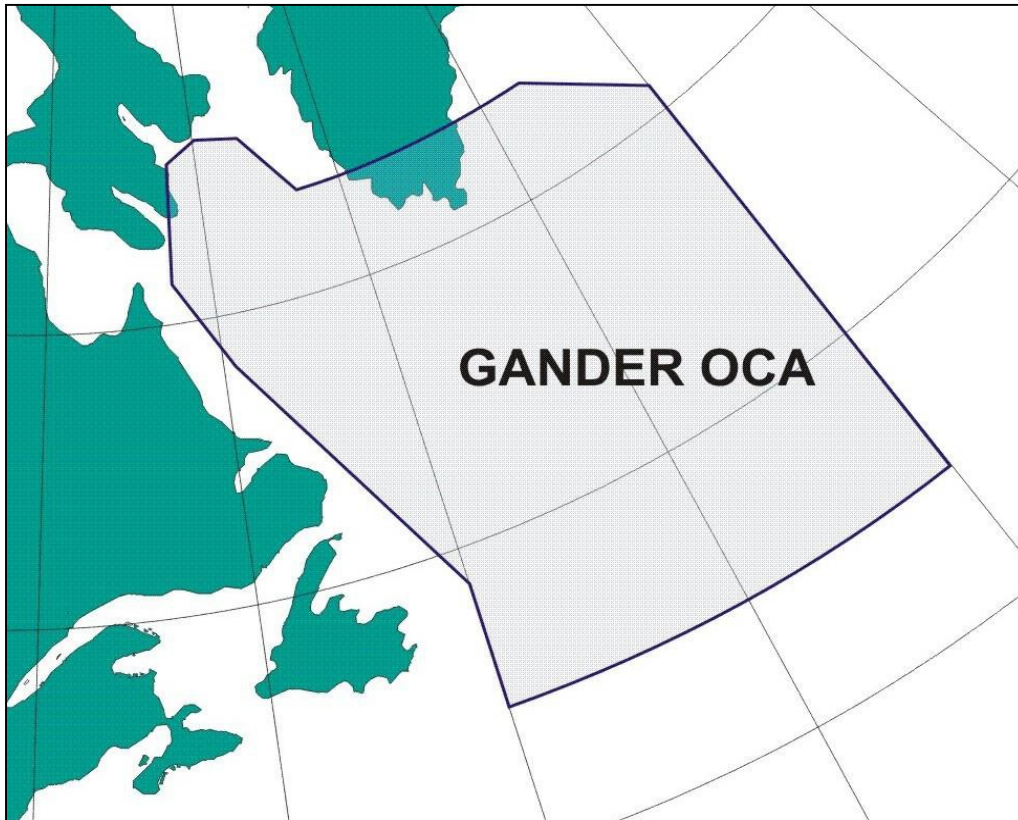


APPENDIX I — NAT AIR TRAFFIC MANAGEMENT OPERATIONAL CONTINGENCY PLAN - NORTH ATLANTIC REGION (NAT DOC 006, PART I, v1.15)

(paragraph 5.3.2 refers)

1. CHAPTER 2: DETAILED PROCEDURES – GANDER OACC



2.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES

Gander Oceanic FIR

~~Including ADS-B designated airspace over Greenland, see map Appendix E~~

COMMENT	Remove Appendix E. Gander no longer provides ground based ADS-B separation
---------	--

2.2 FIRs WITH SUPPORTING PROCEDURES

Shanwick Oceanic

FIR Reykjavik

Oceanic FIR

2.3 NOTIFICATION PROCEDURES

In a **limited service** situation notification of any service limitations and traffic management measures will be promulgated to operators and adjacent ANSPs via AFTN and through NAV CANADA National Operations Centre.

In a **no service** situation the OACC is likely to have been evacuated. As soon as possible after evacuation a contingency message will be sent to agencies which receive the NAT track message, ~~detailed in Appendix A~~. In turn they are expected to advise the affected traffic.

