

ATM Contingency Plan

BANSA-M003.A-AT



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Bahamas Air Navigation Services Authority

1 May 2024



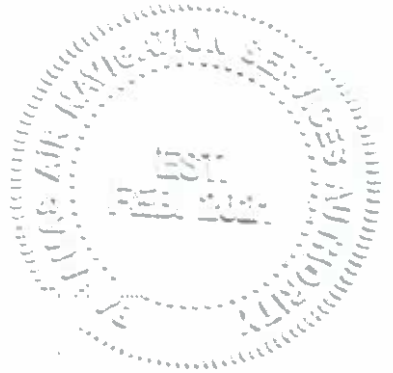
ATM Contingency Plan
BANS-M003A-AT

This document, the ATM Contingency Plan, is approved by:

A blue ink signature of Lenn King, consisting of several loops and a long horizontal stroke.

Lenn King
Director,
Bahamas Air Navigation Services Authority

29/04/2024
Date

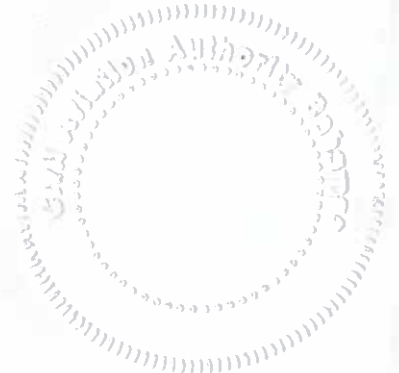


Official BANS Stamp

A blue ink signature of Alexander B. Ferguson, written over a circular official stamp of the Civil Aviation Authority Bahamas.

Alexander B. Ferguson
Director General
Civil Aviation Authority Bahamas

29/4/2024
Date



Official CAA-B Stamp



CNS	Communications Navigation and Surveillance
CTA	Control Area
DOA	Department of Aviation
FAA	Federal Aviation Administration
FBO	Fixed Base Operator
FIR	Flight Information Region
FIS	Flight Information Services
FSS	Flight Service Station
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
JRCC	Joint Rescue Coordination Centre
KZMA	Miami Center
LOA	Letter of Agreement
MET	Meteorology
NAD	Nassau Airport Development Company
NOTAM	Notice to Airmen
PAR	Post Activation Review
SAR	Search and Rescue
SSR	Secondary Surveillance Radar
RBDF	Royal Bahamas Defense Force
RBPF	Royal Bahamas Police Force
TIBA	Traffic Information Broadcast by Aircraft
TMA	Terminal Control Area
USCG	United States Coast Guard
VHF	Very High Frequency



3. FOREWORD

- 3.1. This Contingency Plan forms part of the overall national contingency planning for The Bahamas, in accordance with the provisions of Annex 11 to the Convention on Civil Aviation, and ICAO Doc 9462 ATS Planning Manual. The Plan, and any activation of the Plan, is authorized by the Civil Aviation Authority, Bahamas (CAA-B).
- 3.2. The Plan provides for the safe continuation of international air traffic through the Nassau CTA/FIR during periods when ATS may be disrupted or unavailable, or when airspace may be affected by severe weather events or any other disruptive phenomena.
- 3.3. The Plan has been developed in close cooperation and collaboration with airspace users, military authorities, and civil aviation authorities responsible for the adjacent FIR.
- 3.4. The Plan will be activated by NOTAM as far in advance as is practicable. If such prior notification is impracticable the PLAN will be activated by the designated authority using the most expeditious alternative means available.
- 3.5. The Plan serves as the formal agreement between the State(s) listed in paragraph 5.1, when authorized by their signatory or The Plan is supported by an operational LOA.



4. ATM CONTINGENCY PLAN FOR NASSAU CTA/FIR

4.1. OBJECTIVE

4.2. The Air Traffic Management (ATM) Contingency Plan for BANSА details arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of air traffic services in the Nassau CTA/FIR in accordance with CAR-ATS, Chapter 2, paragraph 2.32. The Contingency Plan provides the ATS procedures and contingency route structure using existing airways, published ATS routes where practicable, that will allow aircraft operators to transit the Nassau CTA/FIR during periods of limited or no ATS.

4.3. This plan provides processes and procedures, in accordance with international regulations and best practices, which will allow aircraft operators to operate in or avoid affected airspace within the jurisdiction.

5. INTERNATIONAL JURISDICTIONS AFFECTED

5.1. In the event that BANSА activates this Contingency Plan, the civil aviation authorities of the adjacent jurisdiction will be notified in accordance with the existing LOA or other contingency methods.

