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AERONAUTICAL INFORMATION SERVICE  
CONTROL TOWER COMPLEX, TIMEHRI  
EAST BANK DEMERARA GUYANA

**AIC**

A09/18

WHITE

27<sup>th</sup> MARCH, 2018

## ATM CONTINGENCY PLAN FOR GEORGETOWN CTA/UTA/FIR

**EFFECTIVE DATE: 21st MARCH, 2018**

### **1. Objectives**

- 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) within the Georgetown Flight Information Region and is related to **ICAO Annex 11 - Air Traffic Services Chapter 2, paragraph 2.29, and Attachment D.**
- 1.2 This Contingency Plan is designed to provide alternate routes, using the existing ATS route structure in as far as is practicable, which will allow aircraft operators to fly through or avoid airspace within the Georgetown FIR.

### **2. Air Traffic Management**

#### **2.1 AIR TRAFFIC SERVICES RESPONSIBILITIES**

- 2.1.1 Tactical ATC considerations during periods of over-loading may require re-assignment of routes or portions thereof.
- 2.1.2 Alternative routes can be designed to maximise the use of existing route structures and communication, navigation and surveillance services as necessary.
- 2.1.3 In the event that ATS cannot be provided within the Georgetown FIR, the Guyana Civil Aviation Authority shall publish the corresponding NOTAM indicating the following:
- a) *Time and date of the beginning of the contingency measure;*
  - b) *Airspace available for landing and over flying traffic and airspace to be avoided;*
  - c) *Details of the facilities and services available or not available and any limitations on ATS provision (e.g, ACC, APP, TWR and FIS), including, if possible, an expected date for the restoration of normal services.*

- d) *Information on the provisions made for alternative services;*
- e) *ATS contingency routes*
- f) *Procedures to be followed by neighbouring ATS units;*
- g) *Procedures to be followed by pilots; and*
- h) *Any other details with respect to the disruption and actions being taken, that aircraft operators may find useful.*

2.1.4 In the event that the Georgetown ACC is unable to issue a NOTAM, the Piarco ACC will take action to issue the NOTAM of closure upon notification by Georgetown ACC or the ICAO SAM Regional Office.

## **2.2 SEPARATION**

2.2.1 Separation criteria will be applied in accordance with the Procedures for Air Navigation Services- Air Traffic Management (Doc.4444 ATM/501) and the Regional Supplementary Procedures Doc. 7030).

## **2.3 LEVEL RESTRICTION**

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

## **2.4 OTHER MEASURES**

2.4.1 Other measures related to the closure of airspace and the implementation of the contingency scheme within the Georgetown CTA/UTA/FIR may be taken as follows:

- a) Suspension of all VFR Operations;
- b) Delay or suspension of general aviation IFR operations; and,
- c) Delay or suspension of commercial IFR operations.

### **3. TRANSITION TO CONTINGENCY SCHEME**

- 3.1 During times of uncertainty when airspace closure seems possible, aircraft operators should be prepared for a possible change in routing while en-route, familiarisation of the alternative routes outlined in the contingency scheme as well as what may be promulgated by the Guyana Civil Aviation Authority via NOTAM or AIP.
- 3.2 In the event of airspace closure that has not been promulgated, Georgetown ACC will, if possible, broadcast to all aircraft in the Georgetown FIR, airspace that is closed or affected and to standby for further instructions.
- 3.3 The Guyana Civil Aviation Authority recognises that when closures of airspace or airports are promulgated, individual airlines might have different company requirements as to their alternative routings. Georgetown ACC will be alert to respond to any request by aircraft and react commensurate with safety.

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

- 4.1 The transfer of control and communication will be at the common FIR boundaries of:
- a) Georgetown – Piarco FIR;
  - b) Georgetown – Paramaribo FIR;
  - c) Georgetown – Maiquetia FIR; and
  - d) Georgetown – Amazonico FIR

- 4.2 Georgetown ACC will also review current coordination requirements in light of contingency operations or short notice of airspace closure.