COMMENT	Appendix A is; Shanwick procedures in event of Gander evacuation and does not detail the agencies receiving the NAT track message.
---------	--

2.4 LIMITED SERVICE - PROCEDURES

2.4.1 Disruption of ground/air communication capability

Communication services will be maintained using available equipment supplemented with the assistance of adjacent facilities. HF services on the North Atlantic ordinarily provided by CYQX International Flight Service Station will be delegated to the other International radio stations; New York AIRNC, Iceland Radio, Santa Maria Radio and Shannon Radio. Appropriate frequency will be published in the daily ATFM messages (NOTAM, Advisory)

~~VHF Frequencies used in ADS-B airspace over Greenland are included in Appendix F as reference information for adjacent units to use in contacting affected flights.~~

COMMENT	Appendix F deleted as no longer pertinent
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2.4.2 *Disruption of ability to provide control services*

Gander shall determine, co-ordinate and promulgate any necessary restrictions to meet the service limitation. Traffic in possession of a valid oceanic clearance shall have priority over any other traffic. En-route reclearance of such traffic shall not be permitted except in emergency.

Traffic without a valid oceanic clearance may be subject to tactical traffic management measurements to meet the requirements of the service limitation.

Separation standards

Gander will be responsible for ensuring the co-ordination and implementation of any additional separation requirements.

ADS-B Airspace

Gander will be responsible for re-establishing procedural separation standards for aircraft within ADS-B airspace as practicable.

Contingency tracks

~~Dependant~~ **Dependent** on the nature of the service limitation, Gander may promulgate and activate contingency tracks for use in addition to the OTS.

COMMENT	Change from noun to adjective
---------	-------------------------------

Air Traffic Flow Management

Gander shall co-ordinate any necessary traffic management measures where necessary with the NAV Canada National Operations Centre. Such measures may include, but are not limited to, temporary capacity restrictions and tactical rerouting measures.

Gander shall co-ordinate these restrictions where necessary with adjacent ANSPs where they may affect the flow of traffic through these units airspace.

Responsibilities of adjacent ANSPs

The action required of adjacent ANSPs will vary ~~dependant~~ **dependent** on the nature of the service limitation. Where such action is not contained within the inter-centre Letters of Agreement (LOAs) the requirement will be promulgated within the initial failure and restrictions message.

COMMENT	Change from noun to adjective
---------	-------------------------------

2.5 NO SERVICE - PROCEDURES

2.5.1 Loss of ability to provide control services and ground/air communication capability

Gander ACC includes Gander Domestic Control and Gander Oceanic Control Units, and Gander International Flight Service Station (Gander Radio). Should Gander ACC be evacuated, the potential exists for a major disruption to Air Traffic Control (ATC) services extending from the western boundary of the Gander Flight Information Region (FIR) to 30 degrees west longitude

In the event Gander ACC is evacuated, an agreement between UK NATS and NAV Canada will have Shanwick Oceanic assume responsibility for the provision of Air Traffic Services (ATS) within the Gander OCA to the best of their ability. ~~but~~ Shanwick will not normally issue re-clearances to aircraft within the Gander Oceanic CTA. Moncton and Montreal ACCs will assume responsibility for the provision of en-route ATS within the Gander FIR to the best of their abilities.

COMMENT	Added Shanwick for clarity
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As soon as possible after evacuation a contingency message will be forwarded to all concerned agencies, either directly or through the NAV Canada National Operations Centre.

Until these contingency plans can be implemented, it is possible that the Gander Oceanic CTA may contain unexpected (non-OTS) traffic en-route to adjacent facility airspace. It is suggested that facilities adjacent to Gander take the following action:

- Increase or extend HF communication position report monitoring to include aircraft in Gander airspace;
- Pass traffic information on known Gander traffic to the next en-route facility after Gander; and;
- Prohibit profile changes (altitude and route) for aircraft exiting the Gander area until it can be safely assumed that there is no unknown traffic in that aircraft's vicinity.

All traffic en-route to transition Gander airspace without Gander approval shall be routed to remain clear of Gander airspace. **Exception:** Facilities responsible for loading a valid OTS commencing in their area of responsibility that transits the Gander OCA may elect to continue transitioning traffic in accordance with that track structure provided it is ensured that traffic information is passed to the next en-route facility after Gander.

2.6 FLIGHT CREW AND OPERATOR PROCEDURES

2.6.1 For flights within the Gander OCA – General

The procedures outlined below are to be used as guidance for pilots in the immediate aftermath of a sudden withdrawal of the ATC service as described above.

On receipt of the contingency message pilots are requested to re-broadcast the message to other flights on 121.5 and 123.45. A listening watch on these frequencies must be maintained.

