

AERONAUTICAL INFORMATION CIRCULAR 18/20

CONTINGENCY PROCEDURES FOR OCEANIC TRAFFIC IN THE EVENT OF AN EVACUATION OF GANDER ACC

Introduction

This aeronautical information circular (AIC) updates the contingency procedures as outlined in the *AIP Canada (ICAO)* Section ENR 7.4.2, "Contingency Procedures for Oceanic Traffic in the Event of an Evacuation of Gander ACC," which are to be followed by air operators flying through the North Atlantic (NAT) region in the case of evacuation of the Gander area control centre (ACC).

Background

Procedures for contingency situations affecting air traffic control (ATC) facilities servicing the NAT region are contained in NAT Doc 006, *Air Traffic Management Operational Contingency Plan – North Atlantic Region*. This document is undergoing review with the intent of completion earlier in Q4 of 2020.

In advance of the NAT Doc 006 update, Gander ACC has completed its review of the unit contingency procedures and coordinated the changes with affected agencies, including the Montreal and Moncton ACCs. The following procedures are effective immediately.

Procedures

1. AIRCRAFT PROCEDURES – Westbound	
1.1 Aircraft not in receipt of an oceanic clearance	
1.1.1	In the event that Gander ACC must be evacuated, only aircraft with received and acknowledged oceanic clearances will be permitted to transit the Gander OCA.
1.1.2	If unable to obtain or acknowledge an oceanic clearance, flights should plan to re-route around the Gander OCA or to land at an appropriate aerodrome. Request the appropriate re-clearance on the current frequency. Frequency congestion is likely.
1.2 Aircraft in receipt of an acknowledged oceanic clearance	
1.2.1	Aircraft operating with a received and acknowledged oceanic clearance should proceed in accordance with the clearance. Flights should not request changes in altitude, speed or route except for reasons of flight safety.
1.2.2	Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with any restrictions provided with the clearance.
1.3 Contact procedures	
1.3.1	On receipt of an emergency evacuation message, pilots are requested to broadcast to other flights on 121.5, 243.0 and 123.45. A listening watch on these frequencies and the current frequency should be maintained until the flight exits the Gander OCA and FIR.
1.3.2	All flights within the Gander OCA should transmit position reports on any available HF or VHF frequency to Shanwick Radio either directly or through another agency or flight.
1.3.3	Flights should establish communication with the next agency at the earliest opportunity stating current position, cleared flight level, next position and estimate, and subsequent position. This also applies to flights using automated position reports (ADS/FMC) because those reports may not have been received by the next agency.

1. AIRCRAFT PROCEDURES – Westbound

1.3.4 Flights within the Gander OCA should initially establish contact with Shanwick Radio. Westbound flights exiting the Gander FIR into either Montreal or Moncton FIRs should contact Montreal Centre or Moncton Centre, depending on their oceanic exit point as described in 1.3.7. Flights about to exit the Gander OCA into the New York OCA, the Reykjavik Oceanic CTA, the Santa Maria OCA, or the Nuuk FIR should contact New York ARINC, Iceland Radio, Santa Maria Radio or Nuuk Radio as appropriate.

1.3.5 If unable to establish radio contact, flights may use SATVOICE voice or satellite telephone to provide position reports.

Oceanic Centre	Public Switched Telephone Network (PTSN) Number	Short Code
Gander Shift Manager	001 709 651 5207	N/A

1.3.6 Flights may request their flight dispatch offices to forward position reports, if sending position reports to multiple ATS Units or if otherwise unable to forward position reports.

1.3.7 Based on where they exit oceanic airspace, flights shall proceed in accordance with the following table, until communication is established with, and a re-clearance issued by the next agency.

Flights operating FL290 and above.

