**AIM inputs to the amendment of the Contingency plan**

DEFINITIONS

**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.

**ASHTAM**: A special series NOTAM notifying by means of a specific format change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations.

* 1. : Relevant sections of contingency plans that may have an effect on international flights should be published in Section ENR 1.8 of the AIP of the State and 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.
	2. : Details of ATS routes referred to in the contingency ATS routes and associated flight level allocation schemes should be published in Section ENR 3 of the State AIP.

14.10: Relevant sections of contingency plans that may have an effect on international flights should be published in Section ENR 1.8 of the AIP of the State and 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.

15.7: Details of contingency ATS routes and associated flight level allocation schemes should be published in ENR 3 section of the State AIP.

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

1. 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.
2. 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.
3. Affected states in adjacent FIRs can inform ICAO and issue a NOTAM activating the Contingency Plan.
	1. NOTAM shall be issued indicating the following, as a minimum requirement:
4. The activation of the contingency plan with time and date of the beginning of the contingency measures;
5. Airspace available for landing and overflying traffic and airspace to be avoided;
6. Details of the facilities and services available or not available and any limitations on ATS provision (e.g., ACC, APP, TWR and FIC),
7. Duration of the contingency or an expected date of restoration of services if available;
8. Flight level allocation scheme (FLAS) if different from those defined in **Appendix C and D** to this document;
9. Information on the provisions made for alternative services;
10. Any changes to the ATS contingency routes contained in this Plan;
11. Any special procedures to be followed by neighbouring ATS units not covered by this Plan;
12. Any special procedures to be followed by pilots; and
13. Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

Note: NOTAM should contain only one subject and one condition. The list above should be a series of NOTAM as may be applicable to the situation,

* 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 in line with service level agreement.
	2. 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:
1. Clear description of the airspace or sector or FIR or Route to be delegated.
2. Responsibility, and where applicable delegation of authority for the issuance of NOTAM for initiation and termination of the contingency plan.
3. Air Traffic Flow Management, etc.

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 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.

 In the case of (state/FIR/ACC) not having the capacity/capability to issue NOTAM, (State/FIR/ACC) shall issue NOTAM on their behalf.

APPENDIX C: BASIC CONTINGENCY PLANNING ELEMENTS

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

xxviii: AIP Information regarding the Contingency Planning, and notification by

NOTAM of anticipated or actual disruption of air traffic services and/or supporting services, including associated contingency arrangements, as early as practicable and, in the case of foreseeable disruption, not less than 48 hours in advance.

Delegation to adjacent States of the responsibility for providing meteorological information and dynamic Aeronautical information.

APPENDIX G: REGIONAL ATM CONTINGENCY PLAN TEMPLATE

**ATM REGIONAL CONTINGENCY PLAN TEMPLATE** **FOR 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 NOTAM indicating the following:

Note: Each NOTAM shall contain only a single subject and condition.

1. The activation of the contingency plan, including time and date of the beginning of the contingency measures;

In the event that the NOTAM authority is unable to issue the NOTAM, the (delegated NOTAM authority) 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.

APPENDIX H: VOLCANIC ASH CONTINGENCY PLAN

**AFI REGION**

**VOLCANIC ASH CONTINGENCY PLAN**

1.9: The provisions of Annexes 3 [*Meteorological Services for International Air Navigation*], 15 [*Aeronautical Information Services*] (AIS), PANS-AIM (Doc 10066), 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.

2.2.1: Information on areas of observed and/or forecast volcanic ash shall be disseminated in accordance with Annex 3 [*Meteorological Services for International Air Navigation*] and Annex 15 [*Aeronautical Information Services*] and PANS-AIM (Doc 10066)*.* 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).

2.3.2: Regional arrangements should be made to ensure availability of the necessary information in accordance with Annexes 3 [*Meteorological Services for International Air Navigation*] and 15 [*Aeronautical Information Services*] and PANS-AIM (Doc 10066).

3.1.4: Initial awareness of the event may be provided by means of a Special AIREP, VONA, satellite data, as well as other remote sensors. This information may lead to the production of the initial SIGMET, VAA/VAG, NOTAM, ASHTAM 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.