COMMENT	clarified
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When ADS-C 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 an adjacent OACC when within the Gander OCA. Pilots should not initiate this action until instructed to do so.

COMMENT	Edited for brevity
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Any flights involved in level changes should complete the maneuver as soon as possible in accordance with the clearance.

If unable to establish radio contact, flights may use any communication means necessary to provide position reports.

Oceanic Centre	Telephone Number	SATCOM Inmarsat Short Code
Reykjavik, via Iceland Radio	+354 568 4600	425105
Santa Maria	+351 296 820 438 +351 296 886 042 (satellite link)	426305
New York	+1 631 468 1413	436623
Ballygirreen (Shanwick Aeradio)	+353 61 368241 Ground/Air Ops +353 61 471199 Ground/Air Ops via Switchboard	425002

COMMENT	Moved from Westbound section into general as it applies to both east and west bound aircraft
---------	--

2.6.2 For flights within the Gander OCA – Westbound

Shanwick OACC will endeavor to provide an ATC service throughout the Gander OCA as soon as evacuation commences.

Flights are expected to continue in accordance with the last clearance issued and acknowledged.

COMMENT	Duplicated from Eastbound section as it applies here as well
---------	--

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 automatic position reports (ADS/FMC) as these reports may not have been received by the next agency.

Oceanic Centre	Telephone Number	SATCOM Inmarsat Short Code
Reykjavik, via Iceland Radio	+354 568 4600	425105
Santa Maria	+351 296 820 438 +351 296 886 042 (satellite link)	426305
New York	+1 631 468 1413	436623
Ballygirreen (Shanwick Aeradio)	+353 61 368241 Ground/Air Ops +353 61 471199 Ground/Air Ops via Switchboard	425002

COMMENT	Moved to general section above
---------	--------------------------------

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.

2.6.3 For flights within the Gander OCA – Eastbound

Shanwick OACC will endeavor to provide an ATC service throughout the Gander OCA as soon as evacuation commences.

Flights operating with a received and acknowledged oceanic clearance will be expected to continue in accordance with the last clearance issued unless otherwise advised by ATC.

~~Flights making automatic position reports are required to make voice position reports whilst within the Gander OCA, unless advised otherwise.~~

COMMENT

Covered in general section

Communications with the next ATSU should be established at the earliest opportunity. Where no contact with the next agency can be established, Shanwick radio should be contacted on HF for advice.

~~2.6.4 For flights within the Gander Oceanic ADS-B airspace eastbound and westbound~~

~~Shanwick OACC will endeavour to provide an ATC service throughout the Gander OCA as soon as evacuation commences.~~

~~Flights operating with a received and acknowledged oceanic clearance will be expected to continue in accordance with the last clearance issued unless otherwise advised by ATC.~~

~~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 automatic position reports (ADS/FMC) as these reports may not have been received by the next agency.~~

~~Flights in contact with Gander via VHF frequencies located in Greenland should contact Shanwick OACC on published HF frequencies.~~

COMMENT

No longer applicable

2.6.5 For flights approaching the Gander OCA when the contingency is activated

Not in Receipt of an Oceanic Clearance

In the event that Gander OACC must be evacuated, only aircraft with received and acknowledged oceanic clearances shall be permitted to transit Gander OCA.

If aircraft are unable to obtain or acknowledge an oceanic clearance, flights must 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.

In receipt of an acknowledged Oceanic Clearance

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.

However, due to the uncertainty surrounding the contingency situation pilots are strongly advised to comply with the procedures detailed above for flights not in receipt of an oceanic clearance even if they are in receipt of an acknowledged Oceanic clearance.

Entering from another OCA

While flights with an acknowledged oceanic clearance may transit Gander's oceanic airspace, flights not yet within Gander OCA are strongly advised not to enter the airspace.

Flights operating with an acknowledged oceanic/ATC clearance that continue under pilot's discretion are expected to proceed in accordance with the last oceanic/ATC clearance issued.

Enroute requests for changes to route, level or speed should be limited to those required for flight safety.