Flight is routed over:	The flight shall proceed:	Next control agency and frequency:
AVPUT	NALDI DUTUM	Montreal ACC 134.85
CLAVY	KAGLY TEFFO	Montreal ACC 134.85
EMBOK	IKMAN FEDDY	Montreal ACC 134.85
KETLA	GRIBS JELCO	Montreal ACC 134.80
LIBOR	6101N 06241W	Montreal ACC 134.80
MAXAR	MIBNO RODBO	Montreal ACC 133.20
NIFTY	MUSLO	Montreal ACC 133.20
PIDSO	PEPKI LOPVI	Montreal ACC 135.80
RADUN	SINGA	Montreal ACC 135.80
SAVRY	LAKES MCKEE	Montreal ACC 132.45
TOXIT	UDMAR	Montreal ACC 132.45
URTAK	TEALS VANSI	Montreal ACC 119.40
VESMI	ALSOP	Montreal ACC 119.40
AVUTI	YKL ROUND	Montreal ACC 119.40
CUDDY	YWK MT	Montreal ACC 132.90 @ 63W
DORYY	YBC ANCER	Moncton ACC 132.95
HOIST	YRI	Moncton ACC 118.875
IRLOK	5031N 06500W	Moncton ACC 118.875
JANJO	CEFOU	Moncton ACC 118.875
KODIK	4941N 06500W	Moncton ACC 132.52
LOMSI	QUBIS	Moncton ACC 132.52

1. AIRCRAFT PROCEDURES – Westbound

Flight is routed over:	The flight shall proceed:	Next control agency and frequency:
MELDI	4853N 06500W	Moncton ACC 132.52
NEEKO	TAFFY	Moncton ACC 124.975
PELTU	4813N 06500W	Moncton ACC 135.77
RIKAL	MIILS	Moncton ACC 135.77
SAXAN	4718N 06500W	Moncton ACC 133.55
TUDEP	TOPPS	Moncton ACC 133.55
UMESI	4618N 06500W	Moncton ACC 133.55
ALLRY	EBONY	Moncton ACC 132.8
BUDAR	4536N 06500W	Moncton ACC 132.8
ELSIR	ALLEX	Moncton ACC 132.8
IBERG	4451N 06500W	Moncton ACC 132.75
JOOPY	TUSKY	Moncton ACC 132.75
MUSAK	4409N 06500W	Moncton ACC 132.75
NICSO	BRADD	Moncton ACC 132.75
OMSAT	4336N 06500W	Moncton ACC 133.3
PORTI	KANNI	Moncton ACC 133.3
RELIC	4303N 06500W	Moncton ACC 133.7
SUPRY	WHALE	Moncton ACC 133.7
VODOR	NANSO VITOL	Moncton ACC 125.25
BOBTU	JAROM GAYBL	Moncton ACC 125.25

Flights operating FL280 and below. Routes HOIST and south are the same as for flights operating FL290 and above.

Flight is routed over:	The flight shall proceed:	Next control agency and frequency:
NALDI	DUTUM	Montreal ACC 134.55
KAGLY	TEFFO	Montreal ACC 134.55
IKMAN	FEDDY	Montreal ACC 134.55
GRIBS	JELCO	Montreal ACC 128.25
MIBNO	RODBO	Montreal ACC 128.25
PEPKI	LOPVI	Montreal ACC 135.1
5900N 06000W	LAKES MCKEE	Montreal ACC 135.1
MOATT	LOMTA TEALS VANSI	Montreal ACC 132.9
PRAWN	YDP YKL ROUND	Montreal ACC 132.25@65W
PORGY	HO YWK MT	Montreal ACC 132.25@ 63W

