 <p>Fax: (255) 22 2844300, 2844302 PHONE: (255) 22 2198100, 2844291 AFS: HTDQYOYO E-MAIL: tcaa@tcaa.go.tz, ais@tcaa.go.tz Website: www.tcaa.go.tz</p>	<p>UNITED REPUBLIC OF TANZANIA TANZANIA CIVIL AVIATION AUTHORITY Aeronautical Information Management Nyerere/ Kitunda Road Junction Aviation House, 1st Floor, P.O. Box 2819, DAR ES SALAAM</p>	<p>AIC</p> <p>7/19 (Yellow 15)</p> <p>19 DEC</p>
<p>Document No: TCAA/FRM/ANS/AIS-30</p>	<p>Title: AIC</p>	<p>Page 1 of 13</p>

The following circular is promulgated for information, guidance and necessary action

Hamza S. Johari

Director General

CONTINGENCY PLAN FOR DAR ES SALAAM FLIGHT INFORMATION REGION

PART I: LEVEL 2 CONTINGENCY PLAN (REQUIRING INTERVENTION OF ADJACENT FIR)

1. OBJECTIVES

- 1.1. This contingency plan contains Procedures to ensure the provision of air navigation services in the event of partial or total disruption of Air Traffic Services (ATS) within the Dar FIR and is in accordance with **Regulation 37 of The Civil Aviation (Air Traffic Services) Regulations 2017** and **ICAO document 4444 ATM - PANS (Chapter 15.8 and chapter 16.6)**.
- 1.2. This Contingency Plan is designed to accommodate the flow of international air traffic with a minimum of disturbance for aircraft transiting the airspace under the responsibility of DAR ACC during partial or total disruption of Air Traffic Services

2. DESCRIPTION OF TERMS

- 2.1. Level 1 Contingency
Contingency situations in which there is a partial system failure or degradation of ATM system that can be managed within the FIR or ACC with the local contingency plan or facilities. (The airspace is available but ATS is restricted).
- 2.2. Level 2 Contingency
Contingency situations in which there is a total failure of the entire ATM system or air navigation system requiring the assistance or intervention of adjacent FIR(s) for the provision of ATS (The airspace is available but ATS is not available).
- 2.3. Level 3 Contingency
Total failure of the entire ATM system or air navigation system requiring the avoidance of the concerned FIR or portion of airspace due to political, civil unrest conflict zones or war. conflict. (The airspace is not available).

3. STATES AND FIRs AFFECTED

- 3.1. In the event that DAR ACC activates this Contingency Plan, the adjacent ACCs will be notified in accordance with the Letter of Agreement (LOA) established between them. The adjacent ACCs directly affected when this Contingency Plan is activated are as follows:

S/N	State	Name of FIR	Name of ACC/FIC
1.	Kenya	Nairobi	Nairobi - Area South
2.	Uganda	Entebbe	Entebbe
3.	Democratic Republic of Congo (DRC)	Kinshasa	Kinshasa
4.	Rwanda	Kigali	Kigali (Approach)
5.	Burundi	Bujumbura	Bujumbura (Approach)
6.	Zambia	Lusaka	Lusaka
7.	Malawi	Lilongwe	Lilongwe
8.	Mozambique	Beira	Beira
9.	Madagascar	Antananarivo	Antananarivo
10.	Seychelles	Seychelles	Seychelles

- 3.2. The contact details of the civil aviation authorities and organizations concerned are contained in paragraph 18.2 below.

4. MANAGEMENT OF THE CONTINGENCY PLAN

- 4.1. The contingency measures set out in the first part of this Plan are applicable in cases of foreseeable events for level 2.
- 4.2. The following procedures have been put in place to ensure that the management of the Contingency Plan provides for international flights to proceed in a safe and orderly fashion through the DAR FIR.