The adjacent jurisdiction directly affected by this Contingency Plan is:

- THE UNITED STATES OF AMERICA – FAA MIAMI CENTER (KZMA)

5.2. The contact details of the Miami Center are contained in Appendix A. These details will be regularly reviewed and updated as necessary.

6. MANAGEMENT OF THE CONTINGENCY PLAN

6.1. The contingency measures set forth in this Plan are applicable in cases of planned or unexpected interruptions in ATS caused by natural phenomena or other circumstances which may impair or totally disrupt the provision of ATS within the Nassau CTA/FIR.

6.1.1. The effective deployment of this Plan is necessary to ensure the safe and efficient continuity of air navigation, through or around affected airspace. This will be facilitated by the establishment of a Central Coordinating Committee (CCC).

6.2. Central Coordinating Committee

6.2.1. The Central Coordinating Committee shall oversee the conduct of the Contingency Plan and in the event ATS is disrupted for an extended period, plan for and facilitate the temporary relocation of the affected ATS unit to an alternate facility or amalgamation with another ATS unit, and the restoration of air traffic services. The terms of reference for the CCC will be determined by the minister responsible for aviation.

6.2.2. The Central Coordinating Committee is comprised of representatives of the following agencies: BANSА, DOA, CAA-B, NAD, AA, and FBOs.

6.3. Under the circumstances described, and as soon as practicable in advance of, or after the commencement of a contingency event causing disruption to air traffic services within the Nassau CTA/FIR has occurred, BANSА shall cause the CCC to be convened by the most expeditious means appropriate for the situation, e.g., by telephone or web-based conference.



6.4.ATM OPERATIONAL CONTINGENCY GROUP

6.4.1.The ATM Operational Contingency Group (AOCG) will be convened by BANSА with the primary responsibility to oversee the day-to-day operations under the contingency arrangements, and coordinate operational ATS activities, 24 hours a day or as necessary, throughout the contingency period. The terms of reference of the AOCG will be determined by BANSА. The AOCG will include any necessary specialist personnel from the following disciplines:

- Air Traffic Services (ATS)
- Communications Navigation and Surveillance (CNS)
- Aeronautical Meteorology (MET)
- Aeronautical Information Services (AIS)

6.4.2.The mission of the AOCG shall include:

- Review and update the Contingency Plan as required.
- Always keep up to date with the contingency situation.
- Organize contingency teams in each of the specialized areas.
- Keep in contact with and update the ICAO NAM/CAR Regional Office, CADENA, the IATA Regional Office, and other airspace users.
- Notify the appropriate organizations of the contingency situation sufficiently in advance and/or as soon as possible thereafter.
- Exchange updated information with the adjacent ATS authorities concerned to coordinate contingency activities.
- Take the necessary action for issuing NOTAMs according to this plan or as otherwise determined by the contingency situation. Where the contingency situation is sufficiently foreseeable, the relevant NOTAMs shall be issued 48 hours in advance of the contingency event.
- Maintain an activity log.

6.5.PLAN TESTING AND REVIEW

6.5.1.The Plan shall be tested in desktop exercises, where necessary, including telephone or web-based conference facilities, at least quarterly.

6.5.2.ATC simulation testing of the plan should occur at least quarterly or whenever required by BANSА.

6.5.3.A full review of the Plan shall be conducted at least once per annum. Provisions for the review of airspace, ATS routes, coordination, and communications details of the Plan shall be included in relevant ATS airspace, data, and facility implementation plans.

6.5.4.A preliminary post-activation review (PAR) report shall be completed within 28 days following any testing, pre-activation, or activation of the Plan. A more comprehensive report shall be completed, in any case, where an air safety incident investigation related to the pre-activation or activation of the Plan has been conducted, or as otherwise determined by BANSА.



7. CONTINGENCY ROUTE AND ALTITUDE STRUCTURE

- 7.1. In the event of disruption of the ATC services provided by BANSА, contingency routes will be specified to ensure safety of flight and to facilitate limited flight operations commensurate with the prevailing conditions. Existing ATS routes form the basis of the contingency routes to be used, and an altitude allocation scheme introduced to minimize potential points of conflict and to limit the number of aircraft operating simultaneously in the airspace under reduced air traffic services. The contingency route structure is detailed in Appendix B. Additional unpublished contingency routes may be developed tactically by the AOCG and promulgated by NOTAM and introduced as and when circumstances require, such as in the case of severe weather event.
- 7.2. As and where dictated by circumstances, any flight that has not yet departed may be suspended until a full assessment of the prevailing conditions has been determined and sufficient air traffic services restored. A decision to curtail or restart these operations will be made by the AOCG. BANSА has the authority for the immediate tactical response to unexpected contingency situations including, where necessary, the exclusion of flights from affected airspace during the transition to the contingency procedures in this plan.
- 7.3. Aircraft on long-haul international flights and special operations e.g., Search and Rescue (SAR), State aircraft, humanitarian flights, etc., shall be afforded priority.
- 7.4. Any operator affected by the suspension of operations within the Nassau CTA/FIR and the airports therein will be notified by the relevant authority when operations may be resumed, and flight planning information will be made available pertaining to those airports. International flights that have received such approval may be required to file a flight-plan via domestic routes to join international contingency routes.

8. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

8.1. REDUCED ATS AND PROVISION OF FLIGHT INFORMATION SERVICES (FIS)

- 8.1.1. During the contingency period ATS may not be available, particularly communications and air traffic surveillance services. In cases where services are not available, a NOTAM will be issued providing the relevant information, including an expected date and time for resumption of service. The contingency plan provides for limited flight information and alerting services to be provided by unaffected BANSА ATS units and the FAA of the United States.
- 8.1.2. Within the Nassau FIR, BANSА provides ATS up to and including A060, except, within the Nassau TMA, ATC is provided up to and including A120. All ATC services above these altitudes, within the national sovereign airspace of The Bahamas, are provided by the Miami Center (ARTCC), and the Cuban ANSP (ECNA). Limited ATC service is also provided by the Miami Center (ARTCC) from above A030, outside of the boundaries of the Nassau FIR. A chart depicting the airspace arrangement is provided in Appendix B.

8.2. ATS RESPONSIBILITIES



8.2.1. During the early stages of a contingency event, ATC may be overloaded, and tactical action may be taken to reroute aircraft on alternative routes not included in this Plan.

8.2.2. In the event that ATS cannot be provided in the Nassau CTA/FIR a NOTAM shall be issued 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., APPROACH, TOWER, and FIS), including an expected date of restoration of services if available.
- d) information on the provisions made for alternative services.
- e) Applicable ATS routes, AIP-published contingency routes, or tactically defined contingency routes, any changes to the ATS contingency routes contained in this Plan.
- f) any special procedures to be followed by neighboring ATS units not covered by this Plan.
- g) any special 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.

QMS is a data driven decision making process. To the maximum extent possible any QMS data required shall be a part of already existing data acquisition and recording systems. The goal is to make the required data available to ensure applicable regulations, standards, and quality levels are being complied with without adding undue additional recording and resource requirements.

The following components and steps are involved in the BANSА QMS program:

The quality management process objectives are:

- Documented work procedures are followed.
- Monitor, measure and analyze standards.
- Identified shortcomings and ensure corrective actions are taken.
- Documentation control process and record keeping.
- Continuous improvement.
- Customer feedback.
- Regulatory, Standards and Procedures compliance.
- Overall QMS training and competence.
- Oversee prescriptive change management process
- Conduct quality and compliance (QAR) reviews

8.2.3. In the event that BANSА's NOTAM Office is unable to issue the NOTAM, all available avenues will be explored to have the information promulgated within the shortest possible time.

8.2.4. ATS will maintain a record of events throughout the contingency period.

8.3. AIRCRAFT SEPARATION and SPACING



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

8.3.2. The longitudinal separation/spacing will be 15 minutes, or as agreed with the relevant adjacent FIR authority, or as agreed in the appropriate LOA, or other Contingency Arrangement.

The Quality and Compliance Directorate will work with each BANSА directorate to analyze data collected from monitoring processes and services, measuring performance standards, and to identify trends, areas for improvement, and potential issues.

8.4. AIRSPACE CLASSIFICATIONS

8.4.1. Depending on the degree of disruption, airspace classifications may be changed to reflect the reduced level of services. Changes to airspace classification will be notified by NOTAM.

8.5. AIRCRAFT POSITION REPORTING

8.5.1. Pilots will continue to make or broadcast routine position reports in line with normal ATC reporting procedures.

8.5.2. The primary means of communication will be VHF radio.

8.5.3. Traffic Information Broadcast by Aircraft (TIBA) procedures shall apply in the Nassau CTA/FIR. Details of TIBA procedures and communications requirements are provided in Appendix D, excerpted from Annex 11 to the Convention on Civil Aviation, attachment B.

8.5.4. TIBA frequency shall be as follows:

- Unicom – 122.8 MHz

8.6. No flights shall operate in the Nassau CTA/FIR during contingency operations, except in special cases such as State aircraft, Medevac flights, Military flights or SAR flights, and any other essential flights as authorized by the CCC or BANSА.

