

AIR TRAFFIC SERVICES CONTINGENCY PLANNING (PCATS)

GENERAL

A contingency situation is a temporary and unexpected one that occurs occasionally, and produces degradation or a significant discontinuity in the services provided.

Thus, a Contingency Plan is a set of rules and procedures to be followed to tackle a situation of these characteristics. Its activation is temporary, and it shall remain active while the underlying cause prevails.

TYPES OF CONTINGENCY

Contingency situations are classified on the basis of the ATS resources remaining in service:

Contingency type A: total inoperativeness of the unit providing air traffic services.

Contingency type B: the unit providing the air traffic services has sufficient capacity to maintain ground-to-air and ground-to-ground communications.

Contingency type C: the unit providing the air traffic services, in addition to being able to maintain ground-to-air communications to the minimum specified for contingency type B, also provides radar data.

As a general rule, the possibility of handling overflights is not envisaged.

CONTINGENCY PLAN FOR BARCELONA ACC

The TIBA (interpilot) frequency at FL195 or below is 125.250 MHz, at FL195 or above it is 135.355 MHz.

In the event of radar failure, only traffic with STS requiring priority (Medical Emergency, Search and Rescue, Fire Fighting) shall be accepted in the airspace for which LECB is responsible.

The principal strategy in the event that providing service from the Operations Room is not possible is to provide it from the Contingencies Room, whenever possible.

FREQ	SECTOR TMA
119.105 C	F25 / F07 / F02
121.155 C	T2W / T2E / T2N
125.250 MHz / 133.980 C	TGR
126.505 C	T3W / T3E / T3N
127.700 MHz	T4W / T4E / T4N
131.125 MHz	F1W / D1E / D1N
132.580 C	DDS
133.030 C	XAR
135.805 C	DDN
121.500 MHz	EMERG
243.000 MHz	EMERG

FREQ	SECTOR ROUTE
FREQ	SECTOR ROUTE
118.035 C	GO3
119.665 C / 134.680 C	GO1
120.535 C	LVU
125.730 C	CCL
126.650 MHz	LVS
126.885 MHz	GO2
129.530 C	LVL
132.355 C	P2R
132.655 C	MNL
133.080 C	VNI
134.455 C / 135.555 C	BAS
134.985 MHz	MNU
135.355 MHz	CCU
121.500 MHz	EMERG
243.000 MHz	EMERG
397.675 MHz / 125.675 MHz	CAO NORTH
312.575 MHz / 138.000 MHz	CAO SOUTH

The routings shall be those of the route network published for normal operations.

CONTINGENCY PLAN FOR CANARIAS ACC

The TIBA (interpilot) frequency is 128.950 MHz.

In the event of radar failure, only overflight traffic compatible with the specifications of the Contingency Plan for the EUR/SAM corridor set out by AIC 12/19 will be accepted in the airspace for which GCCC is responsible.

The principal strategy in the event that providing service from the Operations Room is not possible is to provide it from the Contingencies Room, wherever possible.

SECTORS	FREQ
West	126.500 MHz / 126.100 MHz / 133.675 MHz (1)

SECTORS	FREQ
East	129.100 MHz
Gran Canaria APP	124.300 MHz
Canarias APP	129.300 MHz
South	119.300 MHz / 123.650 MHz / 127.900 MHz / 133.000 MHz

(1) Not available in the contingency room.

If necessary, the following routes/routeings will be established:

OVERFLYING			
ENTRY POINT	EXIT POINT	AWY	DIRECTION
TENPA	KONBA	UN866	NORTH
NELSO	EDUMO	UN741	SOUTH
SAMAR	IPERA	UN873	SOUTH
GUNET	KORAL	UN857 / UN871	NORTH

CONTINGENCY PLAN FOR MADRID ACC

The TIBA (interpilot) frequency at FL245 or below is 128.700 MHz, at FL245 or above it is 133.850 MHz.
In the event of radar failure, only traffic with STS requiring priority (Medical Emergency, Search and Rescue, Fire Fighting) shall be accepted in the airspace for which LECM is responsible.
The principal strategy in the event that providing service from the Operations Room is not possible is to provide it from the Contingencies Room, wherever possible.