### **5. PILOTS AND OPERATORS PROCEDURES**

- 5.1 All aircraft proceeding along the ATS routes established in this Contingency Plan shall abide by the instrument flight rules (IFR) and shall be assigned a flight level, in accordance with the ICAO Annex 2, Appendix 3, Table of cruising levels;
- 5.2 Fly along the route or as close as possible to the centre line of the assigned contingency route;

- 5.3 Maintain a continuous listening watch on the emergency frequency 121.5 Mhz and VHF frequency published for the Georgetown ACC and transmit on that frequency, in English, the real or estimated position at the reporting points.
- 5.4 Operate transponder at all times during the 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 to the last assigned discrete code or select code 2000 if ATC has not assigned a code.
- 5.4 Keep navigation and anti-collision lights on while over-flying Georgetown FIR.
- 5.5 Maintain the Flight Level and Mach Number last assigned by ATC, unless emergency or flight safety reasons demands otherwise.
- 5.6 In the event of an emergency, or other circumstances likely to affect flight safety, make it impracticable to maintain the flight level assigned for the transit through Georgetown FIR, climb or descend well to the right of the centre line of the contingency route being flown, immediately broadcast the emergency level change and any other pertinent information.

## **6. OVERFLIGHT APPROVAL**

- 6.1 Where required, aircraft operators shall request overflight approval from States for flights operating through airspace under their jurisdiction.
- 6.2 In contingency situations, flights may be re-routed 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. CONTINGENCY UNITS**

- 7.1 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:

Agency: Guyana Civil Aviation Authority - Air Navigation Services  
Contact Person: Rickford Samaroo – Director Air Navigation Services  
Telephone: 592-261-2217  
Cell #: 592-608-6380  
Fax: 592-261-2293  
Email: [rsamaroo@gcaa-gy.org](mailto:rsamaroo@gcaa-gy.org)

7.2 The national contingency unit (office of Director Air Navigation Services) will liaise with the ICAO SAM Regional Office.

## **8. REROUTING SCHEME**

8.1 In the event of a complete Air-to-Ground/Ground-to-Air and Point-to-Point Communications Failure at the Georgetown ACC, aircraft operators should file their flight plans using the alternative **Contingency Routes (CR) listed in attachment B**, in order to ensure receipt of an ATS Service. (see **Attachment B** for contingency routes).

8.2 All aircraft shall establish and maintain contact on published VHF or HF frequencies of the ATS unit responsible for the airspace being traversed.

## **9. POINTS OF CONTACT**

9.1 A list of contact information for States/International Organisations to be used when contingency measures are activated is provided at **Attachment A**.