5. CENTRAL COORDINATING COMMITTEE

- 5.1. The Central Coordinating Committee (CCC) function shall be to oversee the implementation of the Contingency Plan and in the event that the Air Traffic Services (ATS) in **DAR FIR is disrupted** for an extended period, make arrangements for and facilitate the temporary relocation of the Air Traffic Services to **ENTEBBE ACC or Nairobi ACC** and the restoration of Air Traffic Services in Dar FIR.
- 5.2. The Central Coordinating Committee comprises representation from the following:
- Tanzania Civil Aviation Authority (TCAA)
 - State security
 - Military
 - ICAO ESAF representative
 - IATA regional representative
 - Other relevant authorities.

- 5.3. Contact details of its members are provided in paragraph 19.1 below.

6. ATM OPERATIONAL CONTINGENCY GROUP

- 6.1. When a contingency has occurred the ATM Operational Contingency Group (AOCG) will be convened by the CCC with a primary responsibility to oversee the day to day operations under the contingency arrangements and coordinate operational ATS activities, 24 hours a day, throughout the contingency

period in coordination with the ESAF Contingency Coordination Team and adjacent FIRs. The AOCG will include any necessary specialist personnel from the following disciplines:

- a) Air Traffic Control Services (ATC)
- b) Aeronautical Information Management (AIM)
- c) Aeronautical Meteorology (MET)
- d) ATS equipment maintenance service provider (CNS)

6.2. Contact details of its members are provided in paragraph 19.2 below.

7. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

7.1. Air Traffic Services Responsibilities

- 7.1.1. Tactical ATC considerations during periods of over-loading may require re-assignment of routes or portions thereof.
- 7.1.2. Alternative routes are designed to maximize the use of existing ATS route structures and communications, navigation and surveillance services.
- 7.1.3. In the event that ATS cannot be provided within DAR FIR, DAR ACC shall publish, not less than 48 hours before, if practicable, the corresponding NOTAM indicating the following:
 - a) Time and date of the beginning of the contingency measure;
 - b) Airspace available for landing and over flying traffic and airspace to be avoided;
 - c) Details of the facilities and services available or not available and any limitations on ATS provision (e.g. ACC, APP, TWR and FIS), including an expected date of restoration of services if available;
 - d) Information on the provisions made for alternative services;
 - e) ATS contingency routes;
 - f) Procedures to be followed by neighboring ATS units;
 - g) 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.

7.1.4. In the event that the Dar ACC is unable to issue the NOTAM, Entebbe or Nairobi will take action to issue the NOTAM of contingency measures upon notification by DAR ACC in that order.

7.2. Separation

- 7.2.1. Separation criteria shall be applied in accordance with the Procedures for Air Navigation Services-Air Traffic Management (Doc 4444) and the Regional Supplementary Procedures (Doc 7030).
- 7.2.2. Longitudinal separation of fifteen (15) minutes or 20 nautical miles Radar separation, where Radar services are available, for aircraft maintaining the same cruising flight level shall be applied.

7.3. Level restriction

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

7.4. Airspace Classifications

7.4.1. The existing airspace classification at the occurrence of contingency will not be changed.

7.5. Aircraft position reporting

7.5.1. The primary means of communication will be by VHF or HF radio.

7.5.2. Traffic Information Broadcast by Aircraft (TIBA) procedures shall apply in DAR FIR during periods of contingency.

7.5.3. TIBA frequencies shall be as per AFI REGION – **126.9 MHz**.

7.6. Other measures

7.6.1. Other measures related to the disruption of air traffic services and the implementation of the contingency scheme within the DAR FIR may be taken as follows:

- a) Suspension of all VFR Operations;
- b) Delay or suspension of general aviation IFR operations; and;
- c) Delay or suspension of commercial IFR operations

7.7. Procedures for ATS Units

7.7.1. The ATS units providing Air traffic control services will follow their unit emergency operating procedures and activate the appropriate level of contingency procedures in line with this plan.

7.7.2. ATC will inform air operators of the contingency situation and advise pilots in contact if it is likely that the ATS will be suspended and transmit on the radio frequency in use providing pilots with alternate means of communication;

7.7.3. During the period the contingency procedures are in effect, flight plan and other aircraft movement messages must continue to be transmitted by operators to DAR ACC via the AFTN/AMHS or other means under normal procedures;

7.7.4. On notification by TANZANIA CIVIL AVIATION AUTHORITY, the ATS authorities operating the Entebbe or Nairobi ACCs will activate the contingency procedures in accordance with this plan.