ROUTE	
MAIN/BACKUP FREQ	SECTOR
135.955 C / 125.225 MHz	SAU
136.355 C / 125.225 MHz	SAL
135.700 MHz / 125.225 MHz	ASU
126.675 MHz / 125.225 MHz	ASL
125.750 MHz / 126.550 MHz	BLU
118.275 MHz / 126.550 MHz	BLL
134.355 MHz / 126.550 MHz	DGU
133.125 MHz / 126.550 MHz	DGL
132.055 MHz / 131.025 MHz	PAU

ROUTE	
MAIN/BACKUP FREQ	SECTOR
124.875 MHz / 131.025 MHz	PAL

MAIN/BACKUP FREQ	SECTOR
132.550 MHz / –	ZMU
127.325 MHz / –	ZMM
136.525 MHz / –	ZML
133.755 MHz / 136.405 C	TLU
133.205 C / 136.405 C	TLL
132.980 MHz / 129.455 C	CJU
133.850 MHz / 129.455 C	CJL
127.230 C / 131.025 MHz	ZGZ
119.630 MHz / 131.025 MHz	TER

TMA	
MAIN/BACKUP FREQ	SECTOR
131.175 MHz / 130.805 C	DEN / DES
124.230 C / 130.805 C	DWN / DWS
118.755 C / 130.805 C	ENN / ENS
124.030 C / 130.805 C	ESN / ESS
118.400 MHz / 130.805 C	WNN / WNS
136.105 C / 130.805 C	WSN / WSS
128.700 MHz / 130.805 C	RWN / RWS
134.955 C / 130.805 C	REN / RES
127.100 MHz / 130.805 C	AIN / AIS
127.505 C / 130.805 C	AFN / AFS

The routings shall be those of the route network published for normal operations.

CONTINGENCY PLAN FOR SEVILLA ACC

The TIBA (interpilot) frequency in TMA is 120.800 MHz, en-Route it is 132.600 MHz.

The principal strategy in the event that providing service from the Operations Room is not possible is to provide it from the Contingencies Room, if available.

In the event of radar failure, only traffic with STS requiring priority (Medical Emergency, Search and Rescue, Fire Fighting) shall be accepted in the airspace for which LECS is responsible.

SECTORS	FREQ
APT	128.500 MHz
SEV	135.025 MHz
MA4	134.800 MHz
NO1	132.675 MHz
CEN	132.600 MHz
SUR	132.475 MHz

CONTINGENCY PLAN FOR PALMA TACC

The TIBA (interpilot) frequency is 121.300 MHz.

In the event of radar failure, only traffic with STS requiring priority (Medical Emergency, Search and Rescue, Fire Fighting) shall be accepted in the airspace for which LECP is responsible.

The principal strategy in the event that providing service from the Operations Room is not possible is to provide it from the Contingencies Room, wherever possible.

FREQ	SECTOR TMA
118.955 C	LECPAPP (APPROACH)
119.405 C	LECP12O
134.825 MHz	LECPGIX
120.700 MHz	LECPMXX
119.405 C / 134.825 MHz	LECPALP (night configuration)

The routings shall be those of the route network published for normal operations.

CONTINGENCY PLAN FOR SANTIAGO TACC

As far as possible, in case of being unable to provide service from the airport TWR, the main strategy is to provide service from the Contingency room.

In the event of radar failure within airspace under LECG responsibility, a simplified scenario consisting of a single aircraft operating in the airspace volume of TMA GALICIA is established.

TACC	FREQ
TACC	FREQ
SANTIAGO APP	120.200 MHz

The routeings shall be those of the route network published for normal operations.

CONTINGENCY PLAN FOR VALENCIA TACC

The TIBA (interpilot) frequency is 124.750 MHz.

In the event of radar failure, only traffic with STS requiring priority (Medical Emergency, Search and Rescue, Fire Fighting) shall be accepted in the airspace for which LECL is responsible.

SECTORS	FREQ
LECLAAP	120.400 MHz
LECLTMN	124.750 MHz

The routeings shall be those of the route network published for normal operations.