## ATTACHMENT A - Points of Contact

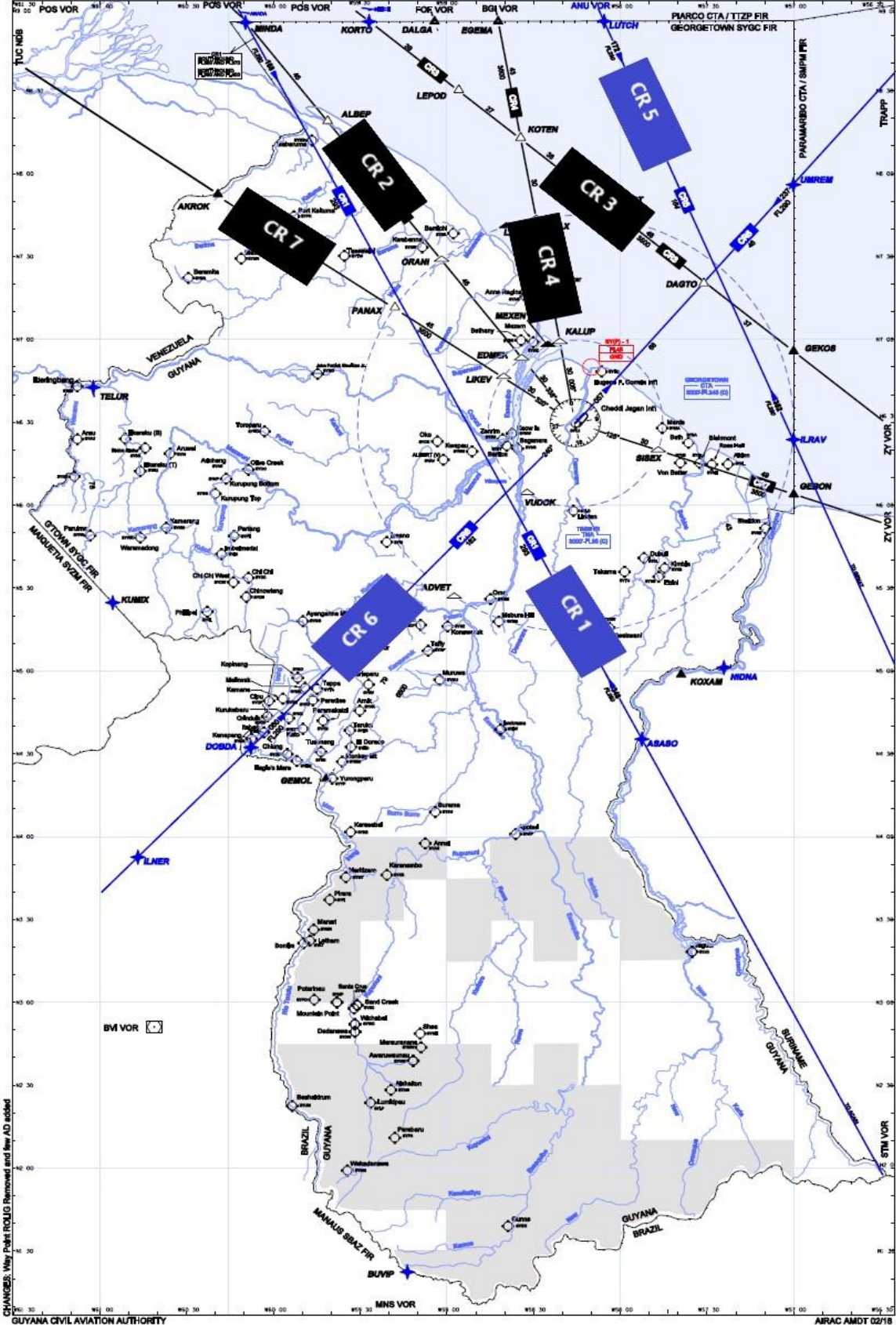
| STATE/INTERNATIONAL ORGANISATION                                    | POINT OF CONTACT               | TELEPHONE                                       | FAX           | EMAIL  |
|---|--------------------------------|---|---------------|--|
| <b>Guyana</b><br>Director General - Guyana Civil Aviation Authority | Egbert Field                   | Tel: +592 225 6822                              | +592 2256800  | <a href="mailto:director-general@gcaa-gy.org">director-general@gcaa-gy.org</a> |
| Director - Air Navigation Services                                  | Rickford Samaroo               | Tel: +592 261 2217<br>cell: +592 6086380        | +592 2612293  | <a href="mailto:Rsamaroo@gcaa-gy.org">Rsamaroo@gcaa-gy.org</a>                 |
| SATCO - ATS OPS   | Trevor Daly                    | Tel: +592 261 2564<br>cell: +592 6083653        | +592 2612279  | <a href="mailto:tdaly@gcaa-gy.org">tdaly@gcaa-gy.org</a>                       |
| <b>Trinidad &amp; Tobago</b><br>Director – ANS                      | Rohan Garib                    | Tel: +868-669-8789                              | +868 6690635  | <a href="mailto:rgarrib@caa.gov.tt">rgarrib@caa.gov.tt</a>                     |
| Manager- ATS & ANS SFTY   | Alexis Brathwaite              | Tel: +868-668-8222                              |               | <a href="mailto:abrathwaite@caa.gov.tt">abrathwaite@caa.gov.tt</a>             |
| <b>Suriname</b><br>Director - Civil Aviation Department Suriname    | Faizel Baarn                   | Tel: +597 498898<br>cell; +597 8508416          | +597 498901   | <a href="mailto:dca@cadsur.com">dca@cadsur.com</a>                             |
| Chief ATC   | Manoj Ramparichan              | Tel:+597 483475<br>cell: +597 8568424           | +597 498901   | <a href="mailto:manojrampa@hotmail.com">manojrampa@hotmail.com</a>             |
| ATM   | Radha. K. Atwaroe              | Tel: +597 325203<br>cell: +597 8555025          | +597 325453   | <a href="mailto:Radha_atwaroe@hotmail.com">Radha_atwaroe@hotmail.com</a>       |
| ATM   | Quincy Cyrus                   | Tel: +597 325203<br>cel: +597 7248980           | +597 325453   | <a href="mailto:Qcyrus83@gmail.com">Qcyrus83@gmail.com</a>                     |
| <b>Venezuela</b><br>Chief of ATS OPS                                | Carlos Alberto Armas Rojas     | +58-424-3474208                                 |               | <a href="mailto:calos.arms@inac.gov.ve">calos.arms@inac.gov.ve</a>             |
| Chief of ATFM   | Junel Javier Martinez Duarte   | +58 412 2301749                                 |               | <a href="mailto:j.martinez@inac.gov.ve">j.martinez@inac.gov.ve</a>             |
| <b>Brazil</b><br>Assistant of Sub Dept of Ops DECEA                 | Eduardo Miguel Soares – Cel Av |   |               |  |
| <b>ICAO SAM Office</b><br>Regional Official ATM/SAR                 | Fernando Hermoza Hubner        | Tel: +511 6118686<br>ext. 106                   |               | <a href="mailto:fhermoza@icao.int">fhermoza@icao.int</a>                       |
| Regional Official ANS/SFTY  | Reberto Sosa Espana            | Tel: +511 6118686<br>ext. 104                   |               | <a href="mailto:rsosa@icao.int">rsosa@icao.int</a>                             |
| IATA Iatam SAM-Sao Paulo<br>Asst Director - Flight Safety Ops       | Julio Pereira                  | Tel: +55 11 21874236<br>cell: +55 11 993 800953 | +305 266 7718 | <a href="mailto:pereiraj@iata.org">pereiraj@iata.org</a>                       |
| IATA – Miami<br>Manager – SFTY & Flight Ops-<br>The Americas        | Marco Vidal                    | Tel: +1 786 5263476<br>Cell: +1 305 3992053     |               | <a href="mailto:vidalm@iata.org">vidalm@iata.org</a>                           |