7.7.5. Prior to entry to the DAR FIR during contingency operations, prior authorization must be obtained from TANZANIA CIVIL AVIATION AUTHORITY, and flights must comply with the ATC clearance and communications instructions issued by the Entebbe or Nairobi ACCs.

7.7.6. Coordination of aircraft boundary estimates and flight levels by the adjacent ACCs responsible for aircraft entering the DAR FIR shall be in accordance with this Plan (where it also serves as the formal LOA).

7.7.7. The ACC responsible for aircraft entering the DAR FIR will instruct pilots to maintain the last flight level assigned and speed (Mach number if applicable) while operating in the DAR FIR;

7.7.8. The ACC responsible for aircraft entering the DAR FIR will not authorize any change in route, flight level or speed;

7.7.9. the ACC responsible prior to aircraft entering the DAR FIR will inform aircraft that they must establish contact with the first ATS Unit after transiting the DAR FIR not less than 10 minutes before the estimated time of entry to the NEXT AIRSPACE;

8. TRANSITION TO CONTINGENCY SCHEME

- 8.1. During times of uncertainty when disruption of air traffic services seems possible, **aircraft** operators should be prepared for a possible change in routing while en-route, familiarization of the alternative routes outlined in the contingency scheme as well as what may be promulgated by TCAA via NOTAM.
- 8.2. In the event of a disruption of air traffic services that has not been promulgated, DAR ACC will, if possible, broadcast to all aircraft in the DAR FIR, airspace that is affected by the disruption and any further instructions.
- 8.3. It is recognized that when a disruption of air traffic services or airport closure occurs and is promulgated, operators may have different requirements as to their alternative routings. DAR ACC will evaluate all requests to ensure safety is maintained.

9. TRANSFER OF CONTROL, COORDINATION AND DELEGATION OF RESPONSIBILITY IN THE PROVISION OF AIR TRAFFIC SERVICES WITHIN THE DAR FIR

- 9.1. The transfer of control and communication will be at the common ACC boundaries or as previously agreed upon between:
 - a) DAR – Nairobi ACCs;
 - b) DAR – Entebbe ACCs;
 - c) DAR – Kinshasa ACCs
 - d) DAR – Kigali ACCs;
 - e) DAR – Bujumbura ACCs;
 - f) DAR – Lusaka ACCs
 - g) DAR ACC – Lilongwe FIC
 - h) DAR – Beira ACCs
 - i) DAR – Madagascar ACCs
 - j) DAR –Seychelles ACCs
- 9.2. In the event of a disruption of air traffic services that has not been promulgated, DAR ACC will, if possible, broadcast to all aircraft in the DAR FIR or use all means available to make the airspace that has been affected by the disruption known.
- 9.3. It is recognized that when a disruption of air traffic services or airport closure occurs and is promulgated, operators may have different requirements as to their alternative routings. DAR ACC will evaluate all requests to ensure safety is maintained.