TOWERS CONTINGENCY PLANNING (SERVICE PROVIDED BY ENAIRE)

AERODROME	SERVICE	FREQ	REMARKS
ALMERÍA	APP/TWR	118.350 MHz	
	GMC	121.705 C	Secondary
ASTURIAS	APP/TWR	118.150 MHz	
	GMC	121.705 C	
BARCELONA/Josep Tarradellas Barcelona-El Prat (1)	TWR	118.105 C	LCL ARR
		118.330 C	LCL DEP
	GMC	121.655 C	CENTRAL
		121.705 C	NORTH
		122.230 C	SOUTH
	CLR	121.800 MHz	

AERODROME	SERVICE	FREQ	REMARKS
BILBAO (2)	APP	127.450 MHz	
	TWR	118.500 MHz	
	GMC	121.705 C	
GIRONA (2)	APP	120.900 MHz	
	TWR	118.500 MHz	
	GMC	121.700 MHz	
GRAN CANARIA (2)	TWR	118.300 MHz	
	GMC	121.700 MHz	
	CLR	125.000 MHz	
GRANADA/Federico García Lorca. Granada-Jaén	APP/TWR	118.855 C	
	GMC	121.930 C	Secondary
LOGROÑO	APP/TWR	118.580 C	
MADRID/Adolfo Suárez Madrid-Barajas (3)	TWR SUR (T123)		
	TWR	118.155 C	ARR 32L / DEP 14R
	GMC	121.980 C	CENTRAL-SOUTH
	CLR	130.355 C	WEST
		130.080 C	EAST
	TWR ESTE (T4S)		
	TWR	118.080 C	ARR 18R / DEP 36L
		118.680 C	ARR 18L / DEP 36R (Secondary)
		118.980 C	ARR 32R / DEP 14L (Secondary)
	GMC	123.155 C	CENTRAL-NORTH
		121.630 C	EAST-SOUTH
		121.755 C	EAST-NORTH
MÁLAGA/Costa del Sol (2)	APP	118.455 C	
		123.855 C	Secondary
	TWR	118.155 C	
		118.780 C	Secondary
	GMC	121.705 C	
		121.955 C	Secondary
	CLR	121.880 C	
MELILLA (2)	TWR	119.525 MHz	

AERODROME	SERVICE	FREQ	REMARKS
MENORCA (2)	APP/TWR	119.655 C	
	GMC	121.755 C	
PALMA DE MALLORCA (2)	TWR	118.305 C	
		118.455 C	Secondary
	GMC	121.705 C	
		121.905 C	Secondary
	CLR	123.880 C	
PAMPLONA	APP/TWR	118.200 MHz	
	GMC	121.705 C	
REUS	APP/TWR	128.880 C	
	GMC	121.705 C	
SAN SEBASTIÁN	APP/TWR	119.855 C	
	GMC	121.705 C	
SANTANDER/Seve Ballesteros- Santander	APP	118.375 MHz	
	TWR	118.105 C	
	GMC	121.705 C	
SANTIAGO/Rosalía de Castro	APP	120.200 MHz	
	TWR	118.755 C	
	GMC	121.705 C	
TENERIFE NORTE/Ciudad de La Laguna (2)	APP	124.800 MHz	
	TWR	118.700 MHz	
	GMC	121.700 MHz	
TENERIFE SUR (2)	APP	127.700 MHz	
	TWR	119.000 MHz	
	GMC	121.900 MHz	
VITORIA	APP/TWR	118.450 MHz	

(1) In the event of a type A contingency (service termination) in TWR E at BARCELONA/Josep Tarradellas Barcelona-El Prat airport, service will be provided by TWR S, if available. Preferential configurations will not apply while operating under this type of contingency.

(2) In the event of a type A contingency (service termination) in the airport TWR, service will be provided from Contingency Site, if available.