8.7. PROCEDURES FOR ATS UNITS

8.7.1. The ATS units providing ATC services will follow their unit emergency operating procedures and activate the appropriate level of contingency procedures in line with this plan and the appropriate sections of existing LOAs. These procedures include the following:

- a) Where ATS, provided by BANSА, may be reduced, or disrupted by a short notice contingency event, personnel will inform pilots of the emergency condition and advise if it is likely that the facility will be evacuated and ATS suspended. In the event of it becoming necessary to evacuate the facility building, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency(s) in use, and/or over the ATIS, providing pilots with alternate means of communication.
- b) During the period the contingency procedures are in effect, flight plans and other aircraft movement messages must continue to be transmitted by operators to the relevant BANSА facility via the AFTN using normal procedures.



- c) On notification by BANSА, the ATS authorities operating in neighboring FIR will activate the contingency procedures in accordance with this plan or the relevant sections of the existing LOA.
- d) Prior to entry into the Nassau CTA/FIR during contingency operations, prior authorization must be obtained from CAA-B, the CCC, or BANSА, and flights must comply with all restrictions, ATC clearances, and communications instructions issued by the ATC authority responsible for the airspace immediately adjacent to the contingency airspace.
- e) Coordination of aircraft boundary estimates and altitudes by the adjacent ATC authority responsible for aircraft entering the Nassau CTA/FIR shall be in accordance with this plan or the appropriate sections of the operational LOA.
- f) The ACC responsible for aircraft entering the Nassau CTA/FIR will instruct pilots to maintain the last altitude and speed assigned while operating in the affected airspace.
- g) The ACC responsible for aircraft entering the affected airspace will not authorize any change in route, altitude, or speed unless specifically authorized by the ATS unit normally responsible for the affected airspace, or under the operational LOA or special Contingency Arrangement.
- h) The ACC responsible for aircraft entering the affected airspace will inform aircraft that they must establish contact with the first ATS unit after transiting the affected airspace not less than 10 minutes before the estimated time of entry into the next airspace/FIR.

8.8. TRANSITION TO AND FROM CONTINGENCY OPERATIONS

8.8.1. During times of uncertainty when airspace closures seem possible, aircraft operators should be prepared for a possible change in routing while enroute. They should become familiar with the alternative routes outlined in this Contingency Plan, as well as those which may be promulgated by NOTAM or AIP.

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

8.8.3. 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 prepared to respond to any request by aircraft and react commensurate with safety.

8.9. TRANSFER OF CONTROL AND COORDINATION

8.9.1. Unless otherwise specified in this Contingency Plan or the existing operational LOA, transfer of control and communication shall be at the common FIR boundary between the ATS units. Alternative transfer of control points may be agreed during a contingency event. These will be specified in NOTAM or AIC.

8.9.2. The effectiveness of any coordinated procedure(s) will be under constant review during contingency operations, including short notice of airspace closure or reduced or suspended air traffic services so that necessary adjustments to the contingency plan or LOA may be affected efficiently and expeditiously.

8.10. PILOT AND OPERATOR PROCEDURES

8.10.1. FILING OF FLIGHT PLANS



8.10.2. Flight planning requirements detailed in The Bahamas AIP continue to apply during contingency operations except where they are modified by the contingency ATS routes and altitudes specified by ATC or by NOTAM.

8.11. OVERFLIGHT APPROVAL

8.11.1. Aircraft operators must obtain over-flight approval from BANSА prior to operating flights through the affected airspace. During the period of activation of this Contingency Plan the adjacent ATS authority will provide ATC clearances for aircraft to enter the Nassau CTA/FIR in accordance with the provisions of this plan, as specified in a NOTAM/Advisory, or in accordance with the operational LOA. The adjacent ATS authority is not responsible for coordination or provision of overflight clearances for the airspace on the understanding that operators have obtained prior approval, and the responsibility remains with the operator to ensure any required overflight approval has been obtained.

8.12. PILOT OPERATING PROCEDURES

8.12.1. Pilots should continue to make or broadcast routine position reports in line with normal ATC reporting procedures.

