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**MOROCCO AIR TRAFFIC SERVICES**

**CONTINGENCY PLAN**

**THE CASABLANCA UIR**

**Ce SUP AIP comporte 24 pages**  
**This SUP AIP contains 24 pages**

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## **ATM CONTINGENCY PLAN FOR THE CASABLANCA UIR**

### **FOREWORD**

This is the first edition of the Moroccan Air Traffic Management (ATM) Contingency Plan for Air Traffic Services (ATS) for the Upper Airspace of The Casablanca Flight Information Region (FIR). This Contingency Plan will come into effect as determined by the Director General of the General Civil Aviation Authority (GCAA), who is the authority for civil aviation operations in Morocco.

This Contingency Plan contains arrangements to be introduced to permit the continuance of international flights to transit The Casablanca UIR, in the event that the air traffic and support services normally undertaken by the Casablanca Area Control Centre (ACC) should become partially or totally unavailable (the worst case scenario of a total disruption in ATS) due to any occurrence that restricts flight operations.

This Plan has been developed in close cooperation and collaboration with the Civil Aviation Authorities responsible for the adjacent FIRs and the airspace users representatives. The Moroccan military authorities also have been consulted and recognize the requirement for the Plan and the civil aviation procedures that apply there to.

The Plan will be activated by promulgation of a NOTAM issued by the Moroccan International NOTAM Office (NOF) as far in advance as is practicable. However, when such prior notification is impracticable for any reason, the Plan will be put into effect on notification by the designated authority, as authorized by the GCAA. It is expected that the civil aviation authorities concerned and the airline operators will fully cooperate to implement the Plan as soon as possible.

This Plan has been prepared in coordination with the International Civil Aviation Organization (ICAO), to meet the requirements in ICAO Annex 11 " Air Traffic Services", to provide for the safe and orderly continuation of international flights through Moroccan airspace.

Any proposed amendments to this plan shall be forwarded to:

Director General  
GENERAL CIVILE AVIATION AUTHORITY (GCAA)  
Postal address AV Azzaitoune Hay Riad BP1073 R.P  
Rabat Morocco  
Tel: (+212) 37 67 94 54 / 37 67 94 13.  
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### RECORD OF AMENDMENTS

<b>Amendment Number</b>	<b>Effective Date</b>	<b>Update month</b>	<b>Entered By</b>
<b>01</b>	<b>07 OCT 2016</b>	<b>Sep 2016</b>	<b>Division Coordination</b>

## **ATM CONTINGENCY PLAN FOR INTERNATIONAL FLIGHTS TO TRANSIT THE UPPER AIRSPACE OF THE CASABLANCA UIR**

Effective: 07 OCT 2016 at 00:01 (UTC)

### **1. OBJECTIVE**

- 1.1 This Air Traffic Management (ATM) Contingency Plan, contains arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of air traffic services within the Casablanca UIR in accordance with ICAO Annex 11 – *Air Traffic Services, Chapter 2, paragraph 2.30*. The Contingency Plan provides the ATS procedures and contingency route structure using existing airways in most cases that will allow aircraft operators to transit The Casablanca UIR.
- 1.2 The Contingency Plan does not address arrangements for aircraft arriving to and departing from Moroccan airports and for domestic flight operations within the territory of Morocco.

### **2. STATES AND FIRS AFFECTED**

- 2.1 In the event that the Director General, (GCAA) activates this Contingency Plan, the civil aviation authorities of the adjacent FIRs will be notified in accordance with the Letter of Agreement (LoA) established between the States concerned. The adjacent States, FIRs and ACCs directly affected by this Contingency Plan are as follows:

**a. SPAIN**

Seville ACC;  
Canarias ACC.

**b. PORTUGAL**

Lisbon ACC.

**c. ALGERIA**

Alger ACC.

**d. NOUAKCHOTT**

Nouakchott ACC.

- 2.2 The contact details of the civil aviation authorities and organizations concerned are contained in **Appendix A**. These details should be kept up to date and relevant information provided to the GCAA as soon as practicable.

### **3. MANAGEMENT OF THE CONTINGENCY PLAN**

- 3.1 The contingency measures set out in this Plan are applicable in cases of foreseeable events caused by unexpected interruptions in ATS caused by natural occurrences or other circumstances, which, in one way or another, may impair or totally disrupt the provision of ATS and/or of the related support services in The Casablanca UIR.
- 3.2 The following arrangements have been put in place to ensure that the management of this Contingency Plan provides for international flights to proceed in a safe and orderly fashion through the Upper Airspace of the Casablanca UIR.

