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AERONAUTICAL INFORMATION MANAGEMENT (AIM)  
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KARACHI – 75200.

**AIP SUPPLEMENT**  
**S-44/18**  
**24<sup>TH</sup> SEPTEMBER 2018**

ALL TIMES UTC

**S-44/18**

## **ATM CONTINGENCY PLAN FOR INTERNATIONAL FLIGHTS - LAHORE FIR**

### **1. OBJECTIVES:**

- 1.1 This publication contains the arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of Air Traffic Services (ATS) through Lahore Flight Information Region (OPLR) and is in accordance with the ICAO Annex 11;
- 1.2 This plan has been developed to engage level-2 contingency (inter State) hierarchy keeping Category-A airspace scenario from ATM Contingency plan template for APAC Region;
- 1.3 To provide a greater degree of certainty for air space and aerodrome users during contingency operations;
- 1.4 In the event of total disruption of ATS within the Lahore FIR (OPLR), contingency routes are promulgated to accommodate the flow of international air traffic to ensure minimum disruption for aircraft transiting the Lahore FIR (OPLR). These contingency routes are designed to maximize the use of existing ATS route structure, communications, navigation and surveillance services under the prevailing circumstances. To ensure continued safety, limited flight levels will be made available on these contingency routes to minimize potential points of conflict.
- 1.5 In the absence of normal Air Traffic Services, only Flight Information Services will be provided on the contingency routes by the designated ATS Unit as specified in Para 2.3.

### **2. AIR TRAFFIC MANAGEMENT:**

#### **2.1 Notification of Activation:**

- 2.1.1 In the event that ATS cannot be provided within the Lahore FIR (OPLR), Lahore Area Control Centre (ACC) shall issue not less than 48 hours prior, where practicable, a NOTAM indicating the following:
  - a. *Date and time of commencement of the Contingency Routes;*
  - b. *Information on the provision(s) made for alternate services;*
  - c. *ATS Contingency routes, flight levels available and tactically defined routes;*
  - d. *Details of the availability of facilities and services including an expected date / time of restoration of services if available;*
  - e. *Procedures to be followed by pilots;*
  - f. *Any other details with respect to the disruption and actions being taken by the aircraft operators that may find useful.*
  - g. *Any special procedure to be followed by neighboring ATS unit(s);*
  - h. *Class of airspace along contingency route(s).*
- 2.1.2 In the event that Lahore ACC is unable to issue the corresponding NOTAM, the neighboring AIS Authorities / ICAO Asia and Pacific Regional office will take action to issue the NOTAM of the contingency plan upon notification by Lahore ACC.

## 2.2 Provision of Services and Communication Facilities:

- 2.2.1 On activation of the contingency routes, the following ATS Units shall be providing Flight Information Services within the designated portions of the Lahore FIR to allow international air traffic movements on the contingency routes.

ATC UNITS	FREQUENCIES	
	MAIN	SECONDARY
ACC Sector East	127.5MHz	132.55 MHz
ACC Sector West	124.1MHz	118.950 MHz
AIAP Approach	121.3MHz	125.3 MHz
AIAP Tower	118.1MHz	118.875 MHz
AIAP Ground	118.4MHz	121.8MHz
Kabul ACC	128.5 MHz	118.3MHz
Delhi ACC	124.55 MHz	133.9 MHz
Islamabad Approach	121.65MHz	124.65 MHz
Cherat Approach (South)	119.250MHz	126.350MHz
Cherat Approach (North)	125.6MHz	121.2MHz
Nur Khan Approach	133.350MHz	130.950MHz
Karachi ACC	123.15MHz	122.050 MHz
HF	10018KHz during day 5658KHz day & night 5601KHz day & night 3467KHz night	--

## 2.3 Contingency Routes:

- 2.3.1 The contingency routes given at subsequent tables shall be established on notification by NOTAM. These routes are based on pre-existing ATS routes with Significant point to define the need to establish contact with the designated ATS Unit for Flight Information Services;
- 2.3.2 To ensure flight safety on the contingency routes, there will be limited flight levels available for flights along the contingency routes as specified against each;
- 2.3.3 The minimum longitudinal separation will be 15 minutes;
- 2.3.4 No level change shall be permitted during contingency in Lahore FIR;
- 2.3.5 Changes to airspace classification will be notified by NOTAM.
- 2.3.6 The ACC responsible for aircraft entering the Lahore FIR will instruct pilots to maintain the last flight level assigned and speed (MACH number if applicable) while operating in the Lahore FIR;
- 2.3.7 The ACC responsible prior for aircraft entering the Lahore FIR will inform aircraft that they must establish contact with the first ATS unit after transiting the Lahore FIR not less than 10 minutes before the estimated time of entry to the adjacent FIR;
- 2.3.8 Transfer of control and communication should be at the common FIR boundary between ATS units.

### CONTINGENCY ROUTE STRUCTURE WHEN NO ATS AVAILABLE IN LAHORE FIR

#### 2.3.9 EAST BOUND:

CONTINGENCY ROUTES LAHORE FIR (CRPAK)	ATS ROUTES	FLIGHT LEVEL AVAILABLE
CRPAK – 15	<u>L750</u> BIROS – ZB – UPVAL	FL 310
CRPAK – 16	<u>N644-M875</u> DOBAT - D.I Khan – JHANG - GUGAL	FL 390 & FL 350 (Btwn 1500- 2359 UTC)
CRPAK – 17	<u>N644-A466</u> DOBAT - D.I Khan – JHANG – SULOM	FL 310 & FL 350
CRPAK – 18	<u>L509</u> LAJAK – HANGU – NONIB – INDEK - SULOM	FL 330 (Btwn 1500 – 2359 UTC)
CRPAK - 19	<u>G325</u> PARLO – ZB – HANGU – PS – GILGIT - PURPA	FL 370

**NOTE: 1** All other International Routes will not be available. Entry in Lahore FIR via MOTMO, RIMPA, SITAX, RABAN and MOLTA will not be allowed.

**NOTE: 2** All flights entering from Karachi FIR landing at Kabul will be re-routed by Karachi ACC via SERKA.

#### 2.3.10 **WEST BOUND:**

CONTINGENCY ROUTES LAHORE FIR (CRPAK)	ATS ROUTES	FLIGHT LEVEL AVAILABLE
CRPAK – 20	<u>L750</u> UPVAL – ZB - BIROS	FL360 & FL320
CRPAK – 21	<u>M875- N644</u> GUGAL - JHANG-D.I Khan - DOBAT	FL 360 (Btwn 1500 – 2359 UTC)
CRPAK – 22	<u>A466-N644</u> SULOM – JHANG - D.I Khan - DOBAT	FL320 & FL380
CRPAK – 23	<u>L509</u> SULOM – INDEK – NONIB – HANGU - LAJAK	FL 360 (Btwn 1500 – 2359 UTC)
CRPAK – 24	<u>G325</u> PURPA – GT- PS – HANGU – ZHOB - PARLO	FL 400 & FL 340

**NOTE: 1** All other International Routes will not be available. Entry in Lahore FIR via MOTMO, RIMPA, SITAX, RABAN and MOLTA will not be allowed.

