedite flight approvals in these contingency situations.

PUBLIC HEALTH EMERGENCIES

[STATE ACC], upon receipt of information from a pilot or another ATS unit, regarding suspected case(s) of communicable disease, or other public health risk, on board the aircraft, shall forward a message as soon as possible and using the most expeditious means of communication, to the ATS unit serving the destination / departure, unless procedures exist to notify the appropriate authority designated by the state and the aircraft operator or its designated representative.

To avoid misunderstanding that may result in inappropriate reaction from the stakeholders including air operators, information provided by the Health Sanitary Board (HSB) should be obtained in written form and relayed to air operators in written form. Where communication means do not enable relay of written text, the information shall be read verbatim.

VOLCANIC ASH CONTINGENCY PLAN (VACP)

If a volcanic ash cloud is reported or anticipated in [AIRSPACE STATE], [STATE ACC] should take the following actions:

- a) Immediately transmit relevant information to the flight crews of potentially affected aircraft to ensure that

- they are aware of the current position and expected position of the cloud and the concerned flight levels;
- b) Respond to requests for a course change or a level change as far as possible;
 - c) Propose a route change to avoid or leave the reported or predicted areas of presence of the volcanic ash cloud when requested by the pilot or as the controller deems it necessary; and
 - d) Where possible, request a special flight report when the flight route enters or anticipates the planned volcanic ash cloud and transmit the report to the appropriate agencies.

10.2 When a flight crew informs [STATE ACC] that they have inadvertently entered a cloud of volcanic ash, [STATE ACC] should:

- a) Respect measures applicable to an aircraft in an emergency, and;
- b) Alter the assigned route or level only if the pilot requests so or if the airspace or traffic conditions require it.

CONTINGENCY UNIT

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

Name of Agency:

Contact Person:

Telephone:

Fax:

Email:

During a contingency situation, the National Contingency Unit will liaise with the involved FIRs through the ICAO ESAF/WACAF Regional Office.

The ICAO ESAF/WACAF Office will:

- a) closely monitor the situation and coordinate with all affected States/Territories/International Organizations and the IATA Regional Office, so as to ensure air navigation services are provided to international aircraft operations in the AFI Region;
- b) take note of any incidents reported and take appropriate action;
- c) provide assistance as required on any issue with the Civil Aviation Administrations involved in the contingency plan; and
- d) keep the President of the Council of ICAO, the Secretary General, C/RAO, D/ANB and C/ATM continuously informed on developments, including activation of the contingency plan.

REROUTING SCHEME

In the event of closure, the (XXX) CTA/UTA/FIR, aircraft operators should file their flight plans using the alternative contingency routes listed in the scheme below in order to ensure avoidance in that airspace (CTA/UTA/FIR).

Present ATS ROUTE	CONTINGENCY ROUTINGS	FIRs INVOLVED
In lieu of:	(ATS unit) provides ATC on the following routings: CR1: CR2: CR3:	XXX: In coordination with XXX
In lieu of:	(ATS unit) provides ATC on the following routing: CR4:	XXX: In coordination with XXX

All aircraft should establish and maintain contact on published VHF or HF frequencies with the (XXX) ATS unit (APP/ACC/FIC) responsible for the airspace being traversed.

List of points of contact of all concerned States/Territories/International Organizations, IATA and ICAO ESAF/WACAF Office.

State/Organization	Point of contact	Telephone	e-mail
State 1			
State 2			
State 3			
ETC			
ICAO/ESAF	----- Regional Director	Tel.: +254 20 762 2395 Fax: +254 20 762 1092	-----@icao.int
	----- Deputy Regional Director	Tel: +254 20 762 2370 Fax: +254 20 762 1092	-----@icao.int
	----- RO ATM & SAR	Tel.: +254 20 762 2372 Fax: +254 20 762 1092	kogutu@icao.int
ICAO/WACAF	----- Regional Director	Tel.: +221 33 869 2401 Fax: +221 33 869 3723	-----@icao.int
	----- Deputy Regional Director	Tel.: +221 33 839 9389 Fax: +221 33 869 3723	-----@icao.int
	----- RO ATM/SAR	Tel.: +221 33 869 2413 Fax: +221 33 869 3723	ATaylor@icao.int

Note:

For each contingency plan, information relating to communication with ICAO Regional Office will depend on the Regional Office that is accredited to the specific State.

APPENDIX H: VOLCANIC ASH CONTINGENCY PLAN

AFI REGION

VOLCANIC ASH CONTINGENCY PLAN

*Proposed improvements to AFI VACP
Edition XX — September 2017*

AFI VOLCANIC ASH CONTINGENCY PLAN

FOREWORD

Within and adjacent to the Africa and Indian Ocean (AFI) Region) there are areas of volcanic activity which are likely to affect flight in the AFI Regions. The major volcanoes in the region are located in the following States:

Algeria, Cameroon, Cape Verde Islands, Chad, Comoros Island, Democratic Republic of Congo, Djibouti, Eritrea, Ethiopia, France (Reunion Island), Kenya, Madagascar, Mali, Niger, Nigeria, Rwanda, Sao Tome and Principe, Spain (Canary Islands, Madeira), Sudan, Tanzania and Uganda. The names of the concerned volcano are listed in appendix A.

This document is the AFI Air Traffic Management (ATM) Volcanic Ash Contingency Plan which sets out standardized guidelines and procedures for the provision of information to airlines and en-route aircraft before and during a volcanic eruption. Volcanic contamination, of which volcanic ash is the most serious, is a hazard for safe flight operations. Mitigating the hazards posed by volcanic ash in the atmosphere and/or at the aerodrome cannot be resolved in isolation but through collaborative decision-making (CDM) involving all stakeholders concerned. During an eruption volcanic contamination can reach and exceed the cruising altitudes of turbine-powered aircraft within minutes and spread over vast geographical areas within a few days.