8.12.2. Pilots of aircraft operating in the affected airspace during contingency operations shall comply with the following procedures:

- a) All aircraft proceeding along the ATS routes established in this Contingency Plan will comply with the instrument flight rules (IFR) and will be assigned an altitude in accordance with the altitude allocation scheme applicable to the route(s) being flown as specified in Appendix B.
- b) Flights are to flight-plan using the Contingency Routes specified in Appendix B, according to their airport of origin and destination.
- c) Aircraft are to operate as close as possible to the center line of the assigned contingency route.
- d) A continuous communications watch shall be maintained on the specified contingency frequency as specified in Appendix C.
- e) Aircraft position reports and other information as necessary shall be broadcast in accordance with TIBA procedures defined in ICAO Annex 11.
- f) Aircraft navigation and anti-collision lights shall be displayed.
- g) Except in cases of emergency or for reasons of flight safety, pilots are to maintain, during their entire flight within the affected airspace, the last assigned altitude, speed and SSR transponder code. If no transponder code has been assigned, aircraft shall squawk code 1200.
- h) Aircraft are to reach the altitude last assigned by the responsible ATS unit at least [10] minutes before entering the affected airspace or as otherwise instructed by the ATC unit acting in accordance with the operational Letter of Agreement or other Contingency Arrangement.
- i) Pilots are to include in their last position report prior to entering the affected airspace, the estimated time over the entry point of that airspace and the estimated time of arrival over the relevant exit point.



- j) Pilots are to contact the next adjacent ATS unit as soon as possible, and in any event not less than ten (10) minutes before the estimated time of arrival over the relevant exit point of the affected airspace.
- k) Pilots are to strictly adhere to the ICAO Traffic Information Broadcasts by Aircraft (TIBA) procedures, on the specified VHF frequency listed in Appendix C. When necessitated by emergency conditions or flight safety requirements, pilots are to transmit blind on this frequency, their current circumstances and the commencement and completion of any climb and descent or deviation from the cleared contingency route.
- l) Whenever emergencies and/or flight safety reasons make it impossible to maintain the altitude assigned for transit of the affected airspace, pilots are to climb or descend well to the right of the centerline of the contingency route, and if deviating outside the affected airspace, to immediately inform the ATS unit responsible for the adjacent airspace affected. Pilots are to broadcast details of any level change including aircraft identification, aircraft position and route, vacated altitude, intended altitude, altitude passed, and cruising altitude maintained on the Contingency frequency prescribed.
- m) Pilots are responsible for maintaining their own longitudinal separation from preceding aircraft at the same altitude while transiting the affected airspace.
- n) Not all operational circumstances can be addressed by this Contingency Plan and pilots are to maintain a high level of alertness when operating in the contingency airspace and take appropriate action to ensure safety of flight.

8.13. INTERCEPTION OF CIVIL AIRCRAFT

- 8.13.1. Pilots need to be aware that a contingency routing requiring aircraft to operate off normal traffic flows may result in interception 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.
- 8.13.2. Pilots are to comply with instructions given by the pilot of the intercepting aircraft. In such circumstances, the pilot of the aircraft being intercepted shall broadcast information on the situation.
- 8.13.3. If circumstances lead to the closure of the affected airspace and no contingency routes are available, aircraft will be required to remain clear of the affected airspace. As much warning as possible will be provided by the appropriate ATS authorities in the event of the complete closure of airspace.
- 8.13.4. Pilots shall continuously guard the VHF emergency frequency 121.5 MHz and should always operate their transponder 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 the last discrete code assigned by ATC or select code 1200 if no code was assigned.

9. COMMUNICATION PROCEDURES

9.1. DEGRADATION OF COMMUNICATION - PILOT RADIO PROCEDURES

- 9.1.1. When operating within the contingency airspace, pilots should use normal radio communication procedures where ATS services are available. Where limited or no ATS is available these



communications will be conducted in accordance with the communication procedures in this Plan, or as otherwise notified by NOTAM.

9.1.2.If communications are lost unexpectedly on the normal ATS frequencies, pilots should try the next applicable frequency, e.g., if enroute contact is lost then try the next appropriate frequency, that is, the next normal handover frequency. Pilots should also consider attempting to contact ATC on the last frequency where two-way communication has been established. In the absence of communication with ATC, the pilot should continue to make routine position reports on the assigned frequency, and broadcast positions in accordance with the TIBA procedures.

9.2.COMMUNICATION FREQUENCIES

9.2.1.A list of frequencies to be used for the contingency plan purposes and the ATS units providing services and air-ground communication monitoring for the Nassau CTA/FIR is detailed at Appendix C.

10. AERONAUTICAL SUPPORT SERVICES

10.1.AERONAUTICAL INFORMATION SERVICES (AIS)

10.1.1.To whatever degree BANSА AIS is impaired, dissemination of NOTAMs and advisories will be in accordance with the operational LOA.

10.2.METEOROLOGICAL SERVICES (MET)

10.2.1.During any contingency event, MET services will continue to be provided, by The Bahamas Department of Meteorology, as necessary for the safe conduct of air navigation. If the need arises, MET will be assisted by the Miami Hurricane Centre in acquiring, analyzing, and disseminating pertinent information.