~~Flights within Reykjavik, New York or Santa Maria oceanic airspace, can anticipate a large re-route to avoid the Gander OCA and Gander FIR. Reykjavik and Santa Maria will issue advice on procedures to be followed~~

COMMENT	Remove original wording and replace with phrasing reflecting agreed NOTAM
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2.7 GANDER OACC – CONTINGENCY ROUTE STRUCTURE

- i) ~~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.~~
- ii) An Organized Track Structure (OTS) will remain valid for the time period published.

iii) — ~~If aircraft are unable to obtain or acknowledge an oceanic clearance, flights must 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.~~

COMMENT	Remove i) and iii) as information is already covered and not applicable for contingency route section. Renumber as needed
---------	---

Westbound flights

iv) — ~~Based on where they exit oceanic airspace, westbound~~ Laterally spaced routes extending into the next agency will be utilized. Westbound flights shall proceed in accordance with the following table, until communication is established with, and a re-clearance issued by the next agency. ~~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.~~

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 134.800
LIBOR	6101N 06241W	Montreal ACC 133.200
MAXAR	MIBNO RODBO	Montreal ACC 133.200
NIFTY	MUSLO	Montreal ACC 133.200
PIDSO	PEPKI LOPVI	Montreal ACC 135.800
RADUN	SINGA	Montreal ACC 135.800
SAVRY	LAKES MCKEE	Montreal ACC 132.450
TOXIT	UDMAR	Montreal ACC 132.450
URTAK	TEALS VANSI	Montreal ACC 119.400
VESMI	ALSOP	Montreal ACC 119.400
AVUTI	YKL ROUND	Montreal ACC 119.400
BOKTO	VOKET DUVBI	Montreal ACC 119.400

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
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	YWK MT	Montreal ACC132.25@ 63W

COMMENT	Westbound added and clarified. Removed already covered information. New tables with additional routes. Remove old tables.
----------------	--

Note – the landfall fix is the fix after the oceanic exit point.

Ocean Exit	Unless otherwise instructed proceed:	Next agency/frequency
6500N06000W or AVPUT	NALDI DUTUM	Montreal ACC 132.800
6400N06000W or CLAVY	KAGLY TEFFO	Montreal ACC 132.800
6300N06000W or EMBOK	IKMAN FEDDY	Montreal ACC 132.800
6200N06000W or KETLA	GRIBS JELCO	Montreal ACC 134.800
6100N06000W or MAXAR	MIBNO RODBO	Montreal ACC 134.800
6000N06000W or PIDSO	PEPKI LOPVI	Montreal ACC 135.800
5900N06000W or SAVRY	LAKES	Montreal ACC 132.450
URTAK or MOATT	MOATT LOMTA TEALS VANSI	Montreal ACC 132.45
AVUTI or PRAWN	PRAWN YDP YKL ROUND	Montreal ACC 132.45
CUDDY or PORGY	PORGY HO YBC ANCER	Moneton ACC 132.95 or Montreal ACC 132.90 @ 63W
DORYY	BORUB YZV*	Moneton ACC 132.95 or Montreal ACC 132.90 @ 63W
HOIST	YYR YRI*	Moneton ACC 132.52 or Montreal ACC 132.90 @ 63W

JANJO	QUBIS*	Moneton ACC 132.52 or Montreal ACC 132.90 @ 63W
LOMSI	TAFFY	Moneton ACC 132.52
NEEKO	MILLS	Moneton ACC 132.52
RIKAL	YAY DANOL	Moneton ACC 133.55
TUDEP	TOPPS	Moneton ACC 133.55
ALLRY	EBONY	Moneton ACC 132.75
ELSIR	ALEX	Moneton ACC 132.75
JOOPY	TUSKY	Moneton ACC 132.75
NICSO	YYT BRADD	Moneton ACC 125.25
PORTI	KANNI	Moneton ACC 125.25
SUPRY	WHALE	Moneton ACC 125.25
VODOR	RAFIN NANSO VITOL*	Moneton ACC 125.25
BOBTU	JAROM LOMPI DOVEY*	Moneton ACC 125.25
<i>* Aircraft may not be able to contact next control agency until established on this route</i>		

~~Eastbound 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.~~

COMMENT	Remove- already covered and not a contingency route
---------	---

Eastbound flights

v) ~~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 FIR's.~~ Laterally spaced routes beginning on or near the western boundary between Gander FIR and Moncton and Montreal's FIRs and connecting to oceanic exit points shall be utilized. Eastbound flights shall proceed in accordance with the following table:

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 06000W	SAVRY
UDMAR		TOXIT
YKL	LOMTA	URTAL
ALSOP		VESMI
YWK	YDP	AVUTI
DUVBI	VOKET	BOKTO
MUNBO		CUDDY
BORUB		DORRY
TEXUN		ENNSO
TASTI	YYR	HOIST
5222N 06106W		IRLOK
SERBO		JANJO
KONCH		KODIK
VERTU		LOMSI
5111N 05929W		MELDI
PIKNA		NEEKO
5052N 05859W		PELTU
NAPLO	YAY	RIKAL
4950N 05828W		SAXAN
MIGLI		TUDEP
4904N 05754W		UMESI
LOPRO		ALLRY
4818N 05730W		BUDAR
VINSI	YQX	ELSIR
4734N 05712W		IBERG
TAGRA		JOOPY
4649N 05654W		MUSAK
SUTKO	YYT	NICSO
4610N 05639W		OMSAT

Detailed Procedures – GANDER OACC

RUBDA		PORTI
4521N 05621W		RELIC
PEPRA		SUPRY
NANSO		RAFIN
LOMPI	JAROM	

COMMENT	Add Eastbound header. Remove OTS reference as this applies to all eastbound flights. Add new tables and remove old
---------	--

vi) ~~Based on the Oceanic Entry Point, eastbound flights shall proceed in accordance with the following table, until communication is established with, and a re-clearance issued by the next agency.~~

<i>*Aircraft north of MOATT continue on oceanic clearance as received from YUL ACC.</i>		
FIR boundary fix	Landfall fix	Oceanic Entry Point in OTS message
KENKI		AVPUT
MUSVA		CLAVY
BERUS		EMBOK
GRIBS		KETLA
MIBNO		MAXAR
PEPKI		PIDSO
LAKES	5900N06000W	SAVRY
YKL	LOMTA	MOATT or URTAK
YWK	YDP	PRAWN or AVUTI
MUNBO	HO	PORGY or CUDDY
BORUB		DORYY
TASTI	YYR	HOIST
SERBO		JANJO
VERTU		LOMSI
PIKNA		NEEKO
NAPLO	YAY	RIKAL
MIGLI		TUDEP
LOPRO		ALLRY
VINSI	YQX	EL SIR
TAGRA		JOOPY
SUTKO	YYT	NNICSO

RUBDA		PORTI
PEPRA		SUPRY
NANSO	RAFIN	VODOR
LOMPI	JAROM	TALGO

2.8 LONG TERM CONTINGENCY ARRANGEMENTS

Until full service can be re-established, Gander ACC will delegate the control of aircraft within the Gander Oceanic Control Area to Shanwick Oceanic. Level 2 of NAV Canada’s Oceanic recovery will have Gander establish a Planning/Coordination Centre. This Planning/Coordination Centre will maintain responsibility for planning of all eastbound flights, and coordination of eastbound and westbound flights with NAV Canada Domestic Facilities. Gander will coordinate all eastbound flights that penetrate New York Oceanic Control Area directly from Gander Domestic Airspace. The provision of ADS-B services in Gander OACC ADS-B airspace will remain suspended until such time as full service can be re-established.

Should Gander lose the ability to provide ATC services from the ACC for an extended period, contingency plans are in place to provide the service from an alternate Nav Canada location.

While the nature of the evacuation may impact time frames as equipment and communication links must be established and staff relocated to another Nav Canada facility, it is expected that under most circumstances an ATC service would be available within 48-72 hours.

In the interim, limited or no ATC services may be available, and flights may be required to continue to route outside of Gander OCA.

Once established, the contingency facility will provide ATC services that may include VHF Clearance Delivery, OCL, OTS design and promulgation, ADS-C, CPDLC, HF communications, AFTN flight planning and PRM filing, Altitude Reservations and ADS-B surveillance.

Operators can expect emphasis to be placed on the immediate, or near immediate resumption of services to emergency, humanitarian and critical military flights. All other operations will be resumed in a phased approach with flow control expected.

Nav Canada’s National Operations Center will coordinate details of resumption plans with operators and adjacent units as the situation unfolds.