This plan sets out standardized guidelines for the coordination of information and the alerting of aircraft before and during a volcanic eruption and procedures to be followed. Volcanic ash is a hazard to flight operations. It is important to note that other contaminants are also associated with volcanic activity. To mitigate the hazards of volcanic contamination aircraft operators, need to obtain information and support from many different sources including Air Traffic Management (ATM). The management of air traffic will be impacted proportionally to the extent and nature of the contamination. The issue cannot be resolved by individual stakeholders in isolation but needs collaborative decision making (CDM) involving all entities concerned.

Contingency planning for major service disruptions, such as that caused by volcanic ash, needs to encompass the whole ATM Community² as defined in ICAO's *Global Air Traffic Management Operational Concept* (Doc 9854). While general provisions exist for ATM Contingency Planning in Annex 11 [*Air Traffic Services*] and in the *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444), and some aspects are addressed in the *Manual on Volcanic Ash, Radioactive Material and Toxic Chemical Clouds* (Doc

9691 and in the *Handbook on the International Airways Volcano Watch* (IAVW Handbook, Doc 9766), ICAO's International Volcanic Ash Task Force (IVATF) developed comprehensive Guidance Material for ATM Volcanic Ash Contingency Planning in the form of a template.

This document is based on all of these sources and the needs and experience of the members of the ATM community in the AFI Regions of ICAO. While it focuses on the provision of ATM related services to airspace users within the frameworks of International Airways Volcano Watch (IAVW). It also establishes the connection to all relevant interfaces, such as the International Airways Volcano Watch, Meteorological Services, Flight Operations and Aerodromes. Wherever possible, duplication of text from other ICAO and industry documents is avoided by reference to the source.

The airspace users have (full and final) responsibility for the safety of flight operations in accordance with their Safety Risk Assessment (SRA) as accepted by their State's authority. This includes the decision about operation in airspace where volcanic ash is present or forecast (Annexes 6 [*Operation of Aircraft*], and 19 [*Safety Management*]); *Manual on Flight Safety and Volcanic Ash* (Doc 9974) refer).

The Air Navigation Service Providers (ANSP) act to achieve the objectives of the *Air Traffic Services* (Annex 11), which are (inter alia) to:

- a) prevent collisions between aircraft;
- b) expedite and maintain an orderly flow of air traffic;
- c) provide advice and information useful for the safe and efficient conduct of flights.

This document is an ATM contingency plan including its interfaces with supporting services such as Aeronautical Information Service (AIS) and Meteorological (MET) services and that the plan therefore primarily addresses the provider States. Distribution of applicable AIS and MET messages related to volcanic ash are set out in relevant ICAO Annexes— namely *Annex 15– Aeronautical Information Services and Annex 3 – Meteorological Service for International Air Navigation*. Further principles of this contingency plan are that a cautious approach in case of limited information is adopted; and responses are scaled proportionally to the prevailing conditions. When limited information is available, the initial procedures are conservative. With increasing amount of and confidence in the information the constraints on flight operations can be relaxed based on appropriate risk management.

Small eruptions might only need a local response, while significant or major eruptions are likely to trigger national, sub-regional, Regional or even global activities. The contingency plan aims to ensure the highest level of service possible, to support safe and efficient flight operations in adverse conditions. This contingency plan is written to give sufficient background information and guidance to operational personnel, describing the end-to-end processes and information flows and referencing relevant Standard and Recommended Practices (SARPs) and Guidance Material.

While it is firmly rooted in the ICAO SARPs, this contingency plan is intended to provide the enabling support structure to implement best practices that serve the needs of the ATM Community. Desired developments (e.g. an action plan on arrangements that still need to be implemented) may be listed as an attachment to support the planning of amendments and improvements.

The guidelines provided in this document assume that the operators follow the ICAO requirements regarding Safety Management Systems (SMS). Detailed guidance on Safety Risk Assessments (SRAs) for flight operations with regard to volcanic ash contamination can be found in the *Manual on Flight Safety and Volcanic Ash* (ICAO Doc 9974) with examples given in appendix B.

Volcanic ash can also affect the operation of aircraft at aerodromes. Volcanic ash deposition at an aerodrome, even in small amounts, can result in the closure of the aerodrome until all the deposited ash has been removed. In extreme cases, the aerodrome may no longer be available for operation at all, resulting in repercussions on the ATM system, e.g. diversions, revised traffic flows, congestion at alternate aerodromes etc.

1. VOLCANIC ASH HAZARD

1.1 During an eruption volcanic ash can reach and exceed the cruising altitudes of turbine-powered aeroplanes within minutes and spread over vast geographical areas within a few days. Encounters with volcanic ash may result in one or more of the following and other problems:

- a) malfunction, or failure, of one or more engines leading not only to reduction, or complete loss, of thrust but also to failures of electrical, pneumatic and hydraulic systems;
- b) blockage of pitot and static sensors resulting in unreliable airspeed indications and erroneous warnings;
- c) windscreens rendered partially or completely opaque;
- d) smoke, dust and/or toxic chemical contamination of cabin air requiring crew use of oxygen masks, thus impacting communications; electronic systems may also be affected;
- e) erosion of external and internal aircraft components;
- f) reduced electronic cooling efficiency leading to a wide range of aircraft system failures;
- g) aircraft need to be manoeuvred in a manner that conflicts with other aircraft;
- h) deposits of volcanic ash on a runway degrading braking performance, most significantly if the ash is wet; in extreme cases, this can lead to runway closure.