Central Coordinating Committee (CCC)

3.3 As soon as practicable in advance of, or after a contingency event has occurred, the General Director of Civil Aviation(GCAA), shall convene the Central Coordinating Committee (CCC) comprised of representatives from:

- a. Directorate General of Civil Aviation Authority;
- b. Office National Des Aéroports ONDA (Moroccan ANSP);
- c. Moroccan military authority;
- d. State Security Committee;
- e. Representative from the airlines committee;
- f. Meteorological service;
- g. Other participants as required.

3.4 The CCC shall oversee the conduct of this Contingency Plan, the terms of reference for the CCC will be determined by the GCAA.

3.5 Contact details of the members of the CCC are provided in **Appendix B**.

#### ATM Operational Contingency Group (AOCG)

3.6 The ATM Operational Contingency Group (AOCG) will be convened by the CCC with a primary responsibility to oversee day to day operations under the contingency arrangements, and coordinate operational ATS activities, 24 hours a day, throughout the contingency period. The terms of reference of the AOCG will be determined by the CCC. The AOCG will include specialized personnel from the following disciplines:

- Air traffic services (ATS);
- Aeronautical telecommunication (COM);
- Aeronautical meteorology (MET);
- Aeronautical information services (AIS);
- ATS equipment maintenance service provider.

The mission of the AOCG shall include:

- a. review and update of the Contingency Plan as required;
- b. keep up to date at all times of the contingency situation;
- c. organize contingency teams in each of the specialized areas;
- d. keep in contact with and update the ICAO EUR and AFI Regional Office, operators and the IATA Regional Office;
- e. exchange up-to-date information with the adjacent ATS authorities concerned to coordinate contingency activities;
- f. notify the designated organizations in Morocco of the contingency situation sufficiently in advance and/or as soon as possible thereafter;
- g. take the necessary action for issuing NOTAMS according to the corresponding contingency situation, this plan or as otherwise needed (example NOTAMS are provided in **Appendix D**). If the situation is foreseeable sufficiently in advance, a NOTAM will be issued 48 hours in advance.

#### 4. CONTINGENCY ROUTE STRUCTURE

- 4.1 In the event of disruption of the ATC services provided by The Casablanca ACC, contingency routes will be introduced to ensure safety of flight and to facilitate limited flight operations commensurate with the prevailing conditions. Existing ATS routes form the basis of the contingency routes to be used, and a flight level assignment scheme introduced to minimize potential points of conflict and to limit the number of aircraft operating simultaneously in the system under reduced air traffic services.
- 4.2 The contingency route structure for international flights is detailed in **Appendix E**. Additional contingency routes will be introduced as and when circumstances require, such as in the case of volcanic ash clouds forming.
- 4.3 In regard to domestic operations, if circumstances dictate, all flights shall be temporarily suspended until a full assessment of the prevailing conditions has been determined and sufficient air traffic services restored. A decision to curtail or restart domestic operations will be made by the CCC.
- 4.4 Aircraft on long-haul international flights and special operations (e.g. Search and Rescue (SAR), State aircraft, humanitarian flights, etc), shall be afforded priority in accordance with this plan.
- 4.5 International operators affected by the suspension of all operations from Moroccan Airports will be notified by the relevant airport authority when operations may be resumed, and flight planning information will be made available pertaining to that airport. International flights who have received such approval may be required to flight plan via domestic routes to join international contingency routes.

#### 5. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

##### Reduced ATS and provision of flight information services (FIS)

- 5.1 During the contingency critical period, ATS including ATC may not be available, particularly with regard to availability of communications and radar services. In cases where service are not available, a NOTAM will be issued providing the relevant information, including an expected date and time of resumption of service. The contingency plan provides for limited flight information and alerting services to be provided by adjacent ACCs.
- 5.2 FIS and flight monitoring will be provided by the designated ATS authorities for the adjacent FIRs on the contingency routes that enter their respective UIRs. A chart depicting the airspace arrangement is provided in **Appendix F**.
- 5.3 The primary means of communication will be by VHF or HF radio except for aircraft operating automatic dependent surveillance (ADS) and controller/pilot data link communication (CPDLC) systems.  
When CPDLC has been authorized for use by the relevant ATC authority, this will become the primary means of communication with HF as secondary.  
In the case of ADS automatic position reporting, this replaces voice position reporting and CPDLC or HF will become the secondary means. Details of the communication requirements are provided in **Appendix E**.

