



BARBADOS Air Traffic Services Contingency Plan



[ADAMS CONTINGENCY PLAN]

MAY 2023

Version 1.0

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FOREWORD

This is the first edition of the ATS Contingency Plan for the Barbados Air Traffic Services TMA. It has been prepared in accordance with the provisions of Annex 11 to the Convention on Civil Aviation, ICAO Doc 9426, ATS Planning Manual, Doc 9673. The Plan and activation of the Plan is authorized by the Director of the Barbados Civil Aviation Department.

The Plan provides for the safe continuation of international air traffic through the Adams TMA during periods when ATS may be disrupted or unavailable, or when airspace may be affected by severe weather events, earthquake, industrial action, volcanic ash cloud and any other unforeseen events that may require the activation of the Adams Contingency Plan.

The Plan will be activated by NOTAM from the Aeronautical Information Service (AIS) office as far in advance as is practicable. In case the AIS office is unable to issue the NOTAM then a request to the Piarco NOTAM Office is to be made by the designated authority using the most expeditious alternative means available for issuance of NOTAM for activation of the Plan.

Any proposal for amendments to this plan may be forwarded to:

The Director
Barbados Civil Aviation Department
Charnocks,
Christ Church
Barbados
Tel: 246-535-0001
Fax:
E-mail: civil.aviation@barbados.gov.bb



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RECORD OF AMENDMENTS

Amendment Number	Effective Date	Date Entered	Entered By	Paragraph/Reference



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OBJECTIVE

1.1 The Barbados Air Traffic Services (ATM) Contingency Plan contains arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of Air Traffic Services within the Adams TMA and is related to ICAO Annex 11 – Air Traffic Services Chapter 2, paragraph 2.30

1.2 This Contingency Plan is designed to provide alternate routes, using existing air routes in most cases, which will allow for an orderly flow of air traffic through the ADAMS TMA.

AIR TRAFFIC SERVICES

2.0 Air Traffic Service Responsibilities

2.1 In the event that ATS cannot be provided within the Adams TMA, The Adams Aeronautical Information Service Unit will promulgate the corresponding NOTAM including the following:

- a. Time and Date of the beginning of the Contingency Measures.
- b. Airspace/Air Routes available for arriving departing and overflying traffic and airspace to be avoided.
- c. Details of the facilities and services available or not available and any limits on the provision of ATS (e.g. TMA, APP TWR and FIS), including an expected date/time of restoration of services if available.
- d. Information on the provision made for alternate 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 including expected date and time for the restoration of normal services.

2.1.1 In the event that the Adams Aeronautical Information Service (AIS) Unit is unable to promulgate the NOTAM, the Piarco Civil Aviation Authority through its Aeronautical



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Information Management (AIM) will take action to issue the NOTAM of the status of the airspace upon notification by the Barbados Civil Aviation Department.

2.2 Separation

2.2.1 Separation criteria will be applied in accordance with the ICAO Procedures for Air Navigation Services Air Traffic Management (PANS-ATM, Doc 4444) and the Regional Supplementary Procedures (Doc7030).

2.3 Level restrictions

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

2.4 Airspace Classifications

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

2.5 Other Measures

2.5.1 Other measures related to the closure of airspace and the implementation of the contingency scheme in the Adams TMA may be taken as follows:

(a) Adjacent Units shall inform Piarco Centre (TTPP) when it becomes apparent that communication has been lost with Adams TMA.

(b) Pilots immediately upon becoming aware of a loss of communication with Adams TMA Unit shall if IFR:

(i) Maintain the last assigned altitude and other clearances

(ii) Attempt to contact Adams TMA Unit on other published frequencies

NB: If unable to contact Adams TMA Unit, pilots are to contact Piarco Centre or self-transfer to an appropriate adjacent unit.

(c) All special VFR operations will be suspended.

(d) VFR departures and arrivals will be allowed into the Adams TMA at a rate of one aircraft every ten (10) minutes.



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3.0 TRANSITION TO CONTINGENCY PLAN

3.1. 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 alternate routes outlined in the Contingency Plan (**Appendix A**) as well as what may be promulgated by the Adams Aeronautical Information Service (AIS) Unit via NOTAM AIP or eAIP as necessary.

3.2 In the event of airspace closure that has not been promulgated, Adams ATS would, if possible, broadcast or cause to be broadcast to all aircraft in the airspace under its jurisdiction, what airspace is being closed or affected and to stand by for any further instructions.

3.3 The Barbados Air Traffic Services recognizes that when closures of airspace or airports are promulgated, individual airlines might have different company requirements as to their alternate routings. In that regard Adams TMA will be alert to respond to any request by aircraft and react commensurately with safety.