1.2 It should be noted that some aircraft types or engine technologies are more vulnerable to volcanic contaminants; any specific measures to be applied by the regulatory authorities for flight operations, would therefore need to take into account these differences.

1.3 Considering that a turbine-engine aircraft travels about 150 km (80 NM) in 10 minutes and that volcanic ash can rise to flight levels commonly used by these aircraft in half that time, a timely response to volcanic eruptions and volcanic ash in the atmosphere is essential. It is therefore imperative that information on the volcanic activity is disseminated as soon as possible.

1.4 In order to ensure the smooth implementation and effectiveness of the contingency plan in case of an actual volcanic eruption, volcanic ash training and exercising should be conducted. ICAO DOC 9766 Appendix M [*VOLCEX Arrangements*] contains information on the regional and/or sub-regional volcanic ash exercise arrangements that can be used during this training.

1.5 ICAO has set up the International Airways Volcano Watch (IAVW) to provide near-real-time information on the largest possible number of volcanic events that affect aviation. State volcano observatories (VO) shall monitor active or potentially active volcanoes and shall provide information to Area Control Centres (ACC), Meteorological Watch Offices (MWO) and Volcanic Ash Advisory Centres (VAAC). It should be noted that currently not all active or potentially active volcanoes are actually monitored. VAACs detect the existence and extent of discernible volcanic ash in the atmosphere in their area of responsibility and issue advisory information regarding the extent and forecast movement of the volcanic ash cloud.

1.6 Special air-reports on volcanic activity (prescribed in PANS-ATM – Doc 4444) and the information collected by the IAVW (detailed in IAVW Handbook – Doc 9766) in accordance with SARPs of ICAO Annex 3 are elements of the input for the generation of volcanic ash advisories in alphanumeric (VAA) and graphic (VAG) forms. VAAs/VAGs are used by:

- a) MWOs to derive Significant Meteorological information (SIGMET)
- b) airspace users for flight planning
- c) Air Traffic Service (ATS) units for contingency planning

1.7 ATM operations in AFI require a well-coordinated and controlled actions to deal effectively and efficiently with volcanic ash in the airspace.

1.8 The Flight Information Centre (FIC)/ACC unit serves during a volcanic eruption as the critical communication link between affected aircraft in flight and the information providers. Commercial operators will coordinate actions with their flight crews en-route and affected air traffic services units. As this all results in increased workload for the ATS personnel involved, local procedures should address how this situation should be handled.

1.9 The provisions of Annexes 3 [*Meteorological Services for International Air Navigation*], 15 [*Aeronautical Information Services*] (AIS), and related documents are the basis of the detailed instructions contained in this contingency plan. Airspace users need as much advance notification as possible on the status

of a volcano and/or volcanic ash airspace contamination and/or volcanic ash deposition at airports for strategic planning and the execution of flights to ensure the safety of the flying public.

1.10 This contingency plan provides Regional guidance on airspace management measures that might be taken by competent authorities (e.g. the establishment and withdrawal of Danger Areas); and the creation and dissemination of Notices to Airmen (NOTAM)/ASHTAM and special air-reports on volcanic activity. Examples of NOTAM/ ASTAM are contained in **Appendix K (Regional Information Flow Arrangements and Model Templates)**.

1.11 The contingency plan, including its Appendices contains the organization of the information flow as per Annex 3 [*Meteorological Services for International Air Navigation*] and the information flow relating to supplementary information.

2. REGIONAL PREPARATION

The successful operation of air traffic in case of a volcanic ash event depends on coordinated arrangements.

2.1 INTERNATIONAL AIRWAYS VOLCANO WATCH (IAVW)

2.1.1 Annex 3 [*Meteorological Services for International Air Navigation*], Chapter 3 obliges States to arrange the monitoring of active and potentially active volcanoes by selected State volcano observatories.

2.1.2 The IAVW Handbook (Doc 9766) details the responsibilities of volcano observatories.

2.1.3 In areas where volcanoes are not adequately monitored by volcano observatories, remote sensing technologies, such as observation by satellites, and pilot reports serve as the main sources of information about eruptions and volcanic ash. Annex 3 [*Meteorological Services for International Air Navigation*], paragraphs 4.8, 5.5 and 5.9 refer.

2.1.4 Flight crews are required to report observations of volcanic activity by means of a special air-report. Arrangements should be put in place to ensure that such information is transferred without delay to the appropriate agencies. Instructions for air reporting of volcanic activity and the special air-report of volcanic activity form (Model VAR) can be found in Appendix 1 of PANS-ATM (Doc 4444).

2.1.5 Special air-reports on volcanic activity are necessary to improve the knowledge base of the VAACs. The communication and dissemination of pilot reports on volcanic activity is described in Appendix E [*Pilot Reports*].

2.1.6 Volcanic Ash Advisory Centres (VAAC) are established in the UK (London VAAC) and in France (Toulouse VAAC) serving the eastern part of the NAT, most of Europe and **AFI region**; and in Montreal and Washington for the western part of the NAT; the far eastern part of the EUR Region is served by VAAC Tokyo and VAAC Anchorage. Their area of responsibility and cooperation with other VAACs is described in Doc

9766 (Handbook on the IAVW). The VAACs follow a best practices approach agreed among them that aims to achieve global harmonization of their services.

2.1.7 VAACs provide approved and recognized information as defined in Annex 3 [*Meteorological Services for International Air Navigation*] that supports the SRA methodology applied by airspace users. Additionally, MET Offices collocated with VAACs London and Toulouse provide supplementary information⁸. Appendix D [*Description of Selected VA Products*] contains explanatory information about both Annex 3 [*Meteorological Services for International Air Navigation*], VA products, and supplementary information; this enables airspace users to understand the limitations of the products, and sources of information, when developing their SRAs and operational planning (Appendix F [*VAAC Checklist*] refers).