COMMENT	Amended.
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The Facility recovery Document and Business Resumption plan for Gander Area Control Centre is broken down into a 5 step process:

~~Level 1: ——— Emergency Services~~

~~Control service to EMERGENCY and HUMANITARIAN Flights, along with limited Airspace Reservations (no aircraft joining or departing).~~

~~Level 2: ——— Single Stand Operation~~

~~Emergency and Humanitarian flights, along with limited Airspace Reservations (no aircraft joining or departing) would take priority. Control service provided through minimum staff with limited equipment. This would result in a metered flow through the Gander Oceanic Area, of commercial, general aviation, military and state aircraft.~~

~~Level 3: ——— Capacity Limited, Normal Control Service~~

~~Emergency and Humanitarian flights, along with limited Airspace Reservations (no aircraft joining or departing) would take priority. Control service with accompanying clearance delivery communication would be offered through an increased number of operating positions. Flow restrictions and metering would be established to reduce congestion.~~

~~Level 4: ——— Normal Control Service~~

~~Provide control service using the Planning/Coordination Centre. All required communication will be available. The Gander Planning/Coordination Centre would provide the full range of services required by eastbound aircraft, and act as the coordinator between Shanwick Oceanic and NAV Canada domestic facilities. Control of Gander’s Oceanic Area would be maintained by Shanwick.~~

~~Level 5: ——— Total Restoration of Services by Gander Oceanic~~

~~Full Oceanic en-route and planning services restored to a NAV Canada facility and provided by Gander Oceanic control staff. Control of Gander Oceanic Area would be returned to NAV Canada by Shanwick. ADS B services resume once control of Gander Oceanic Airspace is returned to NAV Canada by Shanwick.~~

COMMENT	Levels either 1-5 or A-F are internal to Nav Canada and not applicable here. Remove
---------	--

~~2.9 — DATA LINK SYSTEM FAILURE~~~~2.9.1 — Gander OACC Procedures~~~~In the event of an unexpected data link shutdown, Gander shall inform:~~

- ~~a. All currently connected FANS 1/A equipped aircraft via voice.~~
- ~~b. The adjacent ANSPs by direct coordination; and~~
- ~~c. All relevant parties via the publication of a NOTAM, if appropriate~~
- ~~d. Aircraft using separations standards requiring FANS1/A shall be transitioned to non FANS oceanic standards~~

~~2.9.2 — Pilot Procedures~~~~Pilots shall terminate the data link connection and use voice until further informed by Gander that the data link system has resumed normal operations.~~

COMMENT	Not a contingency procedure as expected in 006. Remove
---------	--

Appendix A –**Shanwick procedures in event of Gander
evacuation**

Shanwick Oceanic will endeavor to provide an ATC service throughout the Gander OCA as soon as evacuation commences.

Shanwick will ensure and verify that information on all cleared aircraft proceeding westbound from Shanwick's area, through Gander's Oceanic Airspace is passed to the next affected unit.

Moncton Telephone 506-867-7173 or 7175

Montreal Telephone 514-633-3365 or 3278

Edmonton Telephone 780-890-8397 or 8306

Shanwick will co-ordinate with other Oceanic service providers (New York, Santa Maria, Reykjavik) to ensure that information on flights proceeding from their airspace directly into Gander OCA is coordinated with enroute agencies.

Appendix B – Contact Details - Gander OACC

Gander Shift Manager	+1 709 651 5207 +1 709 651 5203
Gander Oceanic	+1 709 651 5324 SATVOICE 431603 or +1 709 651 5260
Gander Domestic	+1 709 651 5315 SATVOICE 431602 or +1 709 651 5315
Gander IFSS	+1 709 651 5222 SATVOICE 431613 or +1 709 651 5298
Gander Control Tower	+1 709 651 5329
Gander Airport Duty Manager	+1 709 424 1235
NAV Canada Operations Centre	+1 613 563 5626
Moncton ACC	+1 506 867 7173
Montreal ACC	+1 514 633 3365

COMMENT	Updated to include contact information for Gander domestic and IFSS plus SATVOICE numbers for all GANDER ACC contacts
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Appendix C –