4.0 TRANSFER OF CONTROL AND COORDINATION

4.1 The transfer of control and communications shall be at the common boundary between ATS units unless there is mutual agreement between adjacent ATS units as stated in the LOAs between the respective states.

4.2 Adams ATS would keep under review current coordination requirements in light of contingency operations or short notice of airspace closure. (**Appendix C**)

5.0 PILOTS AND OPERATOR PROCEDURES

5.1 All aircraft proceeding along the ATS routes established in this contingency plan shall adhere to the Instrument Flight Rules and shall be assigned a flight level in accordance with the ICAO Annex 2, Appendix 3- Table of Cruising Levels.

5.2 Fly along the route or as close as possible to the centre line of the assigned contingency route.

5.3 Pilots need to continuously guard the VHF emergency frequency 121.5MHz 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) used for ATS



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purposes. Transponders should be set on a discrete code assigned by ATC or select code 2000 if ATC has not assigned a code.

5.4 Pilots are required to maintain during the entire flight time within the Adams TMA, the flight level last assigned by the last ATC unit responsible prior to the aircraft entering the Adams TMA. Under no circumstances shall pilots change their level, except in cases of emergency and for flight safety reasons.

5.5 If an emergency or any other circumstances likely to affect flight safety makes it impracticable to maintain the flight level assigned for transit through Adams TMA, climb or descend well to the right of the centerline of the contingency route being flown, immediately broadcast the emergency level change and any other pertinent information.

6.0 OVERFLIGHT APPROVAL

6.1 Where required, aircraft operators should obtain over-flight approval from States for flights operating through airspace under their jurisdiction.

6.2 In a contingency situation, flights may be rerouted at short notice and it may not be possible for operators to give the require advance notice in a timely manner to obtain approval.

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

7.0 CONTINGENCY UNIT

7.1 The Air Traffic Management (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: Barbados Civil Aviation Department - Air Traffic Services Department

Contact Person: Mr. Glyne Blanchette - Chief Air Traffic Control Officer

Alternates: Mr. John Parris- Unit Chief –Terminal Unit- Air Traffic Services

Telephone: (246)-536-3602 or 536-3606

Alternate: Terminal Unit- Supervisor-in charge- 246-4286162/536-1359

Fax: 1-246-535-3615



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Email: cad.catco@barbados.gov.bb or glyne.blanchette@barbados.gov.bb
cad.ucats@barbados.gov.bb or john.parris@barbados.gov.bb

7.2 During a contingency situation, the National Contingency unit will liaise with the adjacent units through the ICAO NACC Regional Office.

7.3 The ICAO NACC Regional Office will:

- a. Closely monitor the situation and coordinate with all affected States and the IATA Regional Office, so as to ensure ANS are provided to international aircraft operations in the CAR Region.
- b. Take note of any incidents reported and take appropriate actions.
- c. Provide assistance as required on any issue with the Civil Aviation Administration/s involved in the Contingency Plan, and
- d. Keep the President of the Council of ICAO, the Secretary General, the Chief Regional Affairs Officer, the Director of the Air Navigation Bureau and the Chief of the ATM Section continuously informed on developments, including activation of the Contingency Plan.

8.0 REROUTING SCHEME

8.1 In the event of a complete Air-to-Ground or Ground-to-Air and Point-to-Point communications failure within the Adams TMA aircraft operators should file their flight plans using the alternative Contingency Routes (CR) listed in **Appendix B**.

8.2 All aircraft should establish and maintain contact on published VHF frequencies with the (designated) ATS unit (APP/TWR) responsible for the airspace being transited. Additionally, aircraft should broadcast their position and intention on Emergency Frequency 121.5MHz and on pilot's air to air frequency

8.3 All aircraft shall be cleared to maintain a cruise flight level correlated to track/direction of flight.



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9.0

LIST OF POINTS OF CONTACT

9.1 List of contact information for States/Organizations to be used when contingency measures are activated is provided in **Appendix E**.