2.1.8 To keep information about affected airspace as accurate as possible, so that restrictions to flight operations can be limited as much as possible, the VAACs should have arrangements with those States having suitable infrastructure (LIDAR networks, aircraft to provide in-situ measurements, etc.) to allow the use of relevant data for the verification of actual volcanic ash (horizontal and vertical extent).

2.1.9 VAAC products should be amended as appropriate once information on observed volcanic ash has been verified. Appendix G contains the Regional monitoring capabilities and arrangements.

2.2 INFORMATION FLOW

2.2.1 Information on areas of observed and/or forecast volcanic ash shall be disseminated in accordance with Annex 3 [*Meteorological Services for International Air Navigation*] and Annex 15 [*Aeronautical Information Services*]. The details of all communication channels need to be established in advance and be available in local contingency arrangements. Telephone numbers, e-mail addresses, URLs of websites etc. should be kept up-to-date and saved on electronic systems for easy use (e.g. electronic phone book, internet browser bookmarks).

2.2.2 Templates for required messages and all relevant information for their completion shall be available locally.

2.2.3 Regional arrangements and example templates are available, as appropriate, in Appendix K [*Regional Information Flow Arrangements and Model Templates*] (e.g. teleconference procedures).

2.3 INFORMATION CONTROL

2.3.1 While the availability of required information is crucial for planning and execution of ATM operations and flight operations, recent events have shown that information overload can result from the inappropriate application of communication requirements.

2.3.2 Regional arrangements should be made to ensure availability of the necessary information in accordance with Annexes 3 [*Meteorological Services for International Air Navigation*] and 15 [*Aeronautical Information Services*].

2.3.3 States are encouraged to ensure the availability of guidance and procedures, on the range of information that may be used for the planning and execution of operations in their airspace (Appendix H [*State Checklist*], and Appendix I [*ANSP Checklist*] refer). **Appendix I** contains sample of Regional arrangements and agreements for information service provisions while Appendix J contains action taken by MWO in the event of a volcanic eruption.

2.4 AIRSPACE MEASURES

2.4.1 The Chicago Convention reserves each contracting State the right, in the interest of public safety, temporarily to restrict or prohibit flying over the whole or any part of its territory.

2.4.2 Annexes 11 [*Air Traffic Services*] and 15 [*Aeronautical Information Services*] define Restricted, Prohibited and Danger Areas and specify requirements for their identification and promulgation. Neither the Convention, nor any of the Annexes provide detailed guidance on the conditions that would necessitate the establishment of such areas, nor on specific procedures for their use. By inference of Article 12 of the Convention, over the High Seas only Danger Areas can be established. This is based on the United Nations Convention on the Law of the Sea (Montego Bay 1982).

2.4.3 In a volcanic ash scenario, the State should ensure that the authority which is responsible for determining the need for and extent of Danger Area should have the appropriate competencies, including on flight operations. The facility should be available permanently.

2.4.4 Whereas Danger Areas traditionally were absolutely avoided by aircraft, current safety management practices might allow the operation of (certain) aircraft in accordance with an appropriate Safety Risk Assessment (SRA). Although ATM normally expects aircraft to avoid Danger Areas established in connection to a volcanic ash event, the final decision regarding the route to be flown, whether it will be to avoid or proceed through an area of volcanic ash or activity, is the flight crew's responsibility. Appendix L [*Guidance on the Establishment, Amendment and Withdrawal of Danger Areas*] describes the procedures for the use of Danger Areas.

2.5 AIR TRAFFIC FLOW MANAGEMENT – ATFM

2.5.1 Annex 11 [*Air Traffic Services*] paragraph 3.7.5 states that Air Traffic Flow Management shall be implemented for airspace where air traffic demand at times exceeds, or is expected to exceed, the declared capacity of the air traffic control services concerned.

2.5.2 Volcanic ash in airspace may result in a significant number of aircraft being re-routed into adjacent, non-affected areas. Regional arrangements should aim to provide sufficient capacity to safely and efficiently accommodate the revised traffic flow.

2.5.3 Regional ATFM units should be the ideal information pools and communication nodes for contingency situations and could be set up to support collaborative decision making (CDM) between ANSPs, Civil Aviation Authorities (CAA), VAACs, Meteorological Watch Offices (MWO) and airspace users.

2.5.4 Where permanent ATFM arrangements do not exist or cannot cope with the consequences of disruption caused by volcanic ash, contingency measures should be developed and agreed between the ANSPs and the airspace users. Appendix M [*Air Traffic Flow Management arrangements*] contains some existing Regional and sub-regional ATFM arrangements.

2.6 CRISIS MANAGEMENT ARRANGEMENTS

2.6.1 The nature of extraordinary contingency situations might require decision-making on a higher level than that of normal operations and beyond ATM. Arrangements should be in place to share information with national, Regional and sub-regional disaster management services that may have been implemented to address the crisis. These measures are to assure the delivery of essential goods through alternative means of transport in case of prolonged non-availability of airspace or airports, or the evacuation of humans from hazardous areas. Regional and/or sub-regional crisis management arrangements are detailed in Appendix N [*Crisis Management Arrangements*].

2.7 TRAINING AND EXERCISING

2.7.1 It is important to appropriately train personnel that may be involved in volcanic ash contingency operations, so that they have the necessary competency of their own area of responsibility, and have awareness of the information needs and the impact on stakeholders.