(3) In the event of a type A contingency (service termination) in TWR NORTE at MADRID/Adolfo Suárez Madrid-Barajas airport, service will be provided by TWR SUR (T123) and TWR ESTE (T4S), if available. Preferential configurations will not apply while operating in this type of contingency

TOWERS CONTINGENCY PLANNING (SERVICE PROVIDED BY SKYWAY)

AERODROME	SERVICE	FREQ	CAPACITY (MOV/HR)
ALICANTE/Alicante-Elche Miguel Hernández	TWR	118.155 C	6 (TYPE A) (1) 10 (TYPE B)
	GMC (2)	130.655 C	
CASTELLÓN	TWR	120.680 C	4 (TYPE B)
	SECONDARY	121.830 C	
IBIZA	TWR	118.505 C	10 (TYPE B) / 12 (TYPE C)
	GMC	121.930 C	
	CLR	121.380 C	
LLEIDA/Alguaire	TWR	121.330 C	6
	GMC	121.630 C	
MURCIA/Aeropuerto de la Región de Murcia	TWR	121.330 C	6
SABADELL	TWR	120.805 C	10 (TYPE B)
	GMC	121.605 C	
VALENCIA	TWR	118.555 C	6 (TYPE A) (1) / 10 (TYPE B)
	GMC (2)	121.880 C	

(1) In the case of contingency type A, if the contingency location has not been activated, the capacity will be 0 MOV/HR.
(2) Not available at the contingency location.

TOWERS CONTINGENCY PLANNING (SERVICE PROVIDED BY SAERCO)

AERODROME	SERVICE	FREQ	CAPACITY (MOV/HR)
A CORUÑA	TWR	118.305 C	4 (TYPE B)
	GMC	121.705 C	
EL HIERRO	TWR	118.075 C	2 (TYPE A) (1) 4 (TYPE B)
FUERTEVENTURA	TWR	118.475 MHz	RWY 01: 4 (TYPE A) (1) / RWY 19: 3 (TYPE A) (1) / 10 (MAX 6 ARR) (TYPE B)
	GMC (2)	121.700 MHz	
	SECONDARY	119.200 MHz	
JEREZ	TWR	118.555 C	6 (MAX 3 ARR) (TYPE B)
	GMC	133.280 C	

AERODROME	SERVICE	FREQ	CAPACITY (MOV/HR)
LA PALMA	TWR	118.900 MHz	6 (TYPE B)
	GMC	121.800 MHz	
	SECONDARY	125.800 MHz	
LANZAROTE/César Manrique Lanzarote	TWR	120.700 MHz	3 (TYPE A) (1) / 10 (MAX 6 ARR) (TYPE B)
	GMC (2)	121.800 MHz	
	BACKUP	124.000 MHz	
MADRID/Cuatro Vientos	TWR	118.705 C	15 (TYPE B)
	GMC	121.805 C	
	BACKUP	122.505 C	
SEVILLA	TWR	118.105 C	6 (MAX 3 ARR) (TYPE A) (1) / 9 (MAX 5 ARR) (TYPE B)
	GMC (2)	121.705 C	
VIGO	TWR	118.455 C	6 (TYPE B)
	GMC	121.705 C	
	BACKUP	118.955 C	

(1) In the case of contingency type A, if the contingency location has not been activated, the capacity will be 0 MOV/HR.

(2) Not available at the contingency location.

AFIS AERODROMES CONTINGENCY PLANNING

TYPES OF CONTINGENCY

- Two types of ATS contingencies are identified:
- Contingency A: complete suspension of information and alerting services at an AFIS unit; and
 - Contingency B: partial suspension of information and alerting services at an AFIS unit, due to the unavailability of essential meteorological data.

CONTINGENCY AT AFIS UNITS

From the formal declaration of the contingency, and until the re-establishment of operations in contingency, traffic will be secured within the FIZ and no further operations will be permitted at the airport. An AFIS frequency will be available for air to air transmissions between aircraft (position and intentions).

Once operations in contingency have been re-established, the simultaneous operation of two or more aircraft within the FIZ (including the manoeuvring area) will not be allowed. Therefore, traffic will not be permitted to leave the apron nor enter the FIZ, if notice is given of traffic operating on the manoeuvring area or in the FIZ.

TYPE B CONTINGENCY		
AFIS	FREQ	CAPACITY (MOV/HR)
ANDORRA-LA SEU D'URGELL	AFIS 122.205 C	N/A
BURGOS/Villafria	AFIS 125.430 C	N/A

TYPE B CONTINGENCY		
AFIS	FREQ	CAPACITY (MOV/HR)
CORDOBA	AFIS 118.305 C	N/A
EL HIERRO	AFIS 118.075 MHz	N/A
HUESCA/Pirineos	AFIS 128.955 C	N/A
LA GOMERA	AFIS 118.375 MHz	N/A