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JAMAICA

**AIC**  
**A 01/16**  
**28 JAN**

**YELLOW**  
(AIC Colour Code)

## ATS CONTINGENCY PLAN FOR KINGSTON FIR

### 1. OBJECTIVE:

- 1.1 This Contingency Plan contains arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of air traffic services (ATS) and related supporting services within the Kingston Flight Information Region (FIR). This plan was developed pursuant to **Annex 11 - Air Traffic Services Chapter 2, paragraph 2.30**.
- 1.2 This ATS Contingency Plan is designed to provide alternate routes using existing air routes in most cases, which will allow aircraft operators to fly through or avoid sovereign airspaces within the Kingston FIR.

### 2. AIR TRAFFIC MANAGEMENT

#### 2.1 Air Traffic Services Responsibilities

- 2.1.1 Tactical air traffic control (ATC) considerations during periods of over-loading may require re-assignment of routes or portions thereof.
- 2.1.2 Where possible the designated alternative routes have been designed to maximise the use of existing ATS route structure, communications, navigation and surveillance services.
- 2.1.3 In the event that ATS cannot be provided within the Kingston FIR, the Jamaica Civil Aviation Authority (JCAA) shall publish, the corresponding NOTAM indicating the following:
  - a. Time and Date of the beginning of the Contingency Measures;
  - b. Airspace (Air Routes) available for arriving, departing and over-flying traffic, and airspace to be avoided;
  - c. Details of the facilities and services available or not available and any limits on the provision of ATS (e.g. ACC, APP, TWR and FIS), including an expected date/time of restoration of services if available;

- d. Information on the provisions made for alternate services;
- e. ATS Contingency Routes (CR);
- f. Procedures to be followed by neighbouring ATS units;
- g. Procedures to be followed by pilots; and
- h. Any other details with respect to the disruptions and actions being taken that aircraft operators may find useful.

2.1.4 In the event that the Jamaica CAA is unable to issue the NOTAM, the COCESNA (CENAMER ACC) will take action to issue the NOTAM upon notification by Jamaica CAA (Kingston ACC) or by the ICAO NACC Regional Office.

## 2.2 **Separation**

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

## 2.3 **Level Restrictions**

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

2.3.2 Where transit flights (overflights) are allowed access to contingency routes (over the High Seas) within the Kingston FIR, such operations shall be restricted to the upper airspace only.

## 2.4 **Other Measures**

2.4.1 Other measures related to the closure of airspace and the implementation of the ATS Contingency Plan within the Kingston FIR may include the following:

- a. Suspension of all VFR operations;
- b. Delay or suspension of general aviation IFR operations; and
- c. Delay or suspension of commercial IFR operations within the Kingston FIR.

## 3 **TRANSITION TO CONTINGENCY PLAN**

3.1 During times of uncertainty when airspace closures seem possible, aircraft operators should be prepared for possible change in routing during flight. This will require familiarisation with the alternate routes outlined in the ATS Contingency Plan as well as what may be promulgated by Jamaica via NOTAM or AIP.

3.2 In the event that the airspace closure has not been promulgated, Kingston ATC will, if possible, broadcast or cause to be broadcasted to all aircraft in the airspace under its jurisdiction, notice of the airspace and or ATS routes being closed and to stand by for any further instructions.

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

#### **4. TRANSFER OF CONTROL AND COORDINATION**

- 4.1 The transfer of control and communications shall be at the common FIR boundary between ATS units unless otherwise mutually agreed with adjacent ATS units.
- 4.2 State ATS Providers should keep under review current coordination requirements in light of contingency operations or short notice of airspace closure.

#### **5. PILOTS AND OPERATOR PROCEDURES**

- 5.1 Pilots need to be aware that in light of current international circumstance, a contingency routing (CR) scheme may require aircraft to operate off normal traffic flows, could result in an interception by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2 to the Chicago Convention, paragraph 3.8 and Appendix 2 Sections 2 and 3.

Pilots need to continuously guard the VHF emergency frequency 121.5 MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discrete code assigned by ATC or select code 2000 if ATC has not assigned a code.