2.7.2 System-wide response to volcanic ash events shall be tested by the conduct of regular exercises. Doc 9766 contains *Guidance for conducting volcanic ash exercises in ICAO Regions*. The collection and documentation of relevant data on system performance is a key objective of exercising. Subsequent analysis of exercises and actual events should be used to develop improvements to the Regional and global volcanic ash contingency procedures.

2.8 REGULATIONS, MEANS OF COMPLIANCE AND GUIDANCE MATERIAL

2.8.1 States shall determine which Regulations and Directives they need to implement to ensure compliance with the global and Regional requirements. Prerequisite *Regional Regulations, Means of Compliance and Guidance Material* shall be developed from respective state guidance material.

2.9 OPERATORS FROM OUTSIDE THE REGION

2.9.1 Regional contingency planning (if developed) should be transparent to all users, and take account, as far as practical, of operators from outside the Region to ensure that they are familiar with the Regional operations.

3. RESPONSE TO A VOLCANIC ASH EVENT

3.0 PHASES OF AN EVENT

The response to a volcanic event that impacts air traffic has been divided into four distinct phases in this document — a Pre-Eruption Phase, a Start of Eruption Phase, an On-going Eruption Phase, and a Recovery Phase — as follows:

3.1 PRE-ERUPTION PHASE (when applicable):

General

3.1.1 The initial response, “raising the alert”, commences when a volcanic eruption is expected. It should be noted that sometimes volcanoes erupt unexpectedly without any alert being raised; hence the pre-eruption phase may be omitted. Emphasis in this phase is placed on raising awareness of the potential hazard and to protect aircraft in flight. The actions shall be based on well-prepared, well-exercised contingency plans and standard operating procedures.

3.1.2 This phase is frequently characterized by a very limited availability of information on the potential extent and severity of the impending eruption. Notwithstanding the potentially limited extent of information available, the pre-eruption phase actions described below should be carried out for every expected eruption. Volcano observatories shall provide the information on the state of the volcano showing pre-eruptive activity and notify their associated ACC, MWO and VAAC in form of the Volcano Observatory Notice for Aviation (VONA), as described in Appendix E of ICAO Doc 9766 (IAVW Handbook); Annex 3 [*Meteorological Services for International Air Navigation*], Appendix 2 para 4.1 refers.

3.1.3 If volcano observatories, VAACs or MWOs suspect volcanic activity in an area, they could request the appropriate ATS unit(s) to solicit Special air-reports on volcanic ash from suitable aircraft (route and altitude) at appropriate time intervals (e.g. every half hour).

3.1.4 Initial awareness of the event may be provided by means of a Special AIREP, VONA, satellite data, as well as other remote sensors. This information may lead to the production of the initial SIGMET, VAA/VAG, NOTAM as per the On-Going Eruption Phase. States should ensure that alerting information is distributed expeditiously by the most appropriate means to allow for the early warning of aircraft in flight.

3.1.5 VAACs should consider whether the information warrants the issuance of an initial Volcanic Ash Advisory (VAA).

3.1.6 Air operators and flight crews are expected to consider the potential effect of an eruption based on the operator’s Safety Risk Assessment and standard operating procedures or to avoid the affected area.

Originating ACC/FIC Actions (eruption expected in its own FIR)

3.1.7 In the event of pre-eruption volcanic activity, which could pose a hazard to aviation, an ACC or FIC when appropriate, on receiving information of such an occurrence, should carry out the following:

- a) ensure that appropriate AIS messages are originated in accordance with Annex 15 [*Aeronautical Information Services*]. These must provide as precise information as is available regarding the activity of the volcano. It is imperative that this information is issued by the international NOTAM office and disseminated as soon as possible in accordance with the provisions of Annex 15;
- b) when so required by the State, define an initial, precautionary danger area in accordance with established local procedures. The size of the danger area should encompass a volume of airspace around the volcano in accordance with the information available, aiming to avoid undue disruption of flight operations;
 - i) if no such local procedures have been established, the danger area should be defined as a circle with a radius of 110 km (60 NM). The circle should be centered on the estimated or known location of the volcanic activity; in case of wind speeds exceeding 30 kts the danger area should be extended downwind by maximum half an hour of wind influence;
 - ii) ATC would not normally initiate a clearance through a danger area, it will inform aircraft about the potential hazard and continue to provide normal services. It is the responsibility of the pilot-in-command to determine the safest course of action.
- c) advise the associated MWO and MET service provider(s) in accordance with national/Regional arrangements (unless the initial notification originated from such provider(s)), who will then inform the associated Volcanic Ash Advisory Center (VAAC);
- d) alert flights already within the area concerned and offer assistance to enable aircraft to exit the area in the most expeditious and appropriate manner. Flight crews should be provided with all necessary information required to make safe and efficient decisions in dealing with the hazards in the defined area. Aircraft that are close to the area should be offered assistance to remain clear of the area;
- e) immediately notify other affected ACCs/FICs of the event and the location and dimensions of the area concerned. The ACC should provide information on potential implications on traffic flow and its capability to handle the expected traffic. Adjacent ACCs may be asked to reroute flights not yet coordinated to keep them clear of the area. It should be noted that flight crews make the decision whether or not to completely avoid the area based on, for example, visual observations;
- f) review the local contingency plan;

- g) where applicable advise the appropriate ATFM unit(s) and coordinate and implement ATFM measures if necessary to maintain the required level of safety; and
- h) relax airspace restrictions when possible to facilitate efficient traffic flow.

In order to assist staff in expediting the process of composing the AIS messages, a series of templates should be available for this stage of the volcanic activity

In addition to sending the relevant AIS messages to the normal distribution list, they will be sent to the relevant MWO(s), all VAACs, SADIS and the WIFS gateway.