Evacuation Messages - Gander OACC

“Emergency evacuation of Gander Centre and Gander Radio in progress. No IFR control or HF communication service will be provided by Gander, I repeat, no IFR Control or HF communication service will be provided by Gander. Use extreme caution and monitor this frequency, emergency frequencies and air to air frequencies. Westbound flights west of 50 west contact Moncton Centre or Montréal Centre as soon as possible. Eastbound flights west of 50 west not in receipt of an oceanic clearance must land at an appropriate aerodrome, or request appropriate re-clearance to avoid Gander OCA/FIR. All other flights contact Shanwick radio, New York ARINC, ~~Søndrestrom Nuuk~~ FIC, Iceland Radio or Santa Maria Radio as soon as possible. Please broadcast this information on 123.45, 121.5 and 243.0”

COMMENT	Amended form Sondrestrom to Nuuk
---------	----------------------------------

Appendix D –**Common NAT NOTAM example**

DUE TO EMERGENCY EVACUATION OF [OACC] DUE [REASON, e.g. COVID19] AIR TRAFFIC CONTROL SERVICES ARE UNAVAILABLE IN THE [NAME] OCA.

FLIGHTS NOT IN RECEIPT OF AN OCEANIC CLEARANCE SHOULD REQUEST CLEARANCE TO AVOID [NAME] OAC/FIR OR LAND AT AN APPROPRIATE AERODROME.

ONLY FLIGHTS OPERATING WITH AN ACKNOWLEDGED OCEANIC/ATC CLEARANCE ARE PERMITTED TO OPERATE WITHIN [NAME] OCA.

FLIGHTS NOT YET OPERATING WITHIN THE [AIRSPACE NAME] OCA BUT IN RECEIPT OF AN [OCEANIC] OR [ATC] CLEARANCE ARE STRONGLY ADVISED NOT TO ENTER THE AIRSPACE.

FLIGHTS OPERATING WITH AN ACKNOWLEDGED OCEANIC/ATC CLEARANCE THAT CONTINUE UNDER PILOTS DISCRETION ARE EXPECTED TO PROCEED IN ACCORDANCE WITH THE LAST OCEANIC/ATC CLEARANCE ISSUED AND MUST CONTACT NEXT ATC AGENCY AS SOON AS POSSIBLE AND REPORT CURRENT POSITION, CLEARED FLIGHT LEVEL, NEXT POSITION AND ESTIMATE, AND SUBSEQUENT POSITION(S). FLIGHTS MUST REVERT TO VOICE POSITION REPORTING PROCEDURES. DATALINK EQUIPPED AIRCRAFT ARE EXPECTED TO CONNECT TO/REMAIN CONNECTED TO CURRENT CENTRE UNTIL OTHERWISE INSTRUCTED.

FLIGHTS MUST MONITOR 121.5 / 123.45MHZ AND VOLMET AND USE ALL AVAILABLE MEANS TO DETECT ANY CONFLICTING TRAFFIC.

FURTHER DETAILS WILL BE PROVIDED VIA NOTAM IN DUE COURSE.

Gander International Flight Service Station**Procedures in Event of a Data Link System Failure**

- ~~A. The communications service provider (CSP) will advise participating airlines and the OACC if there is a widespread ADS Failure~~
- ~~B. The CSP will provide the OACC with a list of all aircraft that were logged on to the NAV Canada Gateway.~~
- ~~C. The OACC will provide the list to IFSS including the last WPR received~~
- ~~D. IFSS will prioritise the list and retrieve associated SELCAL~~
- ~~E. IFSS will advise aircraft that limited data link capabilities may result in voice~~