If an aircraft is intercepted by another aircraft, the pilot shall immediately:

- a. Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures;
- b. Notify, if possible, the appropriate ATS unit;
- c. Attempt to establish radio communication with the intercepting aircraft by making a general call on the emergency frequency 121.5 MHz and 243 MHz if equipped; and
- d. Set transponder to Code 7700, unless otherwise instructed by the appropriate ATS unit.

If any instructions received by radio from any source conflicting 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.

#### **6. OVERFLIGHT APPROVAL**

- 6.1 Where required, Aircraft operators should obtain the requisite over-flight approval from States for flights that will operate in airspace under their jurisdiction.
- 6.2 In a contingency situation, flights may be rerouted at short notice and it may not be possible for operators to give the required advance notice in a timely manner to obtain approval.
- 6.3 States responsible for the airspace in which contingency routes are established should consider making special arrangements to expedite flight approvals in these contingency situations.

## **7. NATIONAL CONTINGENCY UNIT**

7.1 The ATM National Contingency Unit assigned the responsibility of monitoring developments that may dictate the enforcement of the ATS Contingency Plan and coordination of contingency arrangements is:

Name of Agency: Air Navigation Services Division, JCAA

Contact Person: Carl Gaynair - Director, Air Navigation Services  
Alternates: i) Howard Greaves - Manager, Air Traffic Services  
ii) Courtney Malcolm - Centre Chief, KATCC

Telephone: (876) 920 9044  
(876) 995 7581 (mobile)  
Alternates: i) (876) 837 6272 (mobile)  
ii) (876) 816 1718 (mobile)  
Fax: (876) 754 5313

Email: [carl.gaynair@jcaa.gov.jm](mailto:carl.gaynair@jcaa.gov.jm)  
Alternates: i) [howard.greaves@jcaa.gov.jm](mailto:howard.greaves@jcaa.gov.jm)  
ii) [courtney.malcolm@jcaa.gov.jm](mailto:courtney.malcolm@jcaa.gov.jm)

7.2 The ATM National Contingency Unit will liaise with the ICAO NACC Regional Office.

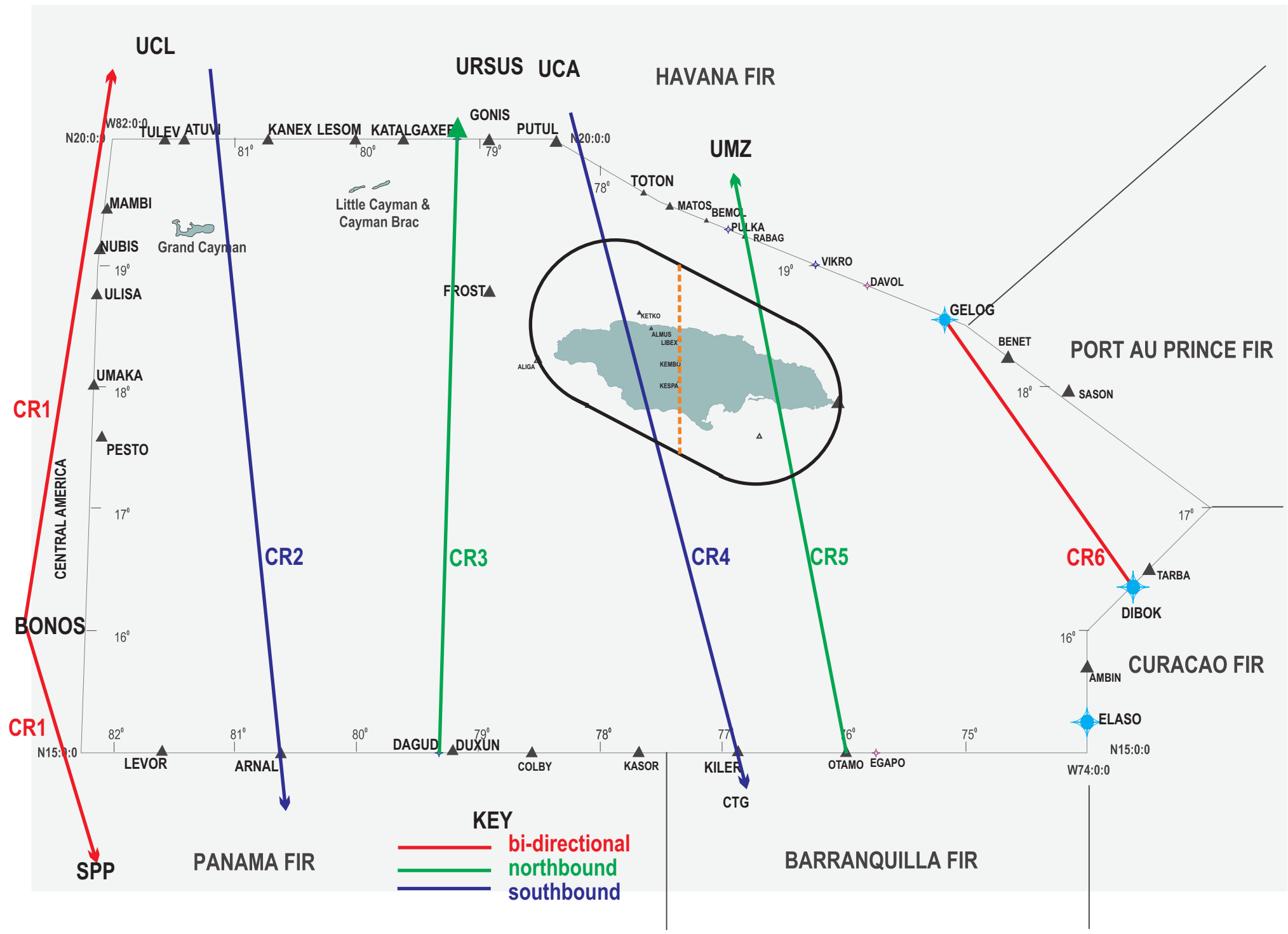
7.3 The ICAO NACC Regional Office will:

- a. Closely monitor the situation and coordinate with all affected States and the IATA Regional Office, so as to ensure air navigation services are provided to international aircraft operations in the CAR Region;
- b. Take note of any incidents reported and take appropriate actions;
- c. Provide assistance as required on any issue with the Civil Aviation Administration involved in the Contingency Plan; and
- d. Keep the President of the Council of ICAO, the Secretary General, the Director of the Air Navigation Bureau and the Chief of the Airspace Management & Optimization (AMO) Section continuously informed on developments, including activation of the ATS Contingency Plan.

## **8. KINGSTON FIR RE-ROUTING SCHEME**

8.1 In the event of a complete disruption of air traffic services or related supporting services in the Kingston Flight Information Region (FIR), aircraft operators should file their flight plans using the alternative Contingency Routes (CR) or relevant segments thereof listed in the Scheme below in order to ensure receipt of ATS Service.

Present ATS Routes	Contingency Route Designator	Contingency Routes	Flight Level	FIRs (ATS Units) Involved
In lieu of:  UG633 UR644 UG877 UB767	CR1	Southbound: UCL DCT BONOS UA321 SPP & Northbound: SPP UA321 BONOS DCT UCL		Delegated for coordination between Havana, COCESNA and Panama ACCs
In lieu of:  UL465 UG448 UG437 UL780 UB510 UG434	CR2	UCL DCT ARNAL (Southbound only)	-	Havana and Panama ACCs
In lieu of:  UL465 UG448 UG437 UL780 UB510 UG434	CR3	DAGUD DCT URSUS (Northbound only)	FL 290 and above	Panama and Havana ACCs
In lieu of:  UG430 UA301 UL417	CR4	UCA DCT KILER (Southbound only)	-	Havana and Barranquilla ACCs
In lieu of:  UG430 UA301 UL417 UR640	CR5	OTAMO DCT UMZ (Northbound only)	-	Barranquilla and Havana ACCs
In lieu of:  UL795	CR6	Existing UL795 in Kingston FIR (delegated to Port au Prince ACC)	FL 290 and above	Curacao, Port au Prince and Havana ACCs



8.2 All aircraft should establish and maintain contact on published VHF frequencies with the (designated) ATS Unit (APP/TMA or ACC/FIC) responsible for the airspace being traversed. Additionally, aircraft should broadcast their position and intention on Emergency Frequency 121.5 MHz and on pilots' air to air frequency 123.45 MHz

8.3 All aircraft shall be cleared to maintain a cruising flight level correlated to track/direction except where otherwise specified in letters of agreements.