Adjacent ACC/FIC actions

During the pre-eruption phase, ATS units will inform aircraft about the potential hazard and continue to provide normal services. Adjacent ACCs/FICs should take the following action to assist:

- i) gain and maintain awareness of the affected area and inform pilots that will or might be affected;
- j) when requested by pilots of aircraft advised that they will be affected by the area, re-clear flights to which control services are being provided after coordination with other affected ACCs; and
- k) unless otherwise instructed, continue normal operations and;
- l) if future traffic is affected by the area, consider the potential impact and the necessity for ATFM measures where applicable.

ATFM Unit actions where applicable

Where an ATFM unit is established, it should, upon receipt of preliminary information on volcanic activity from an ACC or the lead VAAC, initiate actions in accordance with its procedures to ensure exchange of information in order to support CDM between air navigation service providers (ANSPs), meteorological watch offices (MWOs), VAACs and aircraft operators concerned.

3.2 START OF ERUPTION PHASE (when applicable):

The start of eruption phase commences when information about the outbreak of a volcanic eruption becomes available.

General

This phase commences when information about the outbreak of a volcanic eruption becomes available, with volcanic ash being ejected into the atmosphere. The focus of the processes in this phase is to protect aircraft in flight and at aerodromes from the hazards associated with the eruption through the collection and dissemination of information.

When an eruption does not impact the airspace above and around the volcano (e.g. lava flow) the processes described in the pre-eruption phase may be applicable.

Volcano observatories should assess the information on the state of the volcano showing eruptive activity and provide notification to their associated ACC, MWO and VAAC in form of the *Volcano Observatory Notice for Aviation* (VONA), as described in Appendix E of the IAVW Handbook (Doc 9766) (Annex 3 [*Meteorological Services for International Air Navigation*], Appendix 2 para 4.1 refers).

VAACs should collect all relevant information and act in accordance with paragraph 4.5 of the IAVW Handbook (Doc 9766).

Major activities of the start of eruption phase are: issuance of relevant AIS and MET messages in accordance with Annexes 15 [*Aeronautical Information Services*] and 3 [*Meteorological Services for International Air Navigation*], respectively (as detailed in the IAVW Handbook (Doc 9766), paragraphs 4.3 and 4.4); as well as provision of information and assistance to airborne traffic.

As appropriate, danger areas may be declared by the authority which is responsible for determining the need for and extent of Danger, Prohibited or Restricted Areas, and published via NOTAM (in accordance with the “*Airspace Measures*” section of this contingency plan).

Originating ACC/FIC actions (eruption in its own FIR)

The ACC/FIC providing services in the FIR within which the volcanic eruption takes place should act in accordance with the ATS contingency procedures contained in the PANS–ATM (Doc 4444), paragraph 15.8 and the guidance in paragraph 4.2 of the IAVW Handbook (Doc 9766) and inform flights about the existence, extent and forecast movement of volcanic ash and provide information useful for the safe and efficient conduct of flights.

If necessary, rerouting of traffic should commence immediately or may be in progress if the alerting time has been sufficient to activate the pre-eruption phase. The ACC should assist in rerouting aircraft around the affected and/or danger area as expeditiously as possible. Adjacent ACCs should also take the affected and/or danger area into account and give similar assistance to aircraft as early as possible.

During the start of eruption phase, although ATC will not normally initiate a clearance through a danger area, it will inform aircraft about the hazard and will continue to provide normal services. It is expected that aircraft will attempt to remain clear of the danger area; however, it is the responsibility of the pilot-in-command to determine the safest course of action.

During the start of eruption phase the ACC/FIC should:

- a. ensure that a NOTAM is originated to define a Danger Area delineated cautiously so as to encompass a volume of airspace in accordance with the limited information available. Until reliable information on the extent of the eruption is available, the guidance for precautionary Danger Areas should be followed. In determining the area, information on upper winds should be taken into account. The purpose is to ensure safety of flight in the absence of any prediction from a competent authority on the extent of volcanic ash in the airspace;
- b. maintain close liaison with MWOs and, where appropriate, VAACs, who should issue appropriate MET messages in accordance with Annex 3 [*Meteorological Services for International Air Navigation*];
- c. solicit as far as practicable special air-reports on volcanic activity from aircraft in the area concerned to enlarge the knowledge about volcanic ash in the airspace;
- d. devise, implement and update ATFM measures where necessary to ensure safe and efficient flight operations, based on MET observations and forecasts in cooperation with aircraft operators and the adjacent ACCs using the CDM process;
- e. ensure that reported differences between published information and observations (pilot reports, airborne measurements, etc.) are forwarded as soon as possible to the appropriate authorities to ensure revision of incorrect information and its dissemination to all concerned;
- f. begin planning for the on-going eruption phase in conjunction with the aircraft operators, the appropriate ATFM unit and ACCs concerned; and
- g. initiate appropriate AIS messages in accordance with Annex 15 [*Aeronautical Information Services*] and the IAVW Handbook (Doc 9766), should significant reductions in intensity of volcanic activity take place during this phase and evidence confirms that the airspace is no longer contaminated by volcanic ash. Otherwise, begin CDM planning for the on-going eruption phase in conjunction with aircraft operators, the appropriate ACCs and where applicable the ATFM unit serving the affected ACCs.

Adjacent ACC/FIC actions

During the start of eruption phase, adjacent ACCs/FICs should take the following actions:

- a) gain and maintain awareness of the affected area and inform flights that will or might be affected;
- b) maintain a close liaison with the originating ACC/FIC ATFM unit, aircraft operators and appropriate ATFM where applicable so as to devise, implement and update flow of traffic and where applicable ATFM

measures (including relaxation of airspace restrictions) which will enable safe and efficient flight operations; and

- c) begin planning for the on-going eruption phase in conjunction with the aircraft operators, the appropriate ACCs/FICs unit and ATFM where applicable.