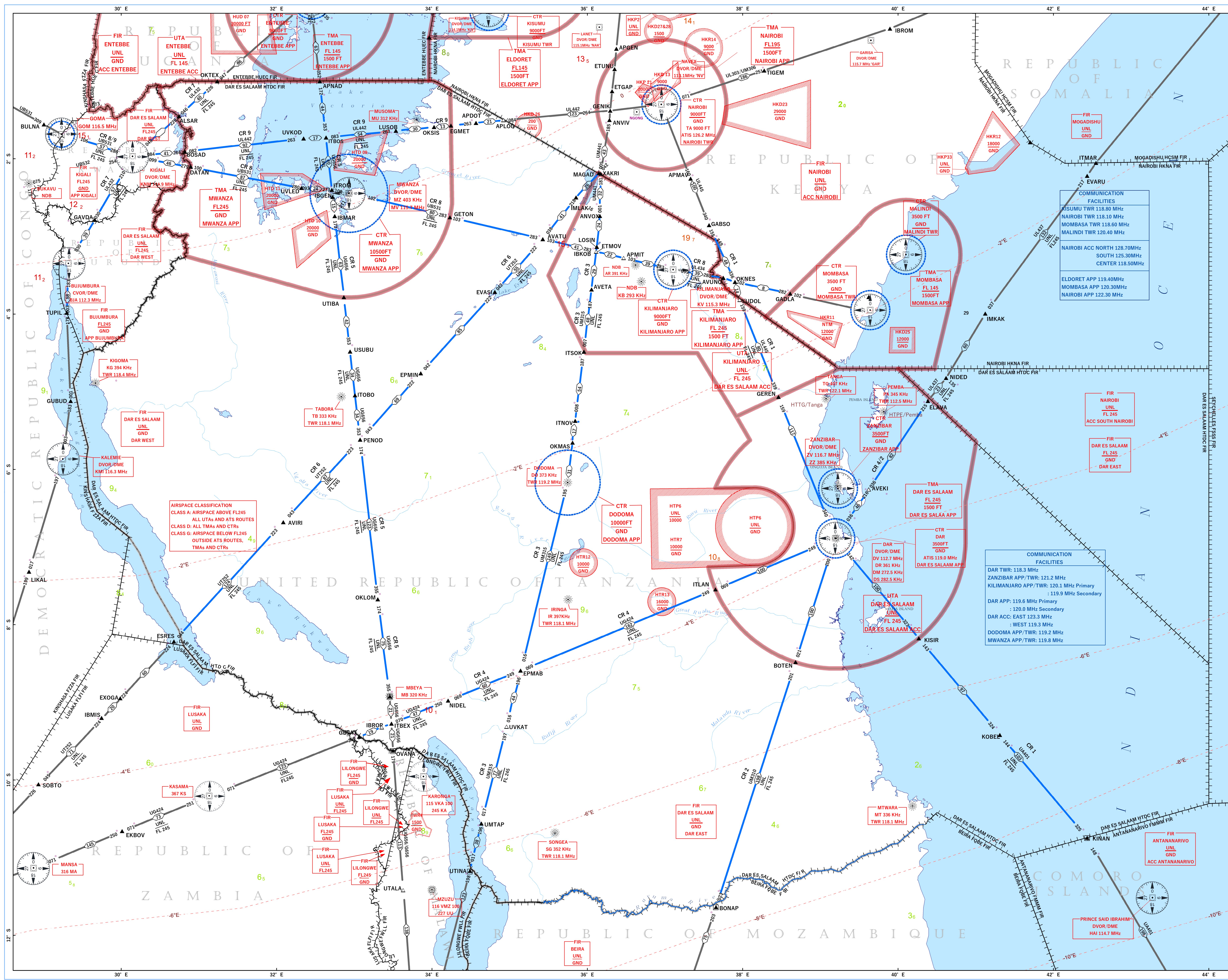
10. CONTINGENCY ATS ROUTES NETWORK

- 10.1. In the event of disruption of air traffic services within DAR FIR, aircraft operators should file flight plans using alternative contingency routes listed in the scheme below:

Note: ATS routes not included in the table below are temporarily unavailable.