8.4 Humanitarian and other flights approved for landing at airports in the Kingston FIR shall enter the FIR at or below FL 240

## APPENDIX A

List of Points of Contact (PoC) for all concerned States, IATA and ICAO NACC Office.

<b>State/Intl. Org.</b>	<b>PoC</b>	<b>Telephone/Fax</b>	<b>E-Mail</b>
Jamaica: JCAA	Carl Gaynair Howard Greaves Courtney Malcolm	Tel: (1-876) 995 7581 Tel: (1-876) 837 6272 Tel: (1-876) 816 1718 Fax: (1-876) 754 5313	<a href="mailto:carl.gaynair@jcaa.gov.jm">carl.gaynair@jcaa.gov.jm</a> <a href="mailto:howard.greaves@jcaa.gov.jm">howard.greaves@jcaa.gov.jm</a> <a href="mailto:courtney.malcolm@jcaa.gov.jm">courtney.malcolm@jcaa.gov.jm</a>
Colombia: Aeronautica Civil de Colombia	Juan Carlos Ramirez	Tel: (571) 266-2213 Fax: (571) 226-2397	<a href="mailto:jcramire@aerocivil.gov.co">jcramire@aerocivil.gov.co</a>
Cuba: IACC	Jorge F. Centella Artola	Tel: 537 838-1121 Fax: 537 834-4571	<a href="mailto:Jorge.centella@iacc.avianet.cu">Jorge.centella@iacc.avianet.cu</a>
Haiti : OFNAC	Jacques Boursiquot	Telephone: (509) 250-0046 /0420/0052/0647 Fax: (509) 250-0998 / 0175	<a href="mailto:jboursiquot@ofnac.org">jboursiquot@ofnac.org</a>
Netherlands Antilles: DC-ANSP	Micilia Albertus Jacques Lasten	Tel. (5999) 839-3550 Tel: +5999 839-3506 Fax: +5999 868-3012	<a href="mailto:m.albertus-verboom@dc-ansp.org">m.albertus-verboom@dc-ansp.org</a> <a href="mailto:j.lasten@dc-ansp.org">j.lasten@dc-ansp.org</a>
Panama	Manbir Singh	Tel: (507) 315 9805/6 Fax: (507) 315-9849	<a href="mailto:msingh@aeronautica.gob.pa">msingh@aeronautica.gob.pa</a>
COCESNA	Juan Carlos Trabanino Victor Andrade	Tel: (504) 234 3360 Fax: (504) 234 2507	<a href="mailto:juan.trabanino@cocesna.org">juan.trabanino@cocesna.org</a> <a href="mailto:victor.andrade@cocesna.org">victor.andrade@cocesna.org</a>
ICAO NACC Regional Office	Victor Hernandez	Tel.: (5255) 5250 3211 Fax: (5255) 5203 2757 AFTN: MMMXICOX	<a href="mailto:vhernandez@icao.int">vhernandez@icao.int</a>
IATA	Carlos Cirilo Marco Vidal	Tel. (540) 422 4148 (786) 427 8347 (540) 622 7381 (786) 536 3485 (786) 536.3476	<a href="mailto:ciriloc@iata.org">ciriloc@iata.org</a> <a href="mailto:vidalm@iata.org">vidalm@iata.org</a>



**APPENDIX B**

List of commercial and MEVA numbers for the respective ACCs:

<b>ACC/UNIT</b>	<b>Commercial Contact Numbers</b>	<b>MEVA Numbers</b>
Barranquilla	011 575 334 8075	4531
	011 575 334 8503	4554
Curacao	011 599 983 93525	2201
	011 599 983 93528	2202
Havana	011 537 649 7778	2301 - 2
	011 537 649 7779	2303 - 4
Panama	011 507 315 9881	3901
	011 507 315 9882	3902
Port-au-Prince	011 509 4494 0004	2801
	011 509 2910 2231	2801
COCESNA	011 504 2234 2907	2101
	011 504 2234 7540	2102

**This AIC supersedes AIC A02/15**