ATFM Unit actions (Where applicable)

During the start of eruption phase, depending on the impact and/or extent of the volcanic ash cloud, the appropriate ATFM unit should organize the exchange of latest information on the developments with the associated VAACs, ANSPs, MWOs and operators concerned in order to support CDM.

The ATFM unit will apply ATFM measures on request of the ANSPs concerned. The measures should be reviewed and updated in accordance with latest information. Airspace measures should be relaxed as soon as the situation allows.

3.3 ON-GOING ERUPTION PHASE:

The on-going eruption phase commences with the issuance of the first complete volcanic ash advisory (VAA) containing information on the extent and forecast movement of the volcanic ash cloud.

General

The on-going eruption phase commences with the issuance of the first complete (i.e. including forecasts) volcanic ash advisory (VAA) by the responsible VAAC that contains information on the extent and expected movement of the volcanic ash cloud in accordance with Annex 3 [*Meteorological Services for International Air Navigation*] provisions. It may take up to 3 hours after start of eruption to issue this first complete VAA.

Volcanic ash advisory information in graphical format (VAG) should also be issued by the VAAC, containing the same information as its text-based VAA equivalent. (Doc 9766, paragraph 4.5.1).

The VAA/VAG should be used to:

- a) prepare appropriate AIS and MET messages in accordance with Annex 15 [*Aeronautical Information Services*] and Annex 3 [*Meteorological Services for International Air Navigation*] provisions, respectively; and
- b) plan the provision of air traffic services, including the application of appropriate ATFM measures.

ACC/FIC Actions

Volcanic ash may affect any combination of airspace; therefore, it is not possible to prescribe measures to be taken for all situations. The following guidance therefore may prove useful during the on-going eruption phase, but should not be considered mandatory or exhaustive:

- a) The ACC/FIC will continue to act in accordance with the ATS Contingency Procedures contained in PANS-ATM (Doc 4444) Chapter 15.8;
- b) ACCs/FICs affected by the movement of the volcanic ash shall ensure that appropriate AIS messages are originated in accordance with Annex 15 [*Aeronautical Information Services*]. ACCs/FICs concerned and the appropriate ATFM unit should continue to publish details on measures taken to ensure dissemination to all concerned;
- c) the ACC/FIC should solicit special air-reports on volcanic activity if so requested by the appropriate VAAC;
- d) ACCs/FICs and ATFM units should be aware that for the purposes of flight planning and execution, operators could treat the horizontal and vertical extent of the volcanic ash contaminated area to be overflown as if it were mountainous terrain; and
- e) any reported differences between published information and observations (pilot reports, airborne measurements, etc.) should be forwarded as soon as possible to the appropriate authorities to ensure revision of any incorrect information and its dissemination to all concerned.

ATFM Unit actions (Where applicable)

The ATFM units will continue to apply ATFM measures on request of the ANSPs concerned. The measures should be reviewed and updated (including relaxation of airspace measures) in accordance with latest information. Depending on the impact and/or extent of the volcanic ash, the appropriate ATFM unit may take the initiative to organize teleconferences to exchange the latest information on the developments, in order to support CDM, with the VAACs, ANSPs and MWOs and operators concerned. Attached, please find operators checklist guidance on action to be taken in appendix P

3.4 RECOVERY PHASE:

3.4.1 The recovery phase commences with the issuance of the first VAA containing the statement “NO VA EXP” (i.e. “no volcanic ash expected”) which normally occurs when it is determined that no volcanic ash is expected in the atmosphere and the volcanic activity has reverted to its non-eruptive state.

3.4.2 The Handbook on the International Airways Volcano Watch (Doc 9766) does not differentiate consistently between these different phases, which are functionally quite different. The Regional VA Contingency Plan lists the appropriate actions in the respective sections.

3.4.3 The recovery phase commences with the issuance of the first VAA/VAG containing the statement “NO VA EXP” (i.e. “no volcanic ash expected”) — which normally occurs when it is determined that the volcanic activity has reverted to its non-eruptive state and the airspace is no longer affected by volcanic ash. Consequently, appropriate MET and AIS messages should be issued in accordance with Annex 3 [*Meteorological Services for International Air Navigation*] and Annex 15 [*Aeronautical Information Services*], respectively.

3.4.4 ACCs/FICs and ATFM units should revert to normal operations as soon as practical.

3.4.5 Although the four distinct phases herein describe actions to be undertaken during an actual volcanic event, they are based on a theoretical scenario. Actual eruptions may not always be distinct with respect to ATM actions to be undertaken. Similarly, an eruption may occur without any pre-eruptive activity, or may cease and restart more than once. Hence, the first observation may be the presence of an ash cloud, which is already some distance away from the volcano. It is essential that the contingency planning prepares the ATM system for an appropriate response depending on the actual conditions.

APPENDIX I: IATA IN-FLIGHT BROADCAST PROCEDURE (IFBP) AFI REGION

1 Broadcasts Intervals

A broadcast should be clearly pronounced in English:

- a) 10 minutes before, entering FIR within the IFBP region;
- b) Upon entering and FIR within the IFBP region
- c) as soon as practicable when departing from an aerodrome located within the IFBP region;
- d) 10 minutes prior to crossing or joining, an ATS route or crossing and airway or waypoint;
- e) at not less than 20-minute intervals;
- f) before a change in flight level
- g) upon reaching the intended flight level;
- h) at any other time considered necessary by the pilot.