CONT. ROUTE	EXISTING ROUTE	CONTINGENCY ROUTINGS	FLAS	LONG. SEPARATION	FIRs INVOLVED
CR1	UA401 UL445	KINAN – DV – GABSO	Eastbound FL350 Westbound FL360	15 min.	Antananarivo, Dar es Salaam and Nairobi
CR2	UM310 UL437	BONAP – DV – ELAVA	Eastbound FL330 Westbound FL340	15 min.	Beira, Dar es Salaam and Nairobi
CR3	UM315	UTINA – EPMAB – DO – LOSIN	Eastbound FL370 Westbound FL380	15 min.	Lilongwe, Lusaka, Dar es Salaam and Nairobi
CR4	UG424 UL437	GESAT – EPMAB – DV – ELAVA	Eastbound FL310 Westbound FL320	15 min.	Lusaka, Lilongwe, Dar es Salaam, Nairobi and Seychelles
CR5	UG656	MB – APNAD	Eastbound FL330/390 Westbound FL340/400	15 min.	Lusaka, Dar es Salaam and Entebbe
CR6	UT252	ESRES – AVATU – MAGAD	Eastbound FL350 Westbound FL360	15 min.	Lusaka, Lubumbashi, Dar es Salaam and Nairobi
CR7	UL432	TUPIR – BJA – KNM - OKTEX	Eastbound FL350 Westbound FL340	15 min.	Kinshasa, Bujumbura, Kigali, Dar es Salaam and Entebbe
CR8	UB531	GOM – KNM – MV – KV- GADLA	Eastbound FL310 Westbound FL320	15 min.	Kinshasa, Kigali, Bujumbura, Dar es Salaam and Nairobi
CR9	UB531 UL442	GOM – KNM - APLOG	Eastbound FL290 Westbound FL300	15 min.	Kinshasa, Kigali, Bujumbura, Dar es Salaam and Nairobi

CONTINGENCY ATS ROUTES CHART - DAR ES SALAAM FIR



LEGEND

Reporting Points

- ▲ Compulsory
- ▲ ATS MET
- △ On request

Navigational Aids

- ⊙ NDB
- ⊙ DME/VOR
- ⊙ VOR
Compass rose orientated on the chart to Magnetic North

Other Symbols

- Contingency Route
- FIR Boundary
- National Boundary
- - - Isogonal Lines
- ▭ TMA
- ▭ Control Zone
- ▭ Prohibited Area
▭ Restricted Area
▭ Dangerous Area
- ▭ Water body

UT411 Route Designator
150 Distance in Nautical Miles
FL 245 Upper Limit
FL 145 Lower Limit
245° Magnetic Track

Area Minimum Altitude (AMA)

Each 2° quadrilateral contains an area minimum altitude (AMA) which represents the lowest altitude which may be used under instrument meteorological conditions (IMC). The AMA provides a minimum clearance of 300 metres above all obstacles in the quadrilateral. It is represented in thousands and hundreds of metres above mean sea level. Example 8100 feet = 8₁

Projection

Lambert Conic Conformal Projection

Elevations are in Feet

Isogonal Information 2010

CAUTION

Consult respective NOTAM and AIPs of states concerned for the latest information and

Tanzania Civil Aviation Authority does not accept responsibility for any errors or omissions in the information shown outside Dar Es Salaam FIR

11. PILOT AND OPERATOR PROCEDURES

11.1. Filing of flight plans

11.1.1. Flight plan requirements detailed in Tanzania AIP continue to apply during contingency operations except where modified by the contingency ATS routes and FLAS specified by ATC and/or in NOTAM.

11.2. Over flight approval

11.2.1. Aircraft operators must obtain over-flight approval from the Tanzania Civil Aviation Authority prior to operating flights through the DAR FIR.

11.2.2. During the period of activation of this Contingency Plan the adjacent ACC will provide normal ATC clearances for aircraft to enter the DAR FIR.

11.2.3. The adjacent ACC is not responsible for coordination or provision of over flight clearances for the DAR FIR.

11.2.4. The operator must ensure any required over flight approval has been obtained.

11.3. Pilots operating procedures

11.3.1. All aircraft transiting through DAR FIR shall strictly comply with the following:

- a) Maintain contact with Entebbe ACC or Nairobi ACC according to the paragraph 4.1 of this contingency plan.
- b) Operate along or as close as possible to the centreline of the assigned contingency air traffic route.
- c) Reach the flight level assigned by adjacent ACC for the transit of DAR FIR at least ten (10) minutes before entering DAR FIR
- d) Maintain the flight level assigned by the last adjacent ACC while operating within DAR FIR, unless an emergency or flight safety reason exists.
- e) Maintain a continuous listening watch on the VHF frequency 126.9 MHz, and transmit blind in English on 126.9 MHz position reports five (5) minutes before and overhead each compulsory reporting point established along the respective air traffic route.
- f) Include in the last position report to the adjacent ACC, the estimated time of arrival over the entry and exit points of DAR FIR.
- g) Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit of DAR FIR, climb or descend well to the right of the centerline of the air traffic route being flown but remaining within DAR FIR, and immediately inform, by blind broadcast on the VHF frequency 126.9 MHz, all other aircraft likely to be affected by transmitting a relevant emergency level change message (comprising the aircraft call-sign, the aircraft position, the flight levels being left and crossed, etc.).
- h) Contact the adjacent ACC as soon as possible and at least ten (10) minutes before the estimated time of arrival over the relevant exit point of DAR FIR to obtain clearance for entering the adjacent airspace concerned.
- i) Display navigation and anti-collision lights always during the transit of contingency airspace.