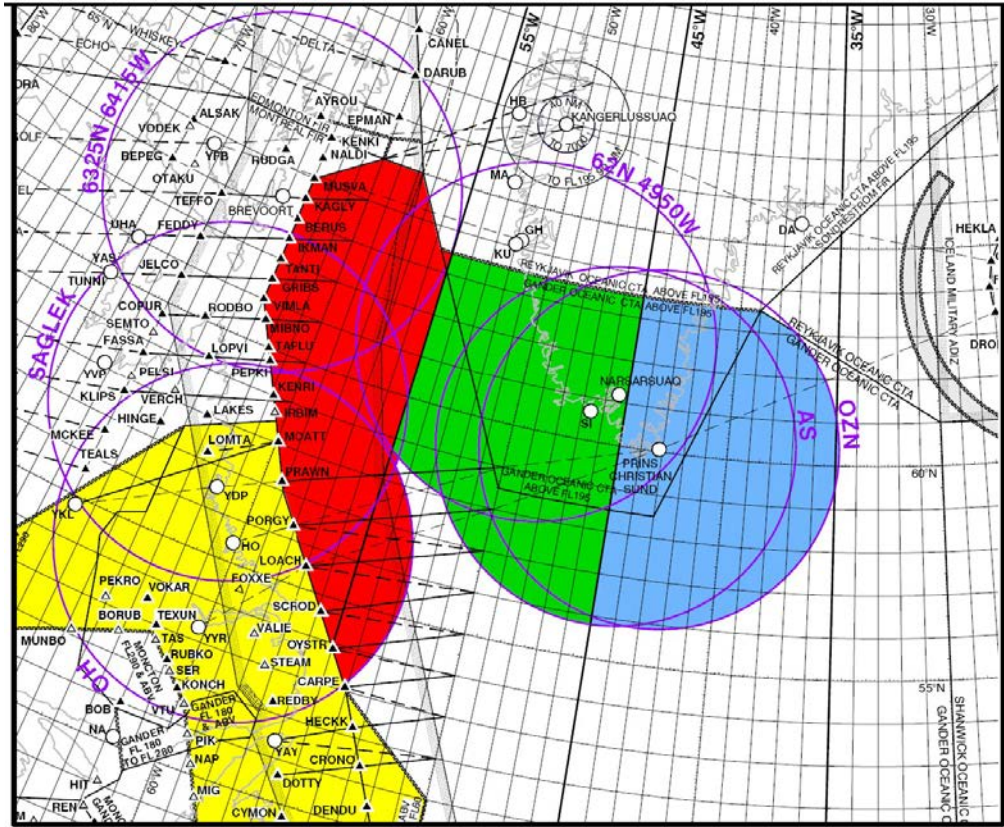
~~WPR NOTES~~

- ~~1. One NOTAM may be issued for all participating OACCs if there is a widespread ADS Suspension. In event that the failure is localized, Gander OACC may suspend ADS WPR in Gander's FIR. Resumption of ADS WPR will be at the discretion of the ACC Shift manager/Oceanic Supervisor.~~
- ~~2. The CSP will issue e-mail bulletins to users, including NAV Canada, advising of the outages and including any available extent/duration information.~~
- ~~3. Gander radio will SELCAL flights to advise of the failure, as per the North Atlantic Region Data Link Initiative.~~

COMMENT	Not a contingency procedure as expected in 006. Remove
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Appendix E – ADS-B airspace MAP

ICAO airspace delegated to Canada generally falling within an area west of 35 degrees longitude and north of 56 degrees latitude. ADS-B services will be available at FL290 and above.



COMMENT	No longer pertinent. Remove
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Appendix F**Communications and Position Reporting Procedures in NAT MNPS ADS-B
Airspace**

VHF Frequencies (see attached table) to provide DCPC for ADS-B coverage area within the Gander OCA will be located at:

- Brevort, Canada
- Saglek, Canada
- Hopedale, Canada
- Paamiut, Greenland
- Frederiksdal, Greenland
- Prince Christian Sund, Greenland
- Simiutaq, Greenland

Site	Designator	Power (W)	Frequency	VSCS Name	Radio No.
Saglek	SV	300	135.325	135.32 SV	96
Saglek	SV	50	123.75	123.75 SV	79
Breevort	BZ	50	128.075	128.07 BZ	104
Breevort	BZ	50	124.825	124.82 BZ	95
Hopedale	HO	300	132.65	132.65 HO	80
Paamiut	PA	50	135.15	135.15 PA	97
Paamiut	PA	50	132.375	132.37 PA	98
Paamiut	PA	50	127.55	127.55 PA	89
Simiutaq	SM	50	134.475	134.47 SM	99
Simiutaq	SM	50	132.85	132.85 SM	100
Simiutaq	SM	300	126.825	126.82 SM	90
Simiutaq	SM	50	120.7	120.7 SM	91
Frederiksdal	FD	300	135.675	135.67 FD	101
Frederiksdal	FD	50	119.8	119.8 FD	102
Frederiksdal	FD	50	118.425	118.42 FD	92
Prins Christian Sund	PC	50	134.95	134.95 PC	103
Prins Christian Sund	PC	50	133.05	133.05 PC	93
Prins Christian Sund	PC	50	124.0	124.0 PC	94

COMMENT

No longer pertinent. Remove