11.SEARCH AND RESCUE ALERTING SERVICES

11.1.NOTIFICATION AND COORDINATION

11.1.1. SAR authority responsible for the affected airspace is The Bahamas National Security Joint Rescue Coordination Centre (JRCC). See Appendix A.

11.1.2.The agreement in force between the Bahamas Government and The Government of the United States of America, also provides for the United States Coast Guard's Rescue Coordination Centre, Rescue Sub Centre and Search & Rescue facilities to coordinate and conduct search and rescue operations by the USCG in the territorial sea and archipelagic waters of the Commonwealth of The Bahamas; and permission for the USCG to enter, overfly and land as appropriate, in Bahamian territory, in the conduct of search and rescue operations.

11.1.3.The Bahamas Air Sea Rescue Association (BASRA) also coordinates with all parties and assists with SAR activities within The Commonwealth of The Bahamas.

12. PUBLIC HEALTH EMERGENCIES

12.1.BANSА ATS, 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 an aircraft, shall forward a message as soon as possible to the ATS unit serving the destination / departure point, unless



procedures exist to notify the appropriate authority designated by the State and the aircraft operator or its designated representative.

12.2. To avoid misunderstanding that may result in an inappropriate reaction from the stakeholders including air operators, information provided by the Department of Public Health, Ministry of Health, and Wellness, 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.

APPENDIX A – CONTINGENCY CONTACTS INFORMATION

CENTRAL COORDINATING COMMITTEE (CCC)

ORGANIZATION	NAME	POSITION	TELEPHONE	EMAIL
BANSА	Lenn King	Director	242 823 5487	<i>lenn.king@bansabahamas.com</i>
CAA-B	Alexander Ferguson	Director General	242 826 8830	<i>Alexander.Ferguson@caabahamas.com</i>
DOA	Dr. Kenneth Romer	Director	242 826 5368	<i>kromer@bahamas.com</i>
NAD	Jonathan Hanna	Vice President – Operations	242 376 1723	<i>jonathan.hanna@nas.bs</i>
AA	Peter Rutherford	General Manger (Acting)	242 817 0017	<i>prutherford@airportsbahamas.com</i>
JET NASSAU	Charles Bowe	General Manager	242 810 2540	<i>charles.bowe@jet-nassau.com</i>
ODYSSEY AVIATION	William Holowesko	General Manager	242 702 0224 242 357 4476	<i>wholowesko@odysseyaviation.com</i>

ADJACENT FIR

ADJACENT FIR	POC	TELEPHONE	EMAIL
USA – FAA	EDDIE PEREZ	1 305 716 1508	<i>eddieperez@faa.gov</i>



MIAMI ARTCC (KZMA)	LUIS RODRIQUEZ	1 305 716 1508	<i>luis.g.rodriguez@faa.gov</i>
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SEARCH AND RESCUE ALERTING SERVICES

ORGANIZATION	POC	TELEPHONE	EMAIL
ROYAL BAHAMAS DEFENCE FORCE	CDM BYRON McCLAIN	1-242-362-3816	<i><u>bronmccclain@gov.bs</u></i>



APPENDIX B - CONTINGENCY ROUTE STRUCTURE

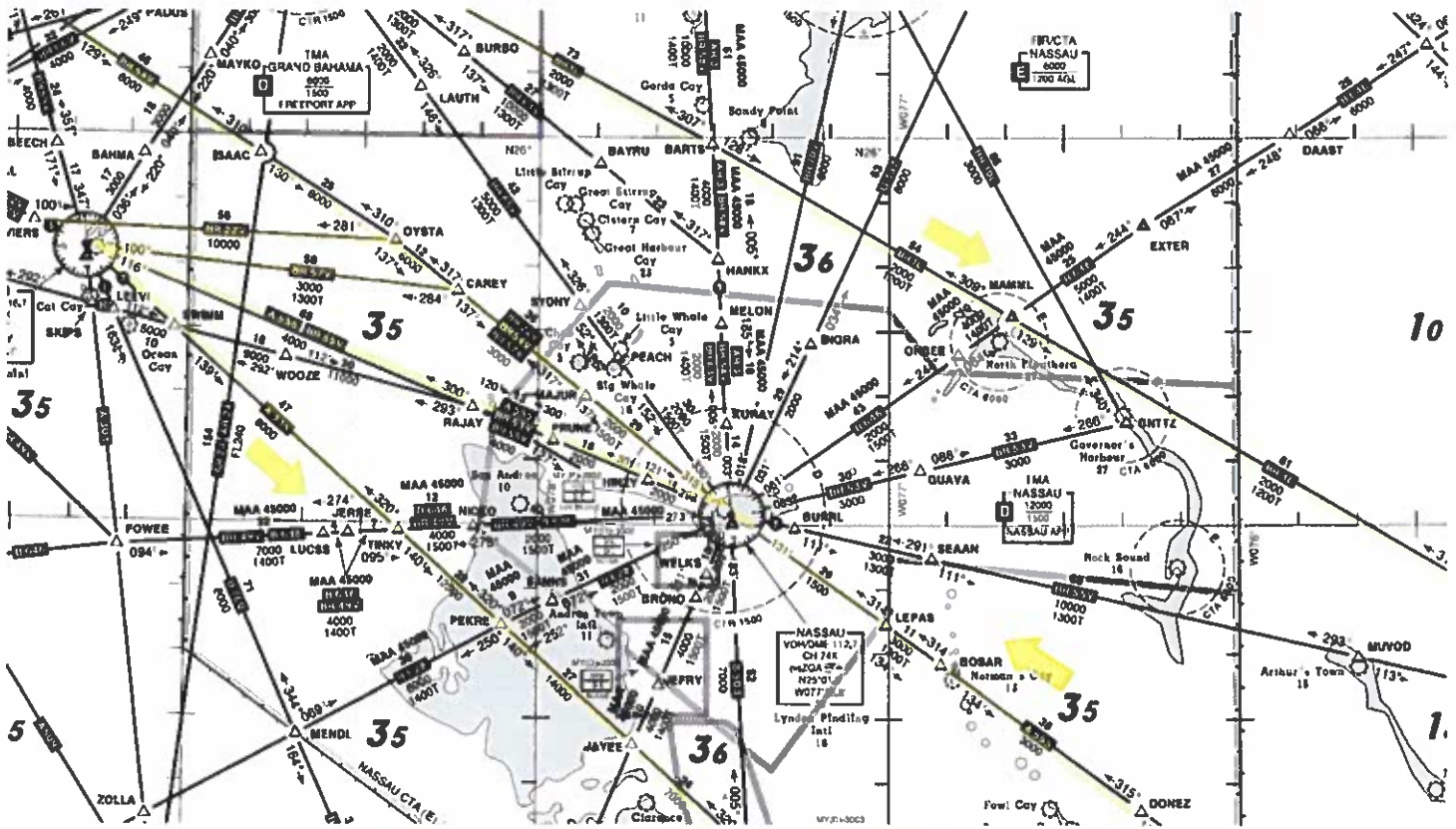


Figure 1: Nassau CTA/FIR contingency route structure

CONTINGENCY ROUTES

In the event of disruption of the ATC services provided by BANSА, the following contingency routes may be activated as follows:

- 1. Traffic south-east bound –**
 - BRIL
 - A315
- 2. Traffic north-west bound –**
 - A555 ZQA A555/BR55V/BR53V
 - A555 ZQA BR54V/BR57V/BR22V



Additional routes may be coordinated and activated commensurate with the tactical needs of any given circumstance.

ALTITUDE RESTRICTIONS

A555 traffic must be at altitudes between A060 and A120 prior to entering the Nassau TMA, unless otherwise coordinated.



APPENDIX C - CONTINGENCY FREQUENCIES

During contingency events, unless otherwise specified by NOTAM, the normal operational frequencies will persist.

NORTH-WEST BAHAMAS

ATS FACILITY	ATS UNIT	FREQUENCY (MHZ)
MYGF	APP	126.5
	TWR	118.5
	FSS	122.3
MYNN	APP	121.0
		125.3
	TWR	119.5
	FSS	128.0
KZMA		124.2
	ACC	125.7
		134.2
		134.8
TIBA	UNICOM	122.8

CENTRAL/SOUTH-EAST BAHAMAS

ATS FACILITY	ATS UNIT	FREQUENCY (MHZ)
MYNN	APP	121.0
		125.3
	TWR	119.5
	FSS	128.0
		124.2
MYEF	AFIS	118.0
KZMA	ACC	127.22
TIBA	UNICOM	122.8





APPENDIX D – TRAFFIC INFORMATION BROADCASTS BY AIRCRAFT (TIBA) AND RELATED OPERATING PROCEDURES (EXCERPT FROM ICAO ANNEX 11)

1. Introduction and applicability of broadcasts

1.1 Traffic information broadcasts by aircraft are intended to permit reports and relevant supplementary information of an advisory nature to be transmitted by pilots on a designated VHF radiotelephone (RTF) frequency for the information of pilots of other aircraft in the vicinity.