### ATS Responsibilities

- 5.4 During the early stages of a contingency event, ATC may be overloaded and tactical action taken to reroute aircraft on alternative routes not included in this Plan.
- 5.5 In the event that ATS can not be provided in The Casablanca UIR a NOTAM shall be issued indicating the following:
- a. time and date of the beginning of the contingency measures;
  - b. airspace available for landing and overflying traffic and airspace to be avoided;
  - c. details of the facilities and services available or not available and any limits on ATS provision (e.g., ACC, APPROACH, TOWER and FIS), including an expected date of restoration of services if available;
  - d. information on the provisions made for alternative services;
  - e. any changes to the ATS contingency routes contained in this Plan;
  - f. any special procedures to be followed by neighboring ATS units not covered by this Plan;
  - g. any special procedures to be followed by pilots; and
  - h. any other details with respect to the disruption and actions being taken that aircraft operators may find useful.
- 5.6 In the event that the Moroccan International NOTAM Office is unable to issue the NOTAM, the (alternate) International NOTAM Office at XXXXXX and/or XXXXXX will take action to issue the NOTAM of closure airspace upon notification by the GCAA or its designated authority, e.g. the ICAO EUR/NAT .

### Aircraft Separation

- 5.7 Aircraft separation criteria will be applied in accordance with the Procedures for Air Navigation Services-Air Traffic Management (PANS-ATM, Doc 4444) and the Regional Supplementary Procedures (Doc 7030).
- 5.8 The longitudinal separation will be 15 minutes. However, this may be reduced to 10 minutes in conjunction with application of the Mach number technique in light of developments and as authorized by the GCAA by the appropriate OCA.
- 5.9 The route structure provides for lateral separation of 100 NM and in cases where this is less, and for crossing routes, a standard minimum vertical separation will be applied.

### Flight level restrictions

- 5.10 Where possible, aircraft on long-haul international flights shall be given priority with respect to cruising levels.

### Aircraft position reporting

- 5.11 Pilots will continue to make routine position reports in line with normal ATC reporting procedures.

### VFR operations

- 5.12 VFR flights shall not operate in The Casablanca airspace if there are extensive disruptions to ATC facilities, except in special cases such as State aircraft, MEDIVAC flights, and any other essential flights authorized by the GCAA.



### Procedures for ATS Units

5.13 The ATS units providing ATC services will follow their unit emergency operating procedures and activate the appropriate level of contingency procedures in line with the Letter of Agreement (LoA). These procedures include the following:

- a. The Casablanca ACC on determining that ATS may be reduced due to a contingency event, will inform pilots by the controller responsible of the emergency condition and advise if it is likely that the ACC will be evacuated and ATS suspended. In the event of it becoming necessary to evacuate the ACC building, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication, the emergency evacuation message is provided in **Appendix I**;
- b. during the period the contingency procedures are in effect, flight plan messages must continue to be transmitted by operators to The Casablanca ACC and via the AFTN/AMHS using normal procedures;

*Note: Depending on the phase of emergency and circumstances, the Moroccan NOF may be suspended and alternative AFTN/AMHS service introduced, e.g. at the The Casablanca Mohammed the V Airport Tower building. Also, the NOF of adjacent ATS authorities may be used to issue Moroccan NOTAMs.*

- c. on notification by GCAA of Morocco, the ATS authorities operating the ACCs of Seville, Lisbon, Madera, Canarias, Alger and Nouakchott will activate the contingency procedures in accordance with their respective Letter of Agreement;
- d. the adjacent ACC responsible for aircraft entering for transit of The Casablanca UIR must communicate, not less than 30 minutes beforehand, the estimated time over the contingency Transfer of Control Point (TCP);
- e. the ACC responsible for aircraft entering the Casablanca UIR will instruct pilots to maintain the last flight level assigned and speed (MACH number if applicable) while overflying the Casablanca UIR;
- f. the ACC responsible will not authorize any change in flight level or speed (MACH number, if applicable) later than 10 minutes before the aircraft enters The Casablanca UIR, except in the case specified in h) below;
- g. the ACC responsible prior to aircraft entering the Casablanca UIR will instruct aircraft that they must communicate with the next (downstream) ATC unit 10 minutes before the estimated time of Contingency TCP; and
- h. aircraft may also chose to avoid the Casablanca UIR, and the controlling authorities of the airspace concerned will provide alternative contingency routes as appropriate and these will be published by NOTAM.

### Transition to contingency scheme

- 5.14 During times of uncertainty when airspace closures seem possible, aircraft operator should be prepared for a possible change in routing while en-route, familiarization of the alternative routes outlined in this Contingency Plan, as well as those which may be promulgated by a State via NOTAM or AIP.
- 5.15 In the event of airspace closure that has not been promulgated, ATC should, if possible, broadcast to all aircraft in their airspace, what airspace portion is being closed and to stand by for further instructions.
- 5.16 ATS units should recognize that when closures of airspace or airports are promulgated, individual airlines might have different company requirements as to their alternative routings. ATC should be alerted to respond to any request by aircraft and react commensurate with safety.

### Adjustment of Coordination Requirements

- 5.17 The ATS providers concerned should review the effectiveness of current coordination requirements and procedures in light of contingency operations or short notice of airspace closure, and make any necessary adjustments to the Contingency Plan and LoAs.

## **6. PILOTS AND OPERATOR PROCEDURES**

### Filing of flight plans

- 6.1 Flight planning requirements for the Casablanca UIR are to be followed in respect to normal flight planning requirements contained in the Morocco Aeronautical Information Publication (AIP) and as mentioned at **Appendix G**.

### Over flight approval

- 6.2 Aircraft operators must obtain normal over flight approval from the GCAA of Morocco prior to operate flights through the Casablanca UIR.

### Pilot operating procedures

- 6.3 Aircraft overflying the Casablanca UIR shall follow the following procedures:
  - a. all aircraft proceeding along the ATS routes established in this Contingency Plan will comply with the instrument flight rules (IFR) and will be assigned a flight level in accordance with the flight level allocation scheme applicable to the route(s) being flown as specified in **Appendix E**;
  - b. flights are to file a flight plan using the Contingency Routes specified in **Appendix E**, according to their airport of origin and destination;
  - c. pilots are to keep a continuous watch on the specified contingency frequency as specified in **Appendix E** and transmit in English position information and estimates line with normal ATC position reporting procedures;
  - d. pilots are to maintain during their entire flight time within the Casablanca UIR, the flight level last assigned by the last ACC responsible prior to the aircraft entering the Casablanca UIR, and under no circumstances change this level and Mach Number, except in cases of emergency and for flight safety reasons. In addition, the last SSR transponder assigned shall be maintained or, if no transponder has been assigned, transmit on SSR code 2000;

- e. aircraft are to reach the flight level last assigned by the responsible ACC at least 10 minutes before entering the Casablanca UIR;
- f. pilots are to include in their last position report prior to entering the The Casablanca UIR, the estimated time over the entry point of the Casablanca UIR and the estimated time of arrival over the relevant exit point of The Casablanca airspace;
- g. pilots are to contact the next adjacent ACC as soon as possible, and at the latest, **ten (10) minutes** before the estimated time of arrival over the contingency TCP point;
- h. whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for transit of the Casablanca UIR, pilots are to climb or descend well to the right of the centerline of the contingency route, and if deviating outside the Casablanca UIR, to inform immediately the ACC responsible for that airspace. Pilots are to make blind broadcast on 121.5 MHz of the relevant emergency level change message (comprising the aircraft call sign, the aircraft position, the flight levels being vacated and crossed, etc);
- i. 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 flight.

#### Interception of civil aircraft

- 6.4 Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off normal traffic flows, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2 "Rules of the Air, paragraph 3.8 and Appendix 2, Sections 2 and 3".
- 6.5 The Moroccan Air Force may intercept civil aircraft over the territory of Morocco in the event that a flight may not be known to and identified by the military authority. In such cases, the ICAO intercept procedures contained in Annex 2 (reproduced in **Appendix H**) will be followed by the Moroccan Air Force, and pilots are to comply with instructions given by the pilot of the intercepting aircraft. In such circumstances, the pilot of the aircraft being intercepted shall broadcast information on the situation.
- 6.6 If circumstances lead to the closure of the Moroccan airspace and no contingency routes are available through the Casablanca UIR, aircraft will be required to route around the Moroccan airspace. As much warning as possible will be provided by the appropriate ATS authorities in the event of the complete closure of Moroccan airspace.
- 6.7 Pilots need to continuously guard the VHF emergency frequency 121.5 MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discrete code assigned by ATC or select code 2000 if ATC has not assigned a code.

## 7. COMMUNICATION PROCEDURES

### Degradation of Communication - Pilot Radio Procedures

- 7.1 When operating within the contingency airspace of the Casablanca UIR, pilots should use normal radio communication procedures where ATS services are available. These will be in accordance with the communication procedures in this Plan or as otherwise notified by NOTAM.
- 7.2 If communications are lost unexpectedly on the normal ATS frequencies, pilots should try the next applicable frequency, e.g. if en-route contact is lost then try the next appropriate frequency, that is, the next normal handover frequency. Pilots should also consider attempting to contact ATC on the last frequency where two-way communication had been established. In the absence of communication with ATC, the pilot should continue to make routine position reports on the assigned frequency, and also broadcast positions on the specified contingency frequency.

### Communication frequencies

- 7.3 A list of frequencies to be used for the contingency routes and the ATS units providing FIS and air-ground communication monitoring for the Casablanca FIR/UIR is detailed at **Appendix E**.

## 8. AERONAUTICAL SUPPORT SERVICES

### Aeronautical Information Services (AIS)

- 8.1 A NOTAM contingency plan will be developed to ensure continuation of the NOTAM service for the Casablanca UIR in support of contingency operations. The NOTAMs will establish the actions to be taken in order to reduce the impact of the failures in the air traffic services. The NOTAMs will also establish the necessary coordination and operational procedures that would be established before, during and after any Contingency phase.
- 8.2 NOTAM services will be provided by neighboring AIS authorities in accordance with LoAs.

### Meteorological Services (MET)

- 8.3 The Moroccan National Meteorological Directorate (DMN) is the designated meteorological authority of Morocco. DMN is also the provider of meteorological services for the international and domestic air navigation. In order to comply with the ICAO requirements on aeronautical meteorology specified in Annex 3, *Meteorological Service for International Air Navigation*, DMN should ensure regular provision of the following products and services:
  - a. Aerodrome observations and reports – local MET REPORT and SPECIAL, as well as WMO-coded METAR and SPECI; METAR and SPECI should be provided for all international aerodromes listed in the AIP Table and FASID Table MET 1A;
  - b. Terminal aerodrome forecast - TAF;
  - c. SIGMET for the Casablanca UIR; SIGMET should be issued by the Moroccan National Meteorological Directorate;
  - d. Information for the ATS units (TWR, APP, ACC) as agreed between the meteorological authority and the ATS units concerned;
  - e. Flight briefing and documentation as per Annex 3, Chapter 9.

- 8.4 It is expected that the Morocco MET services would continue to be available in the event of an ATS contingency situation. However, should ATS services for the Casablanca UIR be withdrawn, timely MET information may not be immediately available to pilots in flight. Alternative means of obtaining up to date MET information concerning the Casablanca UIR will be provided to the extent possible through the adjacent ATS authorities.

## 9. SEARCH AND RESCUE

### Notification and Coordination

- 9.1 ACCs involved in this Contingency Plan are required to assist as necessary to ensure that the proper Search and Rescue (SAR) authorities are provided with the information necessary to support downed aircraft or aircraft with an in-flight emergency in respect to the Casablanca UIR.
- 9.2 The SAR authority responsible for the Casablanca UIR is the Casablanca Rescue Coordination:  
Centre (Casablanca RCC/Casablanca SAR Office)  
Tel: + 212 522 53 92 20  
Fax: + 212 522 53 92 09  
AFTN: GMMMYXYX / GMMMLFRA  
Email:
- 9.3 Each ACC shall assist as necessary in the dissemination of INCERFA, ALERFA and DETRESFA in respect to incidents in the Casablanca UIR.
- 9.4 In the event that the Casablanca ACC is not available, the responsibility for coordinating with the Casablanca RCC for aircraft emergencies and incidents involving the Casablanca UIR will be undertaken by the by the National Air Defence Center (CNDA) Unit. The CCC will take appropriate steps to ensure that SAR information is made available to the Casablanca RCC. The AOCG will also oversee SAR coordination and disseminate relevant contact information.
- 9.5 In the event that both Casablanca ACC and Unit are not available, there are 24 hour-alert SAR Offices throughout Morocco coordinated by the National SAR to ensure the provision of SAR services in the Moroccan airspace.

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## APPENDIX A

CONTACT DETAILS OF ADJACENT STATES AND INTERNATIONAL ORGANIZATIONS  
PARTICIPATING IN THE MOROCCAN CONTINGENCY PLAN

N°	ADDRESS	TEL N°.	FAX. N°.	E-MAIL	AFTN
1	<b>SPAIN</b> ENAIRE	tbd	Tbd	Tbd	tbd
	Seville ACC	+34954555416 +34954555434	+34954555418 +34954555429	lecsfmp@aena.es	LECSZQZX
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**APPENDIX B****CENTRAL COORDINATING GROUP****1. Director General of Civil Aviation**

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Rabat Morocco

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Fax: + 37773074

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AMSH: GMMNYHSA

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**APPENDIX C****CASABLANCA UIR OPERATIONAL CONTINGENCY UNIT**

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- Director General of Aviation Safety (Chairperson)  
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**APPENDIX D**  
**SPECIMEN NOTAMS**

**a. AVOIDANCE OF AIRSPACE**

NOTAM.....DUE TO DISRUPTION OF ATS IN THE CASABLANCA UIR ALL ACFT ARE ADVISED TO AVOID THE UIR.