## ATTACHMENT B

Aircraft operators should file their flight plans using the Contingency Routes (CRs) and corresponding Flight Levels below in order to operate in airspace under the jurisdiction of Georgetown ACC. In addition, all traffic shall cross the common FIR boundaries SYGC/TTZP, SYGC/SMPM, SYGC/SBAZ, SYGC/SVZM in level flight at the flight level assigned.

| PRESENT ATS ROUTE   | CONTINGENCY ROUTE DESIGNATOR | CONTINGENCY ROUTING                     | FLIGHT LEVEL                     | FIRS INVOLVED        | REMARKS  |
|---|------------------------------|---|----------------------------------|----------------------|--|
| MINDA -<br>UL452<br>ASASO<br>and *reverse                 | CR1                          | MINDA-ASASO<br>and *reverse             | FL350<br>FL370<br>FL360<br>FL400 | TTZP<br>SYGC<br>SMPM | Traffic routing northbound to maintain FL360/FL400; Traffic routing south to maintain FL350/FL370  |
| MINDA<br>UA324<br>TIM<br>and *reverse                     | CR2                          | MINDA-TIM<br>and *reverse               | FL280<br>FL270                   | SYGC<br>TTZP         | For traffic arriving and departing SYCJ only.<br>Arriving traffic to maintain FL270  |
| KORTO<br>UG449<br>GEKOS<br>and *reverse                   | CR3                          | KORTO-GEKOS<br>and *reverse             | FL250<br>FL260                   | SMPM<br>SYGC<br>TTZP |  |
| EGEMA<br>A632<br>KALUP<br>and *reverse                    | CR4                          | EGEMA-<br>KALUP<br>DCT<br>and *reverse  | FL170<br>FL180                   | TTZP<br>SYGC         | For traffic arriving and departing SYEC only.  |
| LUTCH<br>UL462<br>ILRAV<br>and *reverse                   | CR5                          | LUTCH-ILRAV<br>and *reverse             | FL330<br>FL340                   | TTZP<br>SYGC<br>SMPM | Traffic transiting SYGC FIR from TTZP and SMPM FIRs  |
| UMREM<br>UM527<br>TIM<br>UM527<br>DOBDA<br>and *reverse   | CR6                          | UMREM-<br>TIM-<br>DOBDA<br>and *reverse | FL290<br>FL300<br>FL380          | SMPM<br>SYGC<br>SBAZ | Traffic transiting SYGC FIR from SMPM and SBAZ FIRs  |
| GEBON<br>UG/G443<br>TIM<br>UG443<br>AKROK<br>and *reverse | CR7                          | AKROK-<br>TIM-<br>GEBON<br>and *reverse | FL310<br>FL320<br>*FL220         | SMPM<br>SYGC<br>SVZM | Traffic transiting SYGC from SMPM and SVZM FIRs<br>Eastbound traffic to maintain FL310. Westbound traffic to maintain FL320.<br><br>Traffic arriving SYCJ from SVZM FIR to maintain FL310.<br>Traffic arriving SYCJ from SMPM FIR to maintain FL220. |

GUYANA ENROUTE CHART - CONTINGENCY ROUTES



CHANGES: Way Point TDOLG Removed and New AD added