Note 1: In the interest of reducing congestion on the IFBP frequency, pilots may exercise discretion to omit closely spaced repetitive IFBP reports, however broadcast intervals should not exceed 20 minutes

Note 2: The IFBP frequency must be closely monitored at all time when in the region; i.e. do not turn off or reduce volume levels on the transmitting/receiving frequency

2 Broadcast Procedure

A broadcast message should be structured as follows:

‘ALL STATIONS’

‘THIS IS AZ... (flight number) IN THE XXXX (FIR name) FIR

Position AAAAA (current position)	at ... : ... UTC	FL ... (Altitude maintaining)
‘North-East Bound’ (direction)	on XXnnn (airway)	
Estimating BBBBB (next position; waypoint or crossing airway if no waypoint)	at ... : ... UTC	
CCCCC NEXT (subsequent position; waypoint or crossing airway if no waypoint)		

AZ... (flight number) at FL ... (altitude maintaining) North-East Bound (direction) IN THE XXXX (FIR name)
FIR

Listening Watch

A listening watch should be maintained on the designated frequency (126.9MHz), 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.

Additional Operating Procedures

Changes of Cruising Level

Changes of Cruising Level are considered necessary by pilots to avoid traffic conflicts, for weather avoidance, or for other valid operational reasons;

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.

Collision Avoidance

If, on receipt of 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 Annex 2, he should:

- a) unless an alternative manoeuvre appears more appropriate, climb or descent 500ft;
- b) display all available aircraft lighting which would improve the visual detection of the aircraft;
- c) as soon as possible reply to the broadcast advising action being taken;
- d) notify the action taken on the appropriate ATS frequency; and
- e) as soon as situation has been rectified, resume normal flight level, notifying the action on the appropriate ATS frequency.

Normal Position Reporting Procedures

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

Operation of Transponders

Pilots shall 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.

Note: Pilots shall ensure operation of transponders even when outside radar coverage in order to enable TCAS equipped aircraft to identify conflicting traffic.

Use of TCAS

In accordance with ICAO Regional Supplementary Procedures (Doc 7030), ACAS II shall be carried and operated in the AFI Region by all civil fixed-wing turbine-engine aircraft having a maximum take-off mass exceeding 5 700 kg or maximum approved passenger seating configuration of more than 19.

IATA therefore promotes the use of a working TCAS for aircraft when operating within the AFI Region; and pilots shall select TA/RA mode at maximum range.

Use of SLOP

SLOP is promoted in the AFI region.

APPENDIX J: IATA NOTIFICATION/COORDINATION PROCEDURES

Table 1: Notification/Coordination Process

Airspace Avoidance				
Airlines	Airline Actions	IATA Actions	ICAO ESAF/WACAF Office	States/ANSP
Monitor global activities that have an effect on flight operations. (currently in place)	NONE	NONE	NONE	NONE
Review state activity that requires airline safety and security review (currently in place)	Notify IATA as to effected FIR' and factors under review. (security and or safety)	When more than (30%) of airlines reporting, notify ICAO ESAF/WACAF	Call for the Contingency Coordination Team (CCT)	NONE
Identify specific Factors and pending trigger events (currently in place)	inform IATA on review findings and possible trigger events	Inform CCT on findings and number of airlines reporting	Notify effected states/ANSP on number of airlines reviewing current activity	NONE
Event triggered: reviewing avoidance options and select avoidance scenario	Inform IATA of selected scenario and volume/initial timelines.	Inform CCT	Notify effected States/ANSP scenario and volume/timelines	Review scenario and give feedback on feasibility
48 Hours prior to activation of planned avoidance re-routes	Notify IATA	Notify CCT	Notify effected states/ANSP	Prepare NOTAMS and avoidance scenario
24 Hours prior to activation of planned avoidance re-routes	Notify IATA	Notify CCT	Notify effected states/ANSP	Publish NOTAMs

APPENDIX K: TORS FOR CONTINGENCY COORDINATION AIRLINES WORKING GROUP (CCAWG)

Contingency Coordination Airline Working Group (CCAWG)

Purpose / role of the group:

- The purpose of the group is to identify lessons learned in the current process, undertake review of requirements during the planning, activation and post event phases of the CCT,
- To contribute to the enhancement of the of the functions of the Contingency Coordination Team (CCT)
- Take the lessons learned from previous regional events that constituted the activation of the CCT and action areas of improvements in communications, proactive planning and tactical response

Membership:

- The members of the group should comprise of RCG members,
- Airline representatives other than IATA members may be invited on a need basis,
- The WG chair shall be rotated after every six (6) months,
- The group should be kept to a maximum of seven (7) persons,
- At least one representative should come from IATA AME office,
- RCG Observers and/or airline safety and security representatives can be invited on an ADHOC basis as determined by the group,
- ICAO AFI and MID office can be invited as determined by the group,
- Other organizations may be invited from time whenever considered necessary.

Accountability:

- IATA will coordinate all conclusions and or recommendations from the WG with ICAO
- IATA will coordinate cross regional meetings as recommended by the WG

Meetings:

- Meetings will be conducted on a quarterly review basis to discuss proactive vs reactive enhancements
- IATA will chair the meetings and the teleconferences
- AD HOC teleconferences will be conducted as needed
- When possible WG meetings will be coordinated with other meetings that facilitate at least 3 members of the WG
- Any member can call for meeting when deemed necessary
- information will be shared via email and if needed formal meetings

Definition of terms

- CCT- Contingency Coordination Team
- RCG- Regional Coordination Group

ADHOC- meeting formed for a particular reason.

APPENDIX L: ORGANOGRAM OF AFI ATM CONTINGENCY COORDINATION TEAM (AFI CCT)