**b. AIRSPACE AVAILABLE LIMITED ATS**

NOTAM..... DUE TO ANTICIPATED DISRUPTION OF ATS IN THE CASABLANCA UIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

**c. CONTINGENCY PLAN ACTIVATED**

NOTAM .....DUE TO DISRUPTION OF ATS IN CASABLANCA UIR ALL ACFT ARE ADVISED THAT THE MOROCCAN INTERNATIONAL CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY THIS FIR IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE CONTINGENCY ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY MOROCCAN AIRSPACE.

**d. NON ADHERENCE TO THE CONTINGENCY PLAN**

NOTAM .....OPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE CASABLANCA UIR

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## APPENDIX E

INTERNATIONAL ROUTE STRUCTURE AND COMMUNICATIONS FOR TRANSIT  
OF THE CASABLANCA FIR WHEN NO ATS AVAILABLE IN MOROCCAN AIRSPACE

CONTINGENCY ROUTE Casablanca (CRC)	ATS ROUTE SEGMENT	FL Assignment	DIRECTION	ACCs	COM VHF FREQ
CRC1	KONBA-UN866-BEXAL	300, 320, 340, 360 & 380	Northbound (One-way)	Canaries	126.5Mhz
				Lisbon	131.325Mhz
CRC2	BAROK-UN873-SAMAR	310, 330, 350, 370,390 & 410	Southbound (One-way)	Lisbon	125.55Mhz
				Canaries	130.95Mhz
CRC3	VASTO-UN858-AKUDA	300, 320, 340,360 & 400	Northbound (One-way)	Canaries	129.1Mhz
				Lisbon	125.55Mhz
CRC4	KORNO-UN857-TERTO	310, 330,350 & 370	Southbound (One-way)	Seville	132.925Mhz
				Canaries	129.1Mhz
CR5	OSLAD-UN857-TERTO	310 & 350	Southbound (One-way)	Lisbon	125.55Mhz
				Canaries	129.1Mhz
CRC6	KORAL-UN871-ADUBI	300, 320, 340, 360 & 400	Northbound (One-way)	Canaries	129.1Mhz
				Seville	134.8Mhz
CRC7	GALTO UB11 MAK-ADM UR975 ECHED	290 & 410	Southbound (One-way)	Seville	134.8Mhz
				Nouakchott	124.2Mhz
CRC8	GALTO-UN869-ADM-UA600-SOLNA	290 & 410	Southbound (One-way)	Seville	132.475Mhz
				Canaries	133.0Mhz
CRC9	GALTO- UN869-RUSIK	290	Southbound (One-way)	Seville	132.475Mhz
				Canaries	129.1Mhz
CRC10	KORAL-SONSO-MAK-BEDUX-ARIAM	320	Eastbound (One-way)	Canaries	129.1Mhz
				Alger	125.7Mhz

CRC11	BULIS-RUTAL-MAK-CBA-TNG	280	Northbound (One- way)	Nouakchott	124.2Mhz
				Seville	132.47Mhz
CRC12	ORSUP-UA411-FES-UM372-MAK-UG850-ADM-UR975-ECHED	270	Southbound (One-way)	Alger	125.7Mhz
				Nouakchott	124.2Mhz
				Canaries	133.0Mhz
CR13	ORSUP-UA411-FES-UM372-MAK-UG850-ADM-UA600-SOLNA				
CRC14	ORSUP-UA411-FES-UM372-MAK-UG850-ADM-UN869-RUSIK				
CR15	BERUM-UG850-FES-UM372)-MAK-UG850-ADM-UN869-RUSIK	350	Northbound (One- way)	Seville	132.47Mhz
				Canaries	129.1Mhz/133.0Mhz
CR16	BERUM-UG850-FES-UM372)-MAK-UG850-ADM-UA600-SOLNA			Nouakchott	124.2Mhz
CRC17	BERUM-UG850-FES-UM372-MAK-ADM-UR975-ECHED				
CR18	ECHED-ESS-IBALU-OSLAD	380	Northbound (One- way)	Nouakchott	124.2Mhz
				Lisbon	125.55Mhz

Note 1: In the event that the Casablanca ACC is out of service and no ATS available for the Casablanca UIR, flight information service (FIS) for the upper airspace will be delegated to the designated ATS authority specified above with the airspace divided North/South at latitude 33°00'00"N then along the existing Casablanca UIR boundary. FIS will be provided by the adjacent ACCs in accordance with the LoAs with the Casablanca ACC.