1.2 TIBAs should be introduced only when necessary and as a temporary measure.

1.3 The broadcast procedures should be applied in designated airspace where:

- a) there is a need to supplement collision hazard information provided by air traffic services outside controlled airspace; or
- b) there is a temporary disruption of normal air traffic services.

1.4 Such airspaces should be identified by the States responsible for provision of air traffic services within these airspaces, if necessary with the assistance of the appropriate ICAO Regional Office(s), and duly promulgated in aeronautical information publications or NOTAM, together with the VHF RTF frequency, the message formats and the procedures to be used. Where, in the case of 1.3 a), more than one State is involved, the airspace should be designated on the basis of regional air navigation agreements and promulgated in Doc 7030.

1.5 When establishing a designated airspace, dates for the review of its applicability at intervals not exceeding 12 months should be agreed by the appropriate ATS authority(ies).

2. Details of broadcasts

2.1 VHF RTF frequency to be used

2.1.1 The VHF RTF frequency to be used should be determined and promulgated on a regional basis. However, in the case of temporary disruption occurring in controlled airspace, the States responsible may promulgate, as the VHF RTF frequency to be used within the limits of that airspace, a frequency used normally for the provision of air traffic control service within that airspace.

2.1.2 Where VHF is used for air-ground communications with ATS and an aircraft has only two serviceable VHF sets, one should be tuned to the appropriate ATS frequency and the other to the TIBA frequency.

2.2 Listening watch

A listening watch should be maintained on the TIBA frequency 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 after take-off and be maintained until leaving the airspace.

2.3 Time of broadcasts

A broadcast should be made:

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



- b) 10 minutes prior to crossing a reporting point.
- c) 10 minutes prior to crossing or joining an ATS route.
- d) at 20-minute intervals between distant reporting points.
- e) 2 to 5 minutes, where possible, before a change in flight level.
- f) at the time of a change in flight level; and
- g) at any other time considered necessary by the pilot.

2.4 Forms of broadcast

2.4.1 The broadcasts other than those indicating changes in flight level, i.e. the broadcasts referred to in 2.3 a), b), c), d) and g), should be in the following form:

ALL STATIONS (necessary to identify a traffic information broadcast)

(call sign)

FLIGHT LEVEL (number) (or CLIMBING TO FLIGHT LEVEL (number))

(direction)

(ATS route) (or DIRECT FROM (position) TO (position))



POSITION (position **) AT (time)

ESTIMATING (next reporting point, or the point of crossing or joining a designated ATS route) AT (time)

(call sign)

FLIGHT LEVEL (number)

(direction)

Fictitious example:

"ALL STATIONS WINDAR 671 FLIGHT LEVEL 350 NORTHWEST BOUND DIRECT FROM PUNTA SAGA TO PAMPA POSITION 5040 SOUTH 2010 EAST AT 2358 ESTIMATING CROSSING ROUTE LIMA THREE ONE AT 4930 SOUTH 1920 EAST AT 0012 WINDAR 671 FLIGHT LEVEL 350 NORTHWEST BOUND OUT"

2.4.2 Before a change in flight level, the broadcast (referred to in 2.3 e)) should be in the following form:

ALL STATIONS

(call sign)

(direction)

(ATS route) (or DIRECT FROM (position) TO (position))

LEAVING FLIGHT LEVEL (number) FOR FLIGHT LEVEL (number) AT (position and time)

2.4.3 Except as provided in 2.4.4, the broadcast at the time of a change in flight level (referred to in 2.3 f)) should be in the following form:

ALL STATIONS

(call sign)

(direction)

(ATS route) (or DIRECT FROM (position) TO (position))

LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number)

followed by:

ALL STATIONS

(call sign)

MAINTAINING FLIGHT LEVEL (number)



2.4.4 Broadcasts reporting a temporary flight level change to avoid an imminent collision risk should be in the following form:

ALL STATIONS

(call sign)

LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number)

followed as soon as practicable by:

ALL STATIONS

(call sign)

RETURNING TO FLIGHT LEVEL (number) NOW

2.5 Acknowledgement of the broadcasts

The broadcasts should not be acknowledged unless a potential collision risk is perceived.

3. Related operating procedures

3.1 Changes of cruising level

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

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

3.2 Collision avoidance

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, and this cannot be achieved in accordance with the right-of-way provisions of Annex 2, the pilot should:

- a) unless an alternative manoeuvre appears more appropriate, immediately descend 150 m (500 ft), or 300 m (1 000 ft) if above FL 290 in an area where a vertical separation minimum of 600 m (2 000 ft) is applied;
- 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 practicable, resume normal flight level, notifying the action on the appropriate ATS frequency.



3.3 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.