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APPENDIX A: Contingency Routing Scheme

	ROUTE	ROUTING DIRECTION	FLIGHT LEVELS	FIR (ATS UNITS) INVOLVED
CR 1-	IN LIEU OF: 18N050W DCT BGI	<u>FOR ARRIVALS-</u> 18N050W DCT FOF DCT BNE DCT GOTER DCT OLIDO	-	TTZP (TFFF)
	IN LIEU OF: A632 A555	<u>FOR ARRIVALS:</u> DCT FOF DCT BNE DCT GOTER DCT OLIDO		TTZP (TFFF)
	IN LIEU OF: G642 R750	<u>FOR ARRIVALS:</u> BNE DCT GOTER DCT OLIDO		TTZP (TFFF) (TLPL) (TVSA)
	A511	<u>FOR ARRIVALS:</u> GOTER DCT OLIDO		TTZP(TVSA)
	IN LIEU OF: R893	<u>FOR ARRIVALS:</u> DCT GOTER DCT OLIDO		TVSA
	IN LIEU OF: A561	<u>FOR ARRIVALS:</u> DCT GND DCT GOTER DCT OLIDO		TTZP (TGPY)
	IN LIEU OF: R515	<u>FOR ARRIVALS:</u> DCT GOTER DCT OLIDO		TTZP
	IN LIEU OF: A632 (SOUTH)	<u>FOR ARRIVALS:</u> DCT GOTER DCT OLIDO		TTZP
	IN LIEU OF: A555 (SOUTH)	<u>FOR ARRIVALS:</u> DCT GOTER DCT OLIDO		TTZP
CR 2	IN LIEU OF: A511	<u>FOR DEPARTURES.</u> BGI A561 RAKAN DCT TVSA/TVSM/TVSB	<u>F120</u> <u>F080</u>	TGPY/TVSA
CR 3	IN LIEU OF: A632, G642, R750	<u>FOR DEPARTURES. - NORTHBOUND</u> BGI A555 DCT BORUS-	<u>F240</u> <u>F080</u>	TFFF (TTZP)

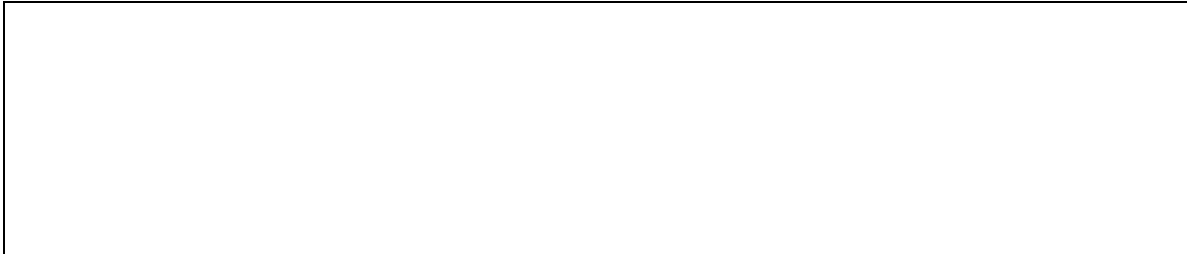
TRAFFIC SOUTHBOUND ON THE R515 A632, A555 –STANDARD DEPARTURE

TRAFFIC NORTHEAST BOUND DCT 18N056W – STANDARD DEPARTURE

*Overflights are to deviate around Adams TMA.



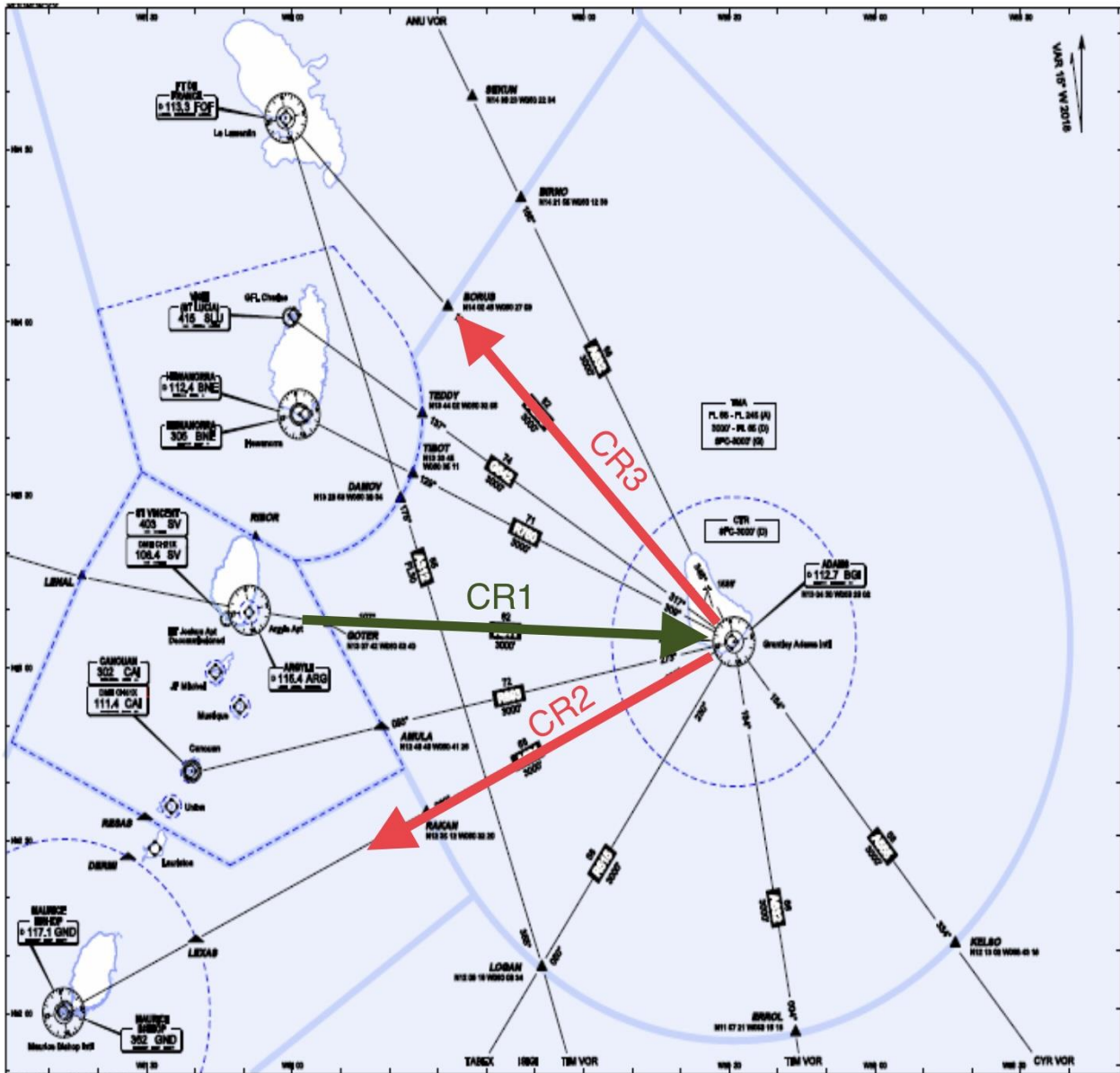
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APPENDIX. B: Contingency Routes



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INBOUND



OUTBOUND





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APPENDIX C:

Coordination Procedures

1. In the event that ATS is unavailable in the Adams TMA air traffic services will be delegated to the designated ATS authority listed below:

PIARCO ACC-VHF 123.7 KHZ



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APPENDIX D:

Sample NOTAMS

- a) **Avoidance of airspace**
NOTAM DUE TO DISRUPTION OF ATS IN THE ADAMS TMA ALL ACFT ARE ADVISED TO AVOID THE TMA.

- b) **Airspace available limited ATS**
NOTAM..... DUE TO ANTICIPATED DISRUPTION OF ATS IN THE ADAMS TMA ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

- c) **Contingency Plan activated**
NOTAM..... DUE TO DISRUPTION OF ATS IN ADAMS TMA ALL ACFT ARE ADVISED THAT THE ADAMS AIR TRAFFIC SERVICES CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY ITS TMA IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE CONTINGENCY ROUTES LISTED AND FL ASSIGNMENTS, PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY BARBADOS AIRSPACE.

- d) **Non –adherence to the Contingency Plan**
NOTAM OPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE ADAMS TMA



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APPENDIX E:

Point of Contacts for all concerned States and Organizations

STATE/ INTERNATIONAL ORGANIZATION	POINT OF CONTACT	TELEPHONE/FAX	EMAIL ADDRESS
BARBADOS			
Director of Civil Aviation	Tracey Forde-Bailey	(246) 535-0001	tracey.forde-bailey@barbados.gov.bb
Chief Air Traffic Control Officer	Glyne Blanchette	(246) 536-3602	glyne.blanchette@barbados.gov.bb
Chief Aeronautical Information Service Officer	Donna Archer	(246) 536-3603	donna.archer@barbados.gov.bb
Unit Chief-Terminal Unit	Mr John Parris	(246) 536-3606	john.parris@barbados.gov.bb
TRINIDAD and TOBAGO			
Unit Chief Piarco ACC& APP Operations	Curtis Peters	1(868)774-4220	cpeters@caa.gov.tt
Manager ATS & ANS Safety (TTCAA)	Alexis Brathwaite	1(868)620.5969	abrathwaite@caa.gov.tt

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This document is approved by: **DIRECTOR OF CIVIL AVIATION**



A handwritten signature in black ink, appearing to read "BAILEY", is written over a horizontal dotted line.

TRACEY FORDE-BAILEY (Mrs.)
Director of Civil Aviation (Ag.)