- Listening Watch:

A listening watch should be maintained on the designated frequency from 10 minutes before entering the designated airspace until leaving this airspace. For an aircraft taking off from an aerodrome located within the designated airspace, the listening watch should start as soon as appropriate and be maintained until leaving the airspace.

- Broadcast Guidance:

- A broadcast should be clearly pronounced in English:
- ✓ 10 minutes before entering the designated airspace or, for a pilot taking off from an aerodrome located within the lateral limits of the designated airspace, as soon as appropriate;
- ✓ 10 minutes prior to crossing a reporting point;
- ✓ 10 minutes prior to crossing or joining an ATS route;
- ✓ at 20 minute intervals between distant reporting points;
- ✓ two to five minutes, where possible, before a change in flight level;
- ✓ at the time of a change in flight level; and
- ✓ at any other time considered necessary by the pilot in command.

- Operating Procedures:

- *Changes of cruising level*

Changes of Cruising Level are considered necessary by pilots to avoid traffic conflicts, for weather avoidance, or for other valid operational reasons.

When cruising level changes are unavoidable, all available aircraft lighting should be displayed while changing levels.

Please note this chart is intended as representative and is not suitable for navigation.

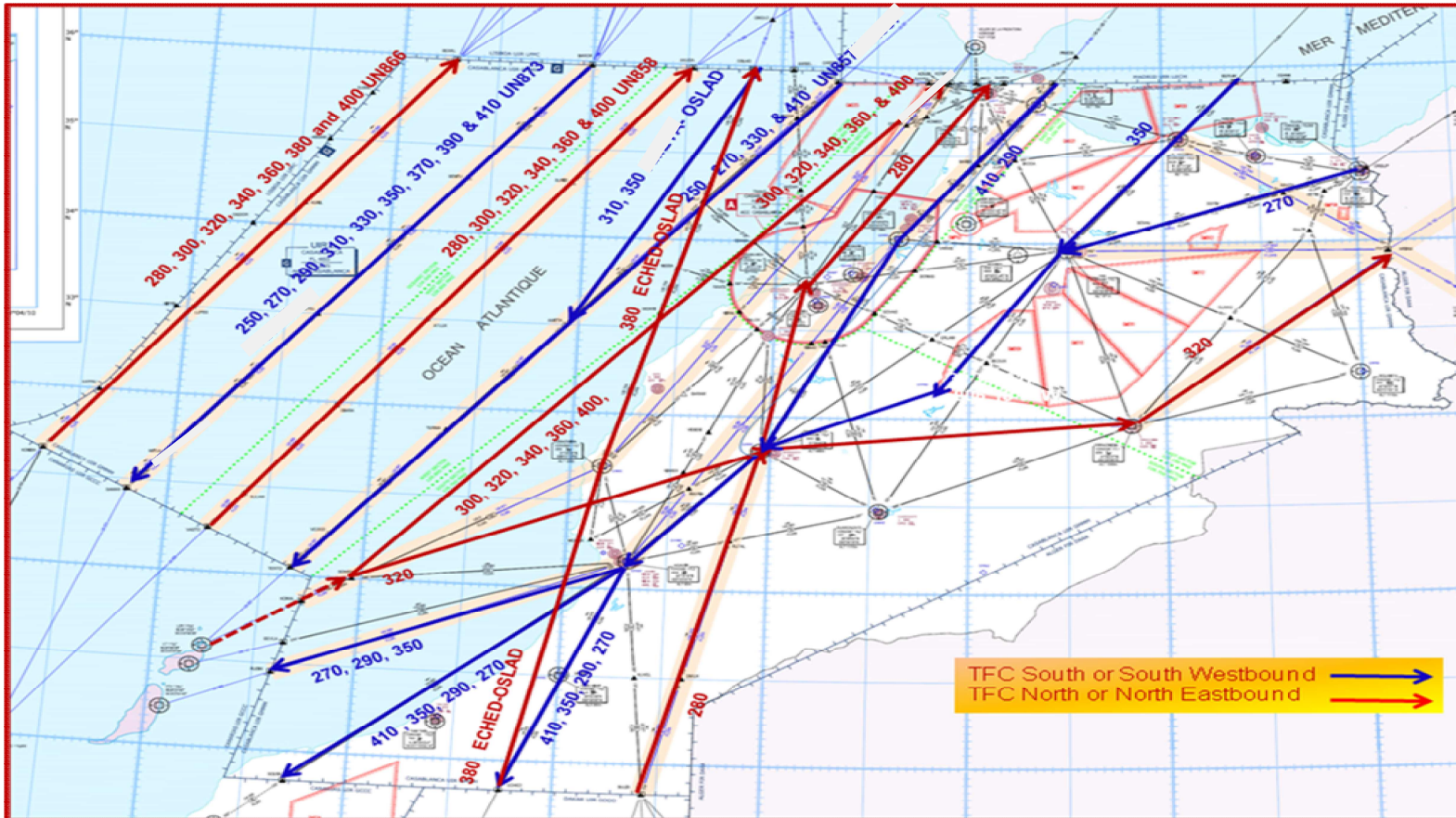
- *Collision avoidance*

If, on receipt of traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk to his aircraft, and this cannot be achieved in accordance with the right-of-way provisions of Annex 2, he should:

- ✓ unless an alternative maneuver appears more appropriate, climb or descend 500ft;
- ✓ display all available aircraft lighting which would improve the visual detection of the aircraft;
- ✓ as soon as possible reply to the broadcast advising action being taken;
- ✓ notify the action taken on the appropriate ATS frequency; and
- ✓ as soon as situation has been rectified, resume normal flight level, notifying the action on the appropriate ATS frequency.

### APPENDIX F

### Chart of contingency routes



## **APPENDIX G**

### **FLIGHT PLANNING REQUIREMENT**

Airline operators are expected to familiarize themselves with the Contingency Plans of Casablanca UIR and the activation times. For aircraft intending to operate in areas during periods when the contingency plans are activated, the operators shall plan the flight to be compliant with the requirement of Contingency Plans.

The flight planning requirements during the contingency period will be in accordance to ICAO and Eurocontrol requirements. Additional information, will, however, be required, to indicate that the flight will operate in airspace where the contingency plan is active.

## APPENDIX H

### ICAO INTERCEPTION PROCEDURES

#### Article 3 bis\*

- a) The contracting States recognize that every State must refrain from resorting to the use of weapons against civil aircraft in flight and that, in case of interception, the lives of persons on board and the safety of aircraft must not be endangered. This provision shall not be interpreted as modifying in any way the rights and obligations of States set forth in the Charter of the United Nations.

(Extract from ICAO Annex 2 — *Rules of the Air*)

#### 3.8 Interception

*Note.* — *The word “interception” in this context does not include intercept and escort service provided, on request, to an aircraft in distress, in accordance with Volumes II and III of the International Aeronautical and Maritime Search and Rescue Manual (Doc 9731).*

3.8.1 Interception of civil aircraft shall be governed by appropriate regulations and administrative directives issued by Contracting States in compliance with the Convention on International Civil Aviation, and in particular Article 3(d) under which Contracting States undertake, when issuing regulations for their State aircraft, to have due regard for the safety of navigation of civil aircraft. Accordingly, in drafting appropriate regulations and administrative directives due regard shall be had to the provisions of Appendix 1, Section 2 and Appendix 2, Section 1.

*Note.* *Recognizing that it is essential for the safety of flight that any visual signals employed in the event of an interception which should be undertaken only as a last resort be correctly employed and understood by civil and military aircraft throughout the world, the Council of the International Civil Aviation Organization, when adopting the visual signals in Appendix 1 to this Annex, urged Contracting States to ensure that they be strictly adhered to by their State aircraft. As interceptions of civil aircraft are, in all cases, potentially hazardous, the Council has also formulated special recommendations which Contracting States are urged to apply in a uniform manner. These special recommendations are contained in Attachment A.*

3.8.2 The pilot-in-command of a civil aircraft, when intercepted, shall comply with the Standards in Appendix 2, Sections 2 and 3, interpreting and responding to visual signals as specified in Appendix 1, Section 2.

*Note.* — *See also 2.1.1 and 3.4.\* on 10 May 1984 the Assembly amended the Convention by adopting the Protocol introducing Article 3 bis. **Under Article 94 a) of the Convention, the amendment came into force on 1 October 1998 in respect of States which have ratified it.***

**APPENDIX I**

**THE CASABLANCA ACC EMERGENCY EVACUATION MESSAGE**

*THIS IS CASABLANCA RADAR, GENERAL CALL, GENERAL CALL; CASABLANCA ACC IS IN A STATE OF EMERGENCY DUE TO [RAISON], NO MORE AIR TRAFFIC SERVICES AVAILABLE WITHIN THE NEXT XX MINUTES, MONITOR THIS FREQUENCY AND COMPLY STRICTLY WITH FURTHER INSTRUCTIONS WITHOUT ANY COMMENT.*