- j) The application of SLOP is strongly encouraged
- k) Transponders should be set on a discrete code assigned by ATC or select code A2000 if ATC has not assigned a code

12. COMMUNICATION PROCEDURES

12.1. Degradation of Communication - Pilot Radio Procedures

- 12.1.1. When operating within the contingency airspace, pilots should use normal radio communication procedures
- 12.1.2. In the absence of communication with ATC, the pilot should continue to make routine position reports on the assigned frequency and also broadcast positions in accordance with the TIBA procedures.

13. PUBLIC HEALTH EMERGENCIES

- 13.1. DAR ACC, upon receipt of information from a pilot or another ATS unit, regarding suspected case(s) of communicable disease, or other public health risk, on board the aircraft, shall forward a message as soon as possible to the ATS unit serving the destination / departure, unless procedures exist to notify the appropriate authority designated by the State and the aircraft operator or its designated representative.
- 13.2. To avoid misunderstanding that may result in inappropriate reaction from the stakeholders including air operators, information provided by the Ministry of Health should be obtained in written form and relayed to air operators in written form.
- 13.3. Where communication means do not enable relay of written text, the information shall be read verbatim.

14. VOLCANIC ASH CONTINGENCY PLAN (VACP)

- 14.1. If a volcanic ash cloud is reported or anticipated in DAR FIR, DAR ACC should take the following actions:
 - a) Immediately transmit relevant information to the flight crews of potentially affected aircraft to ensure that they are aware of the current position and expected position of the cloud and the concerned flight levels;
 - b) Respond to requests for a course change or a level change as far as possible;
 - c) Propose a route change to avoid or leave the reported or predicted areas of presence of the volcanic ash cloud when requested by the pilot or as the controller deems it necessary; and
 - d) Where possible, request a special flight report when the flight route enters or anticipates the planned volcanic ash cloud and transmit the report to the appropriate agencies.
- 14.2. When a flight crew informs DAR ACC that they have inadvertently entered a cloud of volcanic ash, DAR ACC should:
 - a) Respect measures applicable to an aircraft in an emergency, and;
 - b) Alter the assigned route or level only if the pilot requests so or if the airspace or traffic conditions require it.

15. Interception of civil aircraft

- 15.1. Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off of normal traffic flows, could result in an intercept by military aircraft.
- 15.2. 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.
- 15.3. Pilots need to continuously listen out on the VHF emergency frequency 121.5MHz and should operate their transponders always during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes.
- 15.4. Aircraft equipped with transponders should be set on a discreet code assigned by ATC or select code A2000 if ATC has not assigned a code.
- 15.5. If an aircraft is intercepted by another aircraft, the pilot shall immediately:
 - a) Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures;
 - b) If possible, notify appropriate ATS Unit;
 - c) Set transponder code to 7700 unless otherwise instructed by the appropriate ATS unit;
 - d) Attempt to establish radio communication with the intercepting aircraft by making a general call on the emergency frequency 121.5MHz; and
 - e) If instructions are received by radio from any source that conflict with those given by the intercepting aircraft, the intercepted aircraft, shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

16. SEARCH AND RESCUE

- 16.1. ACCs involved in this contingency plan are required to assist any distressed aircraft of which they are aware and which flies over a contingency space.
- 16.2. The Centre that receives a distress message from an aircraft shall send the necessary messages (INCERFA, ALERFA or DETRESFA) to all authorities in the SAR service involved in this plan including the SAR authority of the center which is in contingency situation.
- 16.3. Each SAR authority shall assist as necessary its neighbour as requested in their LOA. Contact details of its SAR Authority are provided in paragraph 15.3 below.

17. CONTINGENCY PLAN TESTING AND REVIEW

- 17.1. The plan shall be tested by ATC simulation at least once per year.
- 17.2. A full review shall be conducted at least once per three years.

18. IMPLEMENTATION OF THE PLAN

- 18.1. The provisions of this contingency plan shall be promulgated by NOTAM to be issued by TCAA in coordination with ICAO and the concerned States.

18.2. The contact details for all concerned States, IATA and accredited ICAO Regional Office.

State/Organization	Point of contact	Contact	E-mail
Kenya	Kenya Civil Aviation Authority	Tel: +254 20 6827 470-5 Tel: +254 72 860 6586 Tel: +254 20 682 7556 Fax +254 20 822 300	info@kcaa.or.ke ; jomo@kcaa.or.ke
Uganda	Civil Aviation Authority	Tel: +256 414 320 906 Tel: +256 414 352 000 Tel: +256 414 321 401 Tel: +256 414 320 571 Fax +256 414 320 964	aviation@caa.co.ug
DRC	Directorate of Civil Aeronautics	Tel: +243 81 22 37 602 Tel: +243 81 50 19 663 Fax +243 880 2257	aacrdc@yahoo.fr info@aacrdc.org
Rwanda	Rwanda Civil Aviation Authority	Tel: +250 25 258 5845 Fax +250 25 258 2609	info@caa.gov.rw
Burundi	Burundi Civil Aviation Authority	Tel: +257 22 224 239 Tel: +257 22 25 41 50 Tel: +257 22 37 07 Fax: +257 22 223 428	rsa@rsa.bi
Comoros/Comores	Agence Nationale de l'Aviation Civile et de la Météorologie (ANACM) de l'Union des Comores	Tel: +269 7 73 09 48 Tel: +269 3345108 Tel: +269 7 73 80 03 Tel +269 7 75 22 66 Fax +269 7 73 09 48	dg@anacm-comores.com
Zambia	Zambia Department of Civil Aviation	Tel: +260 211 31 49 Tel: +260 211 251 861 Fax +260 211 251 841	civil.aviation@caa.co.zm
Malawi	Civil Aviation Authority	Tel: +265 1 770 577 Tel: +265 1 772 886 Fax: +265 1774 215	aviationhq@malawi.net civil-aviation@sdpn.org.mw
Mozambique	Institute for Civil Aviation of Mozambique	Tel: +258 21 465 416 Tel: +258 21 465 682 Tel: +258 21 465 728 Tel: +258 21 465 915 Tel: +258 21 466 032 Fax +258 21 465 415	iacm@tvcabo.co.mz
Madagascar	Direction Generale de l'Aviation Civile de Madagascar (ACM)	Tel: +261 20 22 581 25 Tel: +261 20 22 286 64 Tel: +261 20 22 639 49 Tel: +261 20 22 224 38 Fax+261 20 22 247 26 Fax+261 20 22 581 15	acm@acm.mg
Seychelles	Seychelles Civil Aviation Authority	Tel: +248 4384000 Tel: +248 4384011 Fax+248 4384 009 Fax+248 432 45 37	atcc@scaa.sc secretariat@scaa.sc gfaure@scaa.sc

IATA	Seda Protus Otieno	Tel: +27 11 5232 737	sedap@iata.org
	Lindi - Lee Kirkman	Tel: +27 11 5232 732 Fax: +27 11 5232 702	kirkmanL@iata.org
ICAO	Regional Director	Tel: +254 20 7622 395 Tel: +254 20 7622 396 Fax: +254 20 7621 092	icaoesaf@icao.int
	Deputy Regional Director	Tel: +254 20 7622 395 Tel: +254 20 7622 396 Fax: +254 20 7621 092	icaoesaf@icao.int
	RO ATM/SAR	Tel: +254 20 7622 395 Tel: +254 20 7622 396 Fax: +254 20 7621 092	icaoesaf@icao.int

19. CONTACT DETAILS OF CONTINGENCY UNITS MEMBERS

19.1. CCC members

State/ Organization	Point of contact	Contact	E-mail
TANZANIA	Director General	Tel: +255 22 2198 100 Tel: +255 22 2198 196 Fax: +255 22 2844 300 Fax: +255 22 2844 303	tcaa@tcaa.go.tz
TANZANIA	Director ANS	Tel: +255 22 2198 100 Tel: +255 22 2198 196 Fax: +255 22 2844 300 Fax: +255 22 2844 303	tcaa@tcaa.go.tz
TANZANIA	Chief ATM	Tel: +255 22 2198 100 Tel: +255 22 2198 196 Fax: +255 22 2844 300 Fax: +255 22 2844 303	tcaa@tcaa.go.tz
TANZANIA	Chief Security Officer	Tel: +255 22 2198 100 Tel: +255 22 2198 196	tcaa@tcaa.go.tz
TANZANIA	Civil Aviation Manager, Julius Nyerere Int'l	Tel: +255 22 2110 223 Fax: +255 22 2110 264 Fax: +255 22 2844 204	camjnia@tcaa.go.tz
TANZANIA	In Charge ATM, Julius Nyerere Int'l	Tel: +255 22 2110 223 Fax: +255 22 2110 264 Fax: +255 22 2844 204	camjia@tcaa.go.tz
ICAO/ESAF	Regional Director	Tel: +254 20 7622 395 Tel: +254 20 7622 396 Fax: +254 20 7621 092	icaoesaf@icao.int
ICAO	RO ATM/SAR	Tel: +254 20 7622 395 Tel: +254 20 7622 396 Fax: +254 20 7621 092	icaoesaf@icao.int
Other agencies	To be notified	To be notified	To be notified

19.2. AOPG members

S/N	Members	Title	Contact	Email/Fax
1.	Air Traffic Control Services (ATS)	Head of OPS/ATC	Tel: +255 22 2110 223 Fax: +255 22 2110 264 Fax: +255 22 2844 204	camjia@tcaa.go.tz
2.	Aeronautical Information Management (AIM)	Head of AIM	Tel: +255 22 2110 223 Fax: +255 22 2110 264 Fax: +255 22 2844 204	camjia@tcaa.go.tz
3.	Aeronautical Meteorology (MET)	Head of MET Service	Tel: +255 22 2110 223 Fax: +255 22 2110 264 Fax: +255 22 2844 204	camjia@tcaa.go.tz
4.	Communication, Navigation and Surveillance (CNS)	Head of CNS	Tel: +255 22 2110 223 Fax: +255 22 2110 264 Fax: +255 22 2844 204	camjia@tcaa.go.tz

20. SEARCH AND RESCUE POINT OF CONTACT CENTRE

20.1. Point of contact

Name: **Mr. Johannes Mwita Munanka**
 Mob: +255 754 31 39 23/658 31 39 23
 Tel : +255 (22) 2198 100
 Fax: +255 (22) 2844 300/2844 304
 AFTN: HTDCZQZX
 E-mail: johnes.munanka@tcaa.go.tz

OR

DAR ACC

Tel : +255 22 2110254
 Mob: +255 754 211254

PART II: LEVEL 3 CONTINGENCY (REQUIRING AVOIDANCE OF AFFECTED AIRSPACE)

21. UNAVAILABILITY OF DAR FIR

21.1. OBJECTIVES

- 21.1.1. In the event that the total disruption of Air Traffic Services (ATS) within DAR FIR does not allow to fly in the airspace affected, users are invited to circumvent the airspace.
- 21.1.2. Users may also choose to avoid the DAR FIR by flight planning via any alternative ATS routes provided by neighboring ATS unit of DAR ACC.
- 21.1.3. Users are advised to circumnavigate DAR FIR and try to establish contact with the ATS unit responsible for the provision of service as soon as possible according to the route structure which will be published by NOTAM.