**NOTE: 2** All flights entering from Karachi FIR landing at Kabul will be re-routed by Karachi ACC via SERKA.

**NOTE: 3** Details for ATS Contingency Routes see Appendix.

### 3. **TRANSITION TO CONTINGENCY ROUTE ACTIVATION:**

- 3.1 The transition period shall be defined as the time when the ability to provide ATS cease till the time when the contingency routes are activated by way of notification through NOTAM;
- 3.2 During times of declared uncertainty when impending closures of Lahore FIR seem possible, aircraft operators are expected to prepare for possible changes in routing while en-route. Familiarization of the alternate routes and contingency routes outlined in this publication, as well as those which may be promulgated by Lahore FIR via NOTAM if necessary;
- 3.3 In the event of a sudden airspace closure, Lahore ACC shall broadcast to all aircraft in Lahore FIR that airspace is being closed and to stand by for further instructions;
- 3.4 During the transition period, communication congestions may be expected and so shall be kept to a necessary minimum. Desired route changes may not be available and other designated ATS Units may be referred for guidance as far as practicable;
- 3.5 Flights approaching Lahore FIR during the transition period may plan to re-route around Lahore FIR or may land at an appropriate airfield.

### 4. **PROCEDURES FOR PILOTS AND OPERATORS:**

- 4.1 Flight planning requirements for Lahore FIR shall be followed as normal flight planning requirements contained in the Aeronautical Information Publication (AIP) Pakistan (ENR 1.10-1 & 1.10-2)
- 4.2 All Aircraft transiting through Lahore FIR shall strictly comply with the following:
  - a. *Flights are to flight plan using the Contingency Routes specified in Para 2, Sub-Para 2.3.9 & 2.3.10 according to their airport of origin and destination;*
  - b. *Operate along or as close as possible to the centerline of the assigned contingency route;*

- c. Reach the flight level assigned by adjacent designated ATS Units for transit into Lahore FIR at least ten (10) minutes before entering Lahore FIR;*
- d. Maintain the flight level and Mach number assigned by the last adjacent designated ATS Units while operating within Lahore FIR, unless an emergency situation or flight security reason exists;*
- e. Maintain a continuous listening watch on the communication frequency of the designated ATS unit, transmit blind on emergency frequency 121.5 MHz and on pilots' air to air frequency 123.450 MHz position reports five (5) minutes before and overhead each compulsory reporting point established along the respective contingency route;*
- f. Include in their first position report to the designated ATS unit the estimated time over the entry point of Lahore FIR and the estimated time and point at which they will exit the Lahore FIR.*
- g. Whenever emergencies and / or flight safety reasons make it impossible to maintain the assigned flight level within Lahore FIR, climb or descent remaining well to the right of the centerline of the route being flown and relay immediately by blind broadcast on emergency frequency 121.5 MHz and on pilot' air to air frequency 123.450 MHz for all other aircraft likely to be affected due emergency level change. A relevant message comprising the aircraft call-sign, aircraft position, flight level being left and /or crossed be relayed.*
- h. Contact the adjacent designated ATS Units as soon as possible but at least ten (10) minutes before the estimated time of reaching over the relevant exist point of Lahore FIR to obtain the ATC clearance from concerned FIR/ACC;*
- i. Display navigation and anti-collision lights at all times during the transit of contingency airspace;*
- j. Flights operating through Lahore FIR shall be equipped with following minimum communications, Navigation and Surveillance capability;*
  - i. SSR*
  - ii. RVSM*
  - iii. ACAS / TCAS*
- k. Not all operational circumstances can be addressed by this Contingency Plan and pilots are to maintain a high level of alertness when operating in the contingency airspace and take appropriate action to ensure safety of the flight.*

**5. RESUMPTION AND RESTORATION OF SERVICES:**

- 5.1 As soon as ATS are restored in Lahore FIR a NOTAM for the resumption of ATS will be issued.
- 5.2 In the aim to ensure safe and orderly traffic movements at the onset of the resumption of services, operators can expect congestions and delays. As such additional flow control measures could be applied to regulate the flow of traffic to clear the backlog of air traffic that has been affected during the period when ATS was not available.

- 6. This AIP Supplement supersedes AIP Supplement S-23/16 dated 28<sup>th</sup> June, 2016.

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ATM CONTINGENCY PLAN FOR  
INTERNATIONAL FLIGHT-LAHORE FIR

