

8.3 System of ATS contingency routes

In the case of total failure of VHF radio communication equipment or complete disruptions of air traffic services within the Windhoek FIR, a system of ATS contingency routes will be established and available as follows: -

Contingency route structure during Partial Unavailability of the WINDHOEK FIR	Contingency Route Number	FL	Minimum Longitudinal Separation	FIRs Involved
DUPKI-UN184-EVUVI (Bi- Directional)	CR1	Westbound- FL300,320, 380 Eastbound- FL350, 370, 410	15 minutes	FNAN/FYWF/FBGR
BOPAN-UL435-IBNEV (Bi- Directional)	CR2	Westbound- FL300, 320, 380 Eastbound – FL350, 370, 410	15 minutes	FBGR/FYWF/FAJO
XORAK-UN183-XALVI NIBEK (Uni-directional)	CR3	Westbound FL300, 320, 380	15 Minutes	FBGR/FYWF/FAJO
NIBEK-UN183-XALVI- UN181-GABSI (Uni-directional)	CR4	Eastbound- FL350,370, 410	15 Minutes	FBGR/FYWF/FAJO
AVOGU-UL307- ABAPU (Bi-directional)	CR5	Westbound- FL300, 340, 360 Eastbound- FL330,370, 390, 410	15 minutes	FBGR/FYWF/FNAN
ANVAG-UN187- VEDRY-UL686- UMTOL (Bi-Directional)	CR6	Northbound- FL280,340 Southbound- FL310, 330, 390	15 Minutes	FNAN/FYWF/FAJA
XUDAN-UN188-XALVI- UN190- OKDOL (Bi-Directional) Note: Traffic routing Northbound shall fly at an even level and Southbound at an odd level.	CR7	Northbound- FL280,340,360, Southbound FL330,390 (Bi-Directional) Note: Traffic routing From XUDAN to OKDOL shall fly at an even level and from OKDOL to XUDAN at an odd level.	15 Minutes	FAJA/FYWF/FNAN

8.3.1 A minimum of 15 minutes longitudinal separation shall be provided between aircraft at same level entering the Windhoek FIR.

8.4 Procedure to be followed by adjacent ATS Units

8.4.1 Filed flight plan messages shall continue to be transmitted via the AFTN as per normal procedure:

- a) Transmit a current flight plan message, at least one hour before the aircraft's estimated arrival time over the relevant entry point for the Windhoek FIR;
- b) Apply a longitudinal separation of at least 15 minutes over the relevant entry point of the Windhoek FIR, between aircraft flying at the same flight level and following the same contingency route and advise the respective pilot-in-command to maintain the flight level and the last Mach Number assigned, where provided, throughout the Windhoek FIR;
- c) Not authorizing any flight level or Mach number changes of any aircraft transiting through the Windhoek FIR, within a period of 10 minutes before the aircraft enters the Windhoek FIR;
- d) Request each aircraft transiting through the Windhoek FIR to include in their position report, the estimated time of the aircraft over the relevant exit point of the Windhoek FIR, on the contingency ATS route being used. Pilots are to contact the next adjacent ACC as soon as possible, and at the latest,

8.5 Procedures to be followed by aircraft transiting Windhoek FIR

8.5.1 All aircraft transiting through the Windhoek FIR shall strictly comply with the following procedures:

- a) Pilots shall strictly adhere to the IATA In-flight Broadcast Procedures (IFBP), as stipulated in paragraph 8.6 of this document and shall maintain a continuous listening watch on VHF frequency 126.9 MHz (day or night);
- b) To reach the appropriate flight level assigned by the competent adjacent ACCs of the Windhoek FIR at least 10 minutes before entering the Windhoek FIR;
- c) Maintain during their entire flight time within the Windhoek FIR, the last flight level assigned to them by the competent adjacent ACC and in no way change the assigned flight level, including Mach number, where assigned, except in cases of emergencies or for reasons of flight safety;
- d) Report their positions when over compulsory reporting points for the ATS contingency route being flown;
- e) Operate along or as close as possible to the centreline of the assigned ATS contingency route;
- f) To display navigation and anti-collision lights at all times during their transit through the Windhoek FIR;
- g) To maintain their own longitudinal separation of 15 minutes from preceding aircraft operating at the same cruising level on the same ATS contingency route;
- h) To contact the next adjacent competent ACC at least 10 minutes before the estimated time of arrival over the relevant exit point of the Windhoek FIR;
- i) Whenever an emergency or flight safety reasons make it impossible for an aircraft to maintain the last flight level assigned for the transit through the Windhoek FIR, it shall position itself at least 5NM to the right of the centreline of the contingency ATS route being flown before climbing or descending, but remaining within the Windhoek FIR and inform the appropriate area frequency, as well as other aircraft being affected by the descent by broadcasting an emergency level change message on the appropriate area frequency, as well as the IFBP VHF frequency 126.9 MHz and emergency frequency 121.5 MHz. The message shall contain the aircraft call sign, aircraft position, flight level being vacated or crossed and new intended flight level, as well as direction of flight.

8.6 IATA In-flight Broadcast Procedures (IFBP) – AFI Region

8.6.1 Listening watch

A listening watch should be maintained on frequency 126.9 MHz at least 10 minutes before entering the Windhoek FIR and until leaving this airspace.