

ENR 1.8

ATM CONTINGENCY PLAN FOR ASECNA AIRSPACES UNDER ACC OF DAKAR TERRESTRIAL, DAKAR OCEANIC, BAMAKO, OUAGADOUGOU, NIAMEY, ABIDJAN AND LOME**1. OBJECTIVES**

- 1.1 This contingency plan contains procedures to ensure the provision of air navigation services in the event of simultaneous disruption of Air traffic services provisions within airspaces under the responsibility of Dakar Terrestrial, Dakar Oceanic, Bamako, Ouagadougou, Niamey, Abidjan and Lomé ACCs
- 1.2 The contingency plan is designed to accommodate the flow of international air traffic with a minimum of disturbance for aircraft transiting the contingency airspace only.

2. CENTRAL COORDINATING COMMITTEE

The Central Coordinating Committee (CCC) function shall be to oversee the implementation of the Contingency Plan and if the Air Traffic Services (ATS) is disrupted for an extended period, make arrangements for and facilitate the temporary relocation of the Air Traffic Services to ACC that will be in charge of information and alert services and the restoration of Air Traffic Services in coordination with the WACAF Contingency Coordination Team and adjacent FIRs.

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3. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES**3.1 AIR TRAFFIC SERVICES RESPONSIBILITIES**

ASECNA contingency routes (ACR) and ASECNA oceanic contingency routes (AOCR) are designed to maximize the use of existing ATS route structures and communications, navigation and surveillance services.

The assigned flight levels on contingency routes contained in the tables in appendix are conform to semi-circular rules and shall be maintained during the transit into the airspace of contingency.

NDJAMENA ACC will provide information and alert services only for aircraft on ATS contingency routes in Niamey FIR.

NOUAKCHOTT ACC will provide information and alert services only for aircraft on ATS contingency routes in Dakar FIR and Lomé UTA.

Transfer of responsibilities in Dakar Oceanic FIR still comply with EUR/SAM and AORRA contingency provisions as per ASECNA AIP 13ENR1.8-11 and 13ENR1.8-12.

In the event of activation of the current contingency plan, ASECNA shall publish not less than 48 hours before, the corresponding NOTAM indicating the following:

- a) Time and date of the beginning of the contingency measure.
- b) Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

3.2 SEPARATION

Separation criteria shall be applied in accordance with the Procedures for Air Navigation Services-Air Traffic Management (Doc 4444) and the Regional Supplementary Procedures (Doc7030).

Vertical separations are applied on the contingency routes for aircraft maintaining the same cruising flight level

Longitudinal separation of twenty (20) minutes, must be applied by the adjacent ACC before entering the airspace of disruption. Cruising speed limitations shall be applied during transit.

3.3 AIRSPACE CLASSIFICATIONS

Airspace classification will be changed in class G

3.4 AIRCRAFT POSITION REPORTING

When CPDLC has been authorized for use by the relevant ATC authority this will become a means of communication in addition to HF.

Traffic Information Broadcast by Aircraft (TIBA) