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**ATM CONTINGENCY PLAN**

**(AFI) AFRICA AND INDIAN OCEAN REGION.**

**Version 2, July 2021**

**Edited by**:

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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**

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

# TABLE OF CONTENTS

[**DOCUMENT AMENDMENT PROCEDURES ii**](#_Toc14936592)

[**FOREWORD iii**](#_Toc14936593)

[**EXECUTIVE SUMMARY iv**](#_Toc14936594)

[TABLE OF CONTENTS v](#_Toc14936595)

[**GLOSSARY viii**](#_Toc14936596)

[**ACRONYMS x**](#_Toc14936597)

[OBJECTIVES OF REGIONAL ATM CONTINGENCY PLAN 1](#_Toc14936598)

[REGULATORY REQUIREMENTS FOR IMPLEMENTATION OF CONTINGENCY PLANS 1](#_Toc14936599)

[SCOPE OF THE REGIONAL CONTINGENCY PLAN 2](#_Toc14936600)

[INTRODUCTION TO REGIONAL ATM CONTINGENCY PLAN 2](#_Toc14936601)

[STRUCTURE OF THE AFI REGIONAL CONTINGENCY PLAN 4](#_Toc14936602)

[AFI STATES/FIRS LEVEL 2 & 3 CONTINGENCY ROUTES STRUCTURE 7](#_Toc14936603)

[AFI REGIONAL ATM CONTINGENCY COORDINATION TEAM (AFI CCT) ARRANGEMENTS 8](#_Toc14936604)

[STATE/FIR CENTRAL COORDINATING COMMITTEE (CCC) 9](#_Toc14936605)

[STATE/FIR ATM OPERATIONAL CONTINGENCY GROUP (AOCG) 9](#_Toc14936606)

[STATE/FIR ATM CONTINGENCY PLAN FOCAL POINT 10](#_Toc14936607)

[CONTINGENCY COORDINATION AIRLINES WORKING GROUP (CCAWG) 10](#_Toc14936608)

[LEVELS OF ATM CONTINGENCY 11](#_Toc14936609)

[GUIDELINES FOR LEVEL 1 CONTINGENCY FOR STATES OR FIRS 12](#_Toc14936610)

[GUIDELINES FOR LEVEL 2 CONTINGENCIES (TEMPORARY DELEGATION OF PROVISION OF ATS) 13](#_Toc14936611)

[GUIDELINES FOR LEVEL 3 CONTINGENCIES REQUIRING AVOIDANCE OF STATE/FIR 14](#_Toc14936612)

[PROCEDURES FOR ACTIVATION AND DEACTIVATION OF CONTINGENCY PLAN 15](#_Toc14936613)

[FLIGHT LEVEL ALLOCATION SCHEME 16](#_Toc14936614)

[TRANSFER OF CONTROL POINTS 16](#_Toc14936615)

[SEAMLESS SSR CODES ALLOCATION SCHEME 16](#_Toc14936616)

[OVER-FLIGHT APPROVAL 17](#_Toc14936617)

[NOTIFICATION PROCEDURES DURING LEVEL 1, 2 & 3 CONTINGENCY OPERATIONS 17](#_Toc14936618)

[IATA IN FLIGHT BROADCAST PROCEDURES (IFBP) 18](#_Toc14936619)

[CONTINGENCY IMPLEMENTATION MONITORING 19](#_Toc14936620)

[REPORTING PROCEDURES DURING AND AFTER CONTINGENCY OPERATIONS 19](#_Toc14936621)

[SWITCHOVER PLAN FOR TRANSITION FROM NORMAL PROVISION OF ATS TO DELEGATED PROVISION OF ATS 19](#_Toc14936622)

[PROMULGATION AND STATUS REPORTING OF STATE ATM CONTINGENCY PLANS 20](#_Toc14936623)

[ATM CONTINGENCY PLAN EVALUATION 20](#_Toc14936624)

[MEMORANDUM OF UNDERSTANDING (MOU) FOR DELEGATION OF PROVISION OF ATS 20](#_Toc14936625)

[APPENDICES:](#_Toc14936626)

[APPENDIX A: MOU TEMPLATE FOR DELEGATION OF PROVISION OF ATS 22](#_Toc14936627)

[APPENDIX B: ATM CONTINGENCY PLANNING PRINCIPLES 25](#_Toc14936628)

[APPENDIX C: BASIC CONTINGENCY PLANNING ELEMENTS 28](#_Toc14936629)

[APPENDIX D: CONTACT DETAILS OF THE AFI CCT MEMBERS 31](#_Toc14936630)

[APPENDIX E (1): WACAF ATM CONTINGENCY ROUTES FOR AVOIDANCE ACTION –](#_Toc14936631)

[LEVEL 3 CONTINGENCY 32](#_Toc14936632)

[APPENDIX E 2: ESAF ATM CONTINGENCY ROUTES FOR AVOIDANCE ACTION – LEVEL 3 CONTINGENCY 34](#_Toc14936633)

[APPENDIX F: AFI ATM CONTINGENCY ROUTES FOR LEVEL 2 41](#_Toc14936634)

[APPENDIX G: REGIONAL ATM CONTINGENCY PLAN TEMPLATE 53](#_Toc14936635)

[APPENDIX H: VOLCANIC ASH CONTINGENCY PLAN 59](#_Toc14936636)

[APPENDIX I: IATA IN-FLIGHT BROADCAST PROCEDURE (IFBP) AFI REGION 75](#_Toc14936666)

[APPENDIX J: IATA NOTIFICATION/COORDINATION PROCEDURES 78](#_Toc14936669)

[APPENDIX L: ORGANOGRAM OF AFI ATM CONTINGENCY COORDINATION TEAM (AFI CCT) 80](#_Toc14936670)

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:

1. Preventing collisions:
2. Between aircraft, and
3. On the manoeuvring area between aircraft and obstructions; and
4. 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. The objectives of the Regional Contingency Plan are to:
2. 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;
3. 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
4. Provide a greater degree of certainty for airspace and aerodrome users during contingency operations.
5. Provide a common framework for States to adopt in order to enhance standardization and uniformity in the management of contingencies.
6. REGULATORY REQUIREMENTS FOR IMPLEMENTATION OF CONTINGENCY PLANS
   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. 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:
7. 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
8. ICAO provides assistance to States in the development and coordination of the CPs to enable their publication and completion of the Regional CP.
9. SCOPE OF THE REGIONAL CONTINGENCY PLAN
   1. The AFI Regional Contingency Plan is structured to provide contingency measures or procedures to manage the following contingencies:
10. Breakdown or interruption of ATM system (Communication, Navigation, Surveillance, ATM Operations and Human Factors);
11. Natural Disasters (Volcanic Eruption, Earthquake, Tsunami, Extreme Weather, etc.);
12. Industrial Action or Labour Unrest affecting Air Navigation Services;
13. Security Challenges affecting Air Navigation System (Military Conflict, Acts of Unlawful Interference, Conflict Zones, etc.),
14. Public Health Emergency;
15. Facilitate waivers or timely approvals of over-flight permit or clearance during contingency,
16. Facilitate the exchange of safety critical or operational information between affected States/FIRs and users, and
17. State exercising its sovereignty, sanctions over a state or territory, etc.
    1. The Plan is also structured to provide:
18. Regional ATFM planning principles;
19. Regional contingency planning elements;
20. Analysis of the current Regional contingency planning status;
21. A performance improvement plan;
22. Considerations for research and future development; and
23. Milestones, timelines, priorities and actions.
24. INTRODUCTION TO REGIONAL ATM CONTINGENCY PLAN
    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.
    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.
    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. 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.
    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.
    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.
    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.
    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.
    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.
    10. ICAO will also initiate and coordinate appropriate contingency action at the request of States.
    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.
    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.
25. STRUCTURE OF THE AFI REGIONAL CONTINGENCY PLAN
    1. The AFI Regional Contingency Plan consist of:
26. ICAO ESAF/WACAF Regional Offices,
27. AFI Contingency Coordination Team,
28. IATA Regional Offices,
29. State/FIR Central Coordinating Committee (CCC),
30. State/FIR ATM Operations Coordination Group (AOCG),
31. States/FIRs ATM Contingency Focal Points.

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

* 1. 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

/Users/collins/Documents/ICAO Contingency workshop  O. R. Tambo/AFI Contigency plan workgroup/AFI FIRs.pdf

*Map showing AFI FIRs*

1. AFI STATES/FIRS LEVEL 2 & 3 CONTINGENCY ROUTES STRUCTURE
   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.
   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.
   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 selected from the ICAO International Codes and Route Designators (ICARD) Database, and approved by the Regional Database Manager.
   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.
   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. 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 2 and 3**.**
2. AFI REGIONAL ATM CONTINGENCY COORDINATION TEAM (AFI CCT) ARRANGEMENTS
   1. The potential 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.
   2. The AFI CCT shall function as follows:
3. Facilitate the Review of State or FIR Contingency Plans and ensure Effective Coordination of such plans with adjacent FIRs.
4. Facilitate the development of Contingency Routes by FIRs, as well as the coordination of such Contingency Routes between adjacent FIRs.
5. Collation of FIR Contingency Routes into a Single AFI Regional Contingency Routes Network.
6. Identify any deviations from the AFI Regional Air Navigation Plan.
7. Serve as a Framework for the coordination, monitoring, control and reporting of contingencies within the AFI Region.
8. 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.
9. To develop NOTAM Templates for the Issuance of Trigger NOTAM for activation and deactivation of State/FIR Contingency Plans.
10. To develop AIP Supplement Template for the publication of State/FIR Contingency Plans.
11. Coordinate the publication of all State/FIR Contingency Plans.
12. Regularly Review the Regional Contingency Plan.
13. 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.
14. Review the status of ATM Contingency Plans and contingency preparedness of AFI Region States;
15. 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;
16. Analyse contingency procedures in use in other ICAO Regions and harmonize where practicable with similar procedures in adjacent airspaces within the AFI Region;
17. 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;
18. Provide principles for ATM contingency planning;
19. Provide contingency planning templates for States; and
20. Facilitate the coordination of State Contingency Plans with adjacent states;
21. Facilitate the coordination of State Contingency Plan with users.
22. STATE/FIR CENTRAL COORDINATING COMMITTEE (CCC)
    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).
    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, public health emergencies authorities and other relevant agencies.
    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 in 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.
23. STATE/FIR ATM OPERATIONAL CONTINGENCY GROUP (AOCG)
    1. The ATM Operational Contingency Group (AOCG) shall be established by the States for the tactical or operational management of the contingencies due to disruptions affecting a State or FIR.
    2. The functions of the AOCG shall include but not limited to the following:
24. Review and update of the Contingency Plan as required;
25. Keep up to date at all times of the contingency situation;
26. Organize contingency teams in each of the specialized areas;
27. Keep in contact with and update all affected airspace and system users, customers and other relevant stakeholders;
28. **Note:** Annex 11 provides guidelines for coordination of contingency matters with ICAO as follows:
29. Exchange up-to-date information with the adjacent ATS authorities to be affected by the contingency activities;
30. Notify the designated organizations of the contingency situation sufficiently in advance and/or as soon as possible thereafter;
31. 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 foreseeable the relevant NOTAMs should be issued 48 hours in advance of the contingency events, using templates provided in the appendices contained herein.
32. Membership of the AOCG should include any necessary specialist input from the following disciplines:

* Air Traffic Control (ATC)
* Aeronautical Telecommunication (COM)
* Surveillance and Navigation
* Aeronautical Meteorology (MET)
* Aeronautical Information Services (AIS)
* Public Health Emergencies (PHE)
* Air Traffic Flow Management (ATFM) where applicable
* Civil Military Airspace Organisation and Management (CAOM)
* Cybersecurity and resilient

1. STATE/FIR ATM CONTINGENCY PLAN FOCAL POINT

* 1. Each State/FIR shall appoint a Focal Point and an Alternate Focal Point who are sufficiently knowledgeable and involved in ATM operations, for purpose of liaising with adjacent FIR/ACC, ICAO AFI Contingency Coordinating Team (CCT), ICAO Regional Office, as well as IATA or other airline operators, etc.
  2. States shall inform its accredited ICAO regional office of appointed Focal Point and Alternate by providing appropriate contact details, and promptly inform ICAO whenever these State representatives are changed, or their contact details change.
  3. The State/Focal Point shall serve as representatives of the States/FIRs in the ICAO AFI CCT.

1. CONTINGENCY COORDINATION AIRLINES WORKING GROUP (CCAWG)
   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.
2. LEVELS OF ATM CONTINGENCY
   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 closedand users are required to avoid the affected airspace. Level 3 contingencies may include:

1. Airspace Not Safe, due to causal events such as industrial action, earthquake, nuclear emergency, etc. affecting the provision of ATS.
2. 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.
3. 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.
4. GUIDELINES FOR LEVEL 1 CONTINGENCY FOR STATES OR FIRS
   1. Each State shall establish internal procedures for management of **level 1** or domestic contingencies that may not require the intervention of adjacent FIRs.
   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.
   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.
   4. States shall develop **Level 1 contingency** plans for contingency events, conforming with the requirements in Annex 11 and complemented by the principles and the Basic Elements of the Regional ATM Contingency Plan.
   5. Human performance-based training and procedures for response to ATM contingency operations for all staff providing related ATS; Flight Information, Aeronautical Information; Aeronautical Meteorology; Aeronautical Telecommunication and CNS equipment maintenance and cybersecurity and resilient should be developed and implemented.
   6. Programmes for regular desktop and inter-unit coordinated exercises of all **Level 1 contingency** plans should be developed and implemented, and reviewed biennially.
   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/refresher training.
   8. NOTAM issuance on **level 1 contingency** shall indicate the ATS services available and the applicable separation minima, as well as airspace classification.
   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.

1. GUIDELINES FOR LEVEL 2 CONTINGENCIES (TEMPORARY DELEGATION OF PROVISION OF ATS)
   1. Each State shall establish internal procedures for management of **level 2** contingencies requiring delegation of the provision of ATS to adjacent States/FIRs.
   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 requiring States to confirm the availability by NOTAM of its airspace for contingency.
   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**.
   4. States shall develop **Level 2** contingency plans conforming with the requirements in Annex 11 and complemented by the Principles and the Basic Elements of the Regional ATM Contingency Plan.
   5. Human performance-based training and procedures for response to ATM contingency operations for all staff providing related ATS, Flight Information, Aeronautical Information, Aeronautical Meteorology, Aeronautical Telecommunication and CNS equipment maintenanceand cybersecurity and resilience should be developed and implemented.
   6. Programmes for regular desktop and inter-unit coordinated exercises of all **Level 2** contingency plans should be developed and implemented, and reviewed biennially.
   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.
   8. Details of contingency ATS routes and associated flight level allocation schemes should be published in State AIP (Section ENR 3.5).
   9. Operational personnel such as ATC, AIS, Flight Dispatchers and Flight Crew should be sensitized on the published Contingency Routes.
   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.
   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.
   12. Where practicable, each State should harmonize its Contingency ATS Routes and FLAS structures with those of all neighbouring States or FIRs.
2. GUIDELINES FOR LEVEL 3 CONTINGENCIES REQUIRING AVOIDANCE OF STATE/FIR
   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.
   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.
   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.
   4. Human performance-based training and procedures for response to ATM contingency operations for all staff providing related ATS, Flight Information, Aeronautical Information, Aeronautical Meteorology, Aeronautical Telecommunication and CNS equipment maintenance and cybersecurity and resilience should be developed and implemented.
   5. Programs for regular desktop and inter-unit coordinated exercises of all Level 3 contingency plans should be developed and implemented, and reviewed biennially.
   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.
   7. Details of contingency ATS routes and associated flight level allocation schemes should be published in State AIP (Section ENR 3.5).
   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.
   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.
3. PROCEDURES FOR ACTIVATION AND DEACTIVATION OF CONTINGENCY PLAN
   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.
   2. The CCC shall inform ICAO, the AFI CCT and adjacent FIR as appropriate.
   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.
   4. In the event that ATS cannot be provided in the concerned or affected FIR:
4. 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.
5. 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.
6. Affected states in adjacent FIRs can inform ICAO to request them to issue a NOTAM activating the Contingency Plan.
   1. A NOTAM shall be issued indicating the following, as a minimum requirement:
7. Time and date of the beginning of the contingency measures;
8. Airspace available for landing and overflying traffic and airspace to be avoided;
9. Details of the facilities and services available or not available and any limitations on ATS provision (e.g., ACC, APP, TWR and FIC),
10. Duration of the contingency or an expected date of restoration of services if available;
11. Flight level allocation scheme (FLAS) if different from those defined in **Appendix C and D** to this document;
12. Information on the provisions made for alternative services;
13. Any changes to the ATS contingency routes contained in this Plan;
14. Any special procedures to be followed by neighbouring ATS units not covered by this Plan;
15. Any special procedures to be followed by pilots; and
16. Any other details with respect to the disruption and actions being taken that aircraft operators and other airspace users may find useful.
    1. 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
    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
    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
    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.
    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.
    3. ADS-B and ADS-C
20. OVER-FLIGHT APPROVAL

* 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.
  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, and the contact details for obtaining the overflight permit published in a NOTAM.
  3. The AFI CCT shall facilitate waiver or expeditious approval of overflight permit or clearance in level 3 contingency with the other FIRs affected by deviations or re-routings.
  4. Aircraft operators should note however, that overflight approval remains the responsibility of the State whose territory is to be overflown, except delegated to adjacent State.

1. NOTIFICATION PROCEDURES DURING LEVEL 1, 2 & 3 CONTINGENCY OPERATIONS
   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.
   2. In level 1 and 2 contingency events resulting in Limited Servicesituations, the CCC will decide upon the level of notification necessary and take action as required to disseminate the information.
   3. In a level 2 and 3 contingencies events resulting inno servicesituations, 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.
   4. IATA member airlines, other operators and other airspace users 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.
   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.

1. IATA IN FLIGHT BROADCAST PROCEDURES (IFBP)
   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.

1. CONTINGENCY IMPLEMENTATION MONITORING
   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.
   2. IATA representative in the CCT shall be responsible for the exchange and dissemination of safety critical information between operators and the CCT.
   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.
   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.
2. REPORTING PROCEDURES DURING AND AFTER CONTINGENCY OPERATIONS
   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.
3. SWITCHOVER PLAN FOR TRANSITION FROM NORMAL PROVISION OF ATS TO DELEGATED PROVISION OF ATS
   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.
   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.
4. PROMULGATION AND STATUS REPORTING OF STATE ATM CONTINGENCY PLANS
   1. National ATM Contingency Plans should be promulgated on the website of the Air Navigation Service Providers.
   2. States should report the status of their contingency planning to the ICAO ESAF/WACAF Regional Office, as follows:
5. Promulgation of the national ATM Contingency Plan, together with the hyperlink to the website location of the Plan;
6. State Contingency Points-of-Contact
7. 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.

* 1. 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.

1. 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, at least biennially.

1. MEMORANDUM OF UNDERSTANDING (MOU) FOR DELEGATION OF PROVISION OF ATS
   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:
2. Regulatory Requirements for Establishment of Contingency Plan
3. Objectives of the MOU
4. Conduct of Regular Contingency Exercises
5. Re-currency Trainings for ATCs on Contingency Procedures.
6. Authorization of ATCs to provide ATS in adjacent FIR under assignment or delegation.
7. Responsibility for Search and Rescue under Contingency.
8. Responsibility for granting over-flight clearance
9. Responsibility for En Route Navigation Charges under Contingency.
10. Class of airspace, Type of Separation and type of ATS to be provided.
11. Procedures for Amendment of Contingency Plans and MOUs.
12. CNS/ATM Capacity of the FIR assigned or delegated to provide ATS in the designated airspace.
13. Clear description of the airspace or sector or FIR or Route to be delegated.
14. Responsibility for issuance of NOTAM for initiation and termination of the contingency plan.
15. Air Traffic Flow Management, etc.
16. 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 ATS disruptions (indicated as level 2 and 3 contingencies in this plan) 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):

1. Coordinates, boundary points,
2. Vertical and lateral limit
3. Upper or lower airspace
4. Type of flight operations (VFR, IFR or both),
5. 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:
6. 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;
7. 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.

1. 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;
2. Priority determination for routine scheduled and non-scheduled flights;
3. Flights excluded from operations in contingency airspace, and minimum navigation and height keeping (RVSM) capability required for access to the contingency airspace;
4. Specified minimum longitudinal spacing between consecutive aircraft entering the contingency airspace on non-separated ATS contingency routes;
5. Contingency communication arrangements including means of communication within contingency airspace and communications transfer arrangements for aircraft entering and leaving the airspace;
6. Details of delegation of air traffic services arrangements (if any); and
7. Contingency points of contact.
8. 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.
9. Level 1 Contingency Plans should include, either in detail or by reference, any relevant Level 2 Contingency Arrangements.
10. 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.
11. 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.
12. Contingency routes must be vertically separated whenever lateral route separation is less than the minimum specified by the State for contingency operations.
13. 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.
14. 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.
15. 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.
16. Contingency ATS routes and FLAS, and contingency procedures, should be agreed between geographically grouped neighbouring States to form sub-regional contingency plans.
17. Contingency ATS routes should be published in State AIP to permit the storing of route details in airspace users’ navigation databases.
18. 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.
19. Define ground and airborne navigation requirements if necessary.
20. Alternate aerodromes should be specified where necessary in Level 1 contingency plans for airport control towers and terminal airspace.
21. 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.
22. Airspace affected by volcanic ash cloud should not be closed to international civil aviation.
23. 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.
24. Aerodromes should only be closed by NOTAM for periods of observed volcanic ash contamination of the surface of the aerodrome movement area;
25. 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**

1. Record of signatories, version control and records of amendment.
2. Definition of the objectives, applicable airspace and operations, and exclusions.

**Element 2: Plan Management**

1. 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
2. Details of the arrangements in place for management of the plan, including:
   1. 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;
   2. ATM Operational Contingency Group for 24 hour coordination of operational and supporting activities under the plan, and
   3. the terms-of-reference, structure and contact details for each.
3. Details of testing, review and reporting actions:
   1. Schedule of desktop and simulator testing;
   2. 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.

1. Inclusion of contingency plans/procedures in ATS training and refresher training programs.

**Element 3: Airspace**

1. 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.
2. Criteria for airspace classification changes and associated separation and CNS requirements
3. Collaborative Trajectory Options for Category A, B and C events, and for Large Scale Weather Deviations (LSWD)

**Element 4: ATM Procedures**

1. Details of re-routing to avoid the whole or part of the airspace concerned, normally involving establishment of:
2. Strategic and Tactical Collaborative Trajectory Options providing additional routes or route segments with associated conditions for their use; and/or
3. 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.
4. Details of how domestic traffic, departing and arriving flights and SAR, humanitarian and State aircraft flights will be managed during the contingency period.
5. Procedures for transition from normal services levels to contingency services, and resumption of normal service.
6. Procedures for joining or departing a contingency route.
7. Details of reduced levels of service, if any, within the affected airspace.
8. 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.***

1. Procedures for adjacent service providers to establish longitudinal spacing at the entry point, and to maintain such separation through the airspace;
2. 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
3. Coordination and communications transfer procedures for aircraft entering and leaving the affected airspace.

**Element 5: Pilot/Operator Procedures**

1. 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;
2. 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;
3. Requirements for display of navigation and anti-collision lights;
4. Requirements for climbing and descending well to the right of the centerline of specifically identified routes;
5. 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**

1. Provision and operation of adequate air-ground communications, AFTN and

ATS direct speech links;

1. Specification of radio frequencies to be used for particular contingency routes.
2. Log-on and connection management for CPDLC aircraft, where appropriate;
3. Use of ADS-C automatic position reporting in lieu of voice position reporting to ATS.

**Element 7: Aeronautical Support Services including AIS and MET**

1. 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**

1. Contact details for the RCC responsible for the affected FIR, and coordination arrangements.
2. Contact details of adjacent States ANSPs and other international organisations participating in the contingency plan.
3. 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** | [**mpwajok@nama.gov.ng**](mailto:mpwajok@nama.gov.ng) | **Nigeria** |
| **Secretary** | **Kennedy Blege** | [**kenblege@gmail.com**](mailto:kenblege@gmail.com) | **Ghana** |
| **Vice - Chairperson** | **Collins Ochillo** | [**cochillo@kcaa.or.ke**](mailto:cochillo@kcaa.or.ke) | **Kenya** |
| **Vice - Chairperson** | **James Davis** | [**jamesd@atns.co.za**](mailto:jamesd@atns.co.za) | **South Africa** |
| **Vice - Chairperson** | **Thomas Duopah** | [**tomduo@ymail.com**](mailto:tomduo@ymail.com) | **Ghana** |
| **Vice - Chairperson** | **Alain Gerard** | [**ngoma-mbyala@asecna.org**](mailto:ngoma-mbyala@asecna.org) | **ASECNA** |
| **ICAO WACAF**  ***RO ATM/SAR*** | **Albert Aidoo Taylor** | [**Ataylor@icao.int**](mailto:Ataylor@icao.int) | **ICAO** |
| **ICAO ESAF**  ***RO ATM/SAR*** | **Keziah A. Ogutu** | [**KOgutu@icao.int**](mailto:kogutu@icao.int) | **ICAO** |
| **IATA Rep.** | **Lindi-Lee Kirkman** | [**Kirkmanl@iata.org**](mailto:Kirkmanl@iata.org) | **IATA** |
| **IATA Rep.** | **Protus Seda** | [**sedap@iata.org**](mailto:sedap@iata.org) | **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(Douala)  FZAA,  FTTT  FCCC(Sao Tome) |  |
| RASAD – **UG853 –** TERBA - VNA | CAR… | FPL FL | AS PER LOP |  |
| MPK – **UA607 –** TUSOX – SOLPA – RISOD – UPARA – RAPOL – EDUSA – LUB | CAR… | FPL FL | AS PER LOP |  |
| GABON | DLA – **UR984** - NLY – BT – MPK | CAR… | FPL FL | AS PER LOP | FCCC(Douala)  FCCC  FCCC(Sao Tome) |  |
| MPK – **UA410** – USKAV – EVIBO – USMAX – BZ | CAR… | FPL FL | AS PER LOP |  |
| CAMEROON | LAG – **UR778** – BDA- KUA- KAN – **UG660** – MIU - NDJAMENA | CAR… | FPL FL | AS PER LOP | FCCC  FCCC (Libreville)  DNKK, |  |
| LV – **UG625** – IKRON – MOROS – MPK | CAR… | FPL FL | AS PER LOP |  |
| 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(Douala) |  |
| 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 – KOSOL – ABDIJAN | CAR… | FPL FL | AS PER LOP |  |
| 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 – YF (DAKAR) | CAR… | FPL FL | AS PER LOP |  |
| **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  HSSS  FCCC |  |
| DLA- **UA604** – MF – OBUDU – AKLIS – JOS – KAN – MOLIT – AGADEZ (AS) – **UQ594** – NEBRA – **UG858** – RAKOM – DEKIL | CAR… | FPL FL | AS PER LOP |  |
| **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 – DISNO – VOTAB – POVIN – TIMOX – ARDAR | CAR… | FPL FL | AS PER LOP |  |
| 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 |  |
| MAURITANIA | 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 – ONUSI – BKO | CAR… | FPL FL | AS PER LOP | GOOO  DGAC  GLRB |  |
| BKO - **UB727** – BUNAP – AMKAX – OVLAG – 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**-UDLON-WHV-ANVAG | CAR… | FPL FL | AS PER LOP | FYWH, FAJA, FNAN |  |
| **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 |  |
| 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 | 270, 330, 390 |  |
| 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, 360, 380 | 290, 310, 370, 390 |  |
| DKCR20 | UA400 | AD |  | EGADU | 300, 320, 360, 400 | 370, 390, 410 |  |
| DKCR21 | UL435 | ATANI |  | URAPI | 320, 340, 400 | 310, 330, 390, 410 |  |
| DKCR22 | 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 |
| 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/DTI | 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 | MEPTON | 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 |  |
| 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/UB614/UA572 | NEGLO |  | TINIS | 320, 360 | 250, 350, 410 |  |
| RCR4 | UQ594/UG433 | 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 |  |
| 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/XURIK | 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 | DKCR10 | UR977/  UM122 | EREMO |  | BKO | 280, 360 | 250, 370 |  |
| DKCR11 | UG851 | GUREL |  | BKO | 320, 380 | 310, 330, 390 |  |
| DKCR12 | UA600 | KIMGA |  | BKO | 340, 380, 400 | 290, 310, 390 |  |
| DKCR14 | UG860 | EDGIB |  | BKO | 260, 400 | 290, 330, 350 |  |
| DKCR15 | UA601 | GATIL |  | BKO | 260, 380, 400 | 330, 350 |  |
| DKCR16 | UA612 | BKO |  | NEGLO | 280, 340 | 270, 350 |  |
|  | | | | | | | | | |
| **MAURITANIA** | 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 |  |
| DKCR10 | UR977 | BULIS |  | EREMO | 300, 360 | 310, 370 |  |
| DKCR11 | UG851 | BIMAN |  | MIYEC | 360, 400 | 350, 370 |  |
| DKCR12 | UA600 | KETAS |  | KIMGA | 300, 340, 360 | 310, 390 |  |
| DKCR13 | UA600 | KETAS |  | PE | 300, 340, 360 | 310, 390 |  |
| DKCR14 | 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 | ???? | ???? |
|  | | | | | | | | | |
| **MOZAMBIQUE** | 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/  EXEMA/  ESRAV/  GESAS/ GENID/  ENORA/  VTZ/  ITRON | MUTAR | 380 | 310 |
| 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/ETIVI | EROPA | ??? | ??? | Mozambique to consider CR11and 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/  UB731 | LITAK | LAG | LIREX | 360 | 350 |  |
| 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 |
| 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 | ???? | ???? |
|  | | | | | | | | | |
| **SOMALIA** | Mogadishu | 1 | UM306 | KESOM | TULAP/  MOGDU/  AMPEX/  NABAM | ORLID | 300 | 330 | Somalia to confirm |
| 2 | UL437 | ITMAR | RAGGS/  MOGDU/  BUBEM/ EGTUL | VEDET | 360, 380 | 290, 310 |
| 3 | UM665 | ITLOX | RAGGS/  TULAP | MANDERA (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 |
|  | | | | | | | | | |
| **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/  UZ38 | 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 |  |
| 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/DUVLO/EXALO | DANAM | 320, 340, 360, 380, 400 | 290, 330, 350, 370, 390, 410 |
| 3 | UA405/  R409 | USUBI | AVOSI/APLIS/AXILA/VMV | 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:

1. Time and date of the beginning of the contingency measures;
2. Airspace available for landing and overflying traffic and airspace to be avoided;
3. 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;
4. Information on the provisions made for alternative services;
5. ATS contingency routes;
6. Procedures to be followed by neighbouring ATS units;
7. Procedures to be followed by pilots; and
8. 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:

1. Suspension of all VFR operations;
2. Delay or suspension of general aviation IFR operations; and
3. 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:

1. Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures;
2. Notify, if possible, the appropriate ATS unit;
3. 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
4. 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:

1. 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;
2. Respond to requests for a course change or a level change as far as possible;
3. 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
4. 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:

1. Respect measures applicable to an aircraft in an emergency, and;
2. 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:

1. 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;
2. take note of any incidents reported and take appropriate action;
3. provide assistance as required on any issue with the Civil Aviation Administrations involved in the contingency plan; and
4. 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](mailto:-------@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:

1. prevent collisions between aircraft;
2. expedite and maintain an orderly flow of air traffic;
3. 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. 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:

1. 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;
2. blockage of pitot and static sensors resulting in unreliable airspeed indications and erroneous warnings;
3. windscreens rendered partially or completely opaque;
4. 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;
5. erosion of external and internal aircraft components;
6. reduced electronic cooling efficiency leading to a wide range of aircraft system failures;
7. aircraft need to be manoeuvred in a manner that conflicts with other aircraft;
8. 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. 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.
   2. 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.
   3. 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.
   4. 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.
   5. 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:
9. MWOs to derive Significant Meteorological information (SIGMET)
10. airspace users for flight planning
11. Air Traffic Service (ATS) units for contingency planning
    1. ATM operations in AFI require a well-coordinated and controlled actions to deal effectively and efficiently with volcanic ash in the airspace.
    2. 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.
    3. 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.
    4. 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).***
    5. 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.
12. **REGIONAL PREPARATION**

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

* 1. **INTERNATIONAL AIRWAYS VOLCANO WATCH (IAVW)**

* + 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.

* + 1. The IAVW Handbook (Doc 9766) details the responsibilities of volcano observatories.
    2. 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.
    3. 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).
    4. 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*].
    5. 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.
    6. 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).
    7. 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).

* + 1. 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.
  1. **INFORMATION FLOW** 
     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. Templates for required messages and all relevant information for their completion shall be available locally.

* + 1. Regional arrangements and example templates are available, as appropriate, in Appendix K [*Regional Information Flow Arrangements and Model Templates*] (e.g. teleconference procedures).
  1. **INFORMATION CONTROL**
     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.

* + 1. 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. 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.

* 1. **AIRSPACE MEASURES** 
     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. 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).
     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.

* + 1. 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.
  1. **AIR TRAFFIC FLOW MANAGEMENT – ATFM**
     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. 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.
     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.
     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. **CRISIS MANAGEMENT ARRANGEMENTS** 
     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*].
  3. **TRAINING AND EXERCISING** 
     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. 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.
  4. **REGULATIONS, MEANS OF COMPLIANCE AND GUIDANCE MATERIAL** 
     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.
  5. **OPERATORS FROM OUTSIDE THE REGION** 
     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.

1. **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:

* 1. **PRE-ERUPTION PHASE (when applicable):**

***General***

* + 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.
    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.

* + 1. 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).
    2. 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. VAACs should consider whether the information warrants the issuance of an initial Volcanic Ash Advisory (VAA).
    4. 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)***

* + 1. 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:

* 1. 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;

* 1. 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;

1. 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;
2. 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.
   1. 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);
   2. 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;

* 1. 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;
  2. review the local contingency plan;
  3. where applicable advice the appropriate ATFM unit(s) and coordinate and implement ATFM measures if necessary to maintain the required level of safety; and
  4. 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:

* 1. gain and maintain awareness of the affected area and inform pilots that will or might be affected;
  2. 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
  3. unless otherwise instructed, continue normal operations and;
  4. 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.

* 1. **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:

* 1. 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;
  2. 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*];
  3. 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;

* 1. 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;
  2. 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;

* 1. begin planning for the on-going eruption phase in conjunction with the aircraft operators, the appropriate ATFM unit and ACCs concerned; and
  2. 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:

1. gain and maintain awareness of the affected area and inform flights that will or might be affected;
2. 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
3. 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.

* 1. **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:

1. 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
2. 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:

1. The ACC/FIC will continue to act in accordance with the ATS Contingency Procedures contained in PANS-ATM (Doc 4444) Chapter 15.8;
2. 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;
3. the ACC/FIC should solicit special air-reports on volcanic activity if so requested by the appropriate VAAC;

1. 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 over-flown as if it were mountainous terrain; and

1. 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

* 1. **RECOVERY PHASE:** 
     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.
     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. 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.
     4. ACCs/FICs and ATFM units should revert to normal operations as soon as practical.
     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

# Broadcasts Intervals

A broadcast should be clearly pronounced in English:

1. 10 minutes before, entering FIR within the IFBP region;
2. Upon entering and FIR within the IFBP region
3. as soon as practicable when departing from an aerodrome located within the IFBP region;
4. 10 minutes prior to crossing or joining, an ATS route or crossing and airway or waypoint;
5. at not less than 20-minute intervals;
6. before a change in flight level
7. upon reaching the intended flight level;
8. 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

# 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:

1. unless an alternative manoeuvre appears more appropriate, climb or descent 500ft;
2. display all available aircraft lighting which would improve the visual detection of the aircraft;
3. as soon as possible reply to the broadcast advising action being taken;
4. notify the action taken on the appropriate ATS frequency; and
5. 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**

Strategic Lateral Offset Procedures (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)