2. AIRCRAFT PROCEDURES – Eastbound			
2.1 Aircraft not in receipt of an oceanic clearance			
2.1.1	In the event that Gander ACC must be evacuated, only aircraft with received and acknowledged oceanic clearances will be permitted to transit the Gander OCA.		
2.1.2	If unable to obtain or acknowledge an oceanic clearance, flights should plan to re-route around the Gander OCA or land at an appropriate aerodrome. Flights may be required to re-route around the Gander FIR as well. Flights should request the appropriate re-clearance from Montreal or Moncton Centre. Frequency congestion is likely.		
2.2 Aircraft in receipt of an acknowledged oceanic clearance			
2.2.1	Aircraft operating with a received and acknowledged ocean clearance should proceed in accordance with the clearance. Flights should not request changes in altitude, speed or route except for reasons of flight safety or to comply with the oceanic clearance.		
2.2.2	Flights west of 50 west longitude should contact either Montreal or Moncton Centre, depending on which of those was the previous agency, using the previous assigned frequency.		
2.2.3	If a level change is required to comply with the oceanic clearance, the flight should request clearance from Montreal or Moncton Centre. If unable to obtain an ATC clearance, the flight should climb or descend so as to cross the oceanic entry point at the cleared oceanic flight level.		
2.2.4	The Eastbound Organized Track System will be extended to begin at fixes on or near the western boundary between the Gander FIR and the Moncton and Montreal FIRs as follows:		
	Inland contingency fix	Intermediate fix	Oceanic Entry Point
	KENKI		AVPUT
	MUSVA		CLAVY
	BERUS		EMBOK
	GRIBS		KETLA
	6101N 06241W		LIBOR
	MIBNO		MAXAR
	MUSLO		NIFTY
	PEPKI		PIDSO
	SINGA		RADUN
	LAKES	5900N 0600W	SAVRY
	UDMAR		TOXIT
	YKL	LOMTA	URTAK
	ALSOP or 5352N 066446W		VESMI
	YWK	YDP	AVUTI
	DUVBI	VOKET	BOKTO
	MUNBO	HO	CUDDY
	BORUB		DORRY
	TEXUN		ENNSO
	TASTI	YYR	HOIST
	5222N 06106W		IRLOK
	SERBO		JANJO

2. AIRCRAFT PROCEDURES – Eastbound

	Inland contingency fix	Intermediate fix	Oceanic Entry Point
	KONCH		KODIK
	VERTU		LOMSI
	5111N 05929W		MELDI
	PIKNA		NEEKO
	5052N 05859W		PELTU
	NAPLO	YAY	RIKAL
	4950N 05828W		SAXAN
	MIGLI		TUDEP
	4904W 05754W		UMESI
	LOPRO		ALLRY
	4818N 05730W		BUDAR
	VINSI	YQX	ELSIR
	4734N 05712W		IBERG
	TAGRA		JOOPY
	4649N 05654W		MUSAK
	SUTKO	YYT	NICSO
	4610N 05639W		OMSAT
	RUBDA		PORTI
	4521N 05621W		RELIC
	PEPRA		SUPRY
	NANSO		RAFIN
	LOMPI	JAROM	TALGO
2.2.5	<p>Flights at or east of 50 west longitude should initially contact Shanwick Radio. Flights about to exit the Gander OCA should contact New York ARINC, Santa Maria Radio, Iceland Radio or Nuuk Radio as appropriate. The following information should be provided.</p> <ul style="list-style-type: none"> (a) Call sign (b) Current position (c) Current flight level and cleared oceanic flight level (if different from the current level) (d) Assigned Mach or speed (e) Next waypoint and estimate (f) Subsequent waypoint 		

2. AIRCRAFT PROCEDURES – Eastbound	
2.2.6	<p>The following communications procedures have been developed in accordance with the Traffic Information Broadcast by Aircraft (TIBA) procedures recommended by ICAO (Annex 11 – Air Traffic Services, Attachment C). These procedures should be applied, unless otherwise instructed by Moncton or Montreal Centre when completing an altitude change to comply with the oceanic clearance.</p> <p>At least 3 minutes prior to the commencement of a climb or descent the flight should broadcast on the last assigned frequency, 121.5, 243.0 and 123.45 the following:</p> <p style="padding-left: 40px;">ALL STATIONS (call sign) (direction) DIRECT FROM (landfall fix) TO (oceanic entry point) LEAVING FLIGHT LEVEL (number) FOR FLIGHT LEVEL (number) AT (distance)(direction) FROM (oceanic entry point) AT (time)</p> <p>When the level change begins, the flight should make the following broadcast:</p> <p style="padding-left: 40px;">ALL STATIONS (call sign) (direction) DIRECT FROM (landfall fix) TO (oceanic entry point) LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number)</p> <p>When level, the flight should make the following broadcast:</p> <p style="padding-left: 40px;">ALL STATIONS (call sign) MAINTAINING FLIGHT LEVEL (number)</p>
2.2.7	<p>When ADS-equipped flights are notified of a Gander evacuation they must revert to voice position reporting until clear of Gander OCA, or notified otherwise. Pilots should note that they may be asked to log-on to EGGX when within the Gander OCA; they should not initiate this action until instructed to do so.</p>

Further Information

For further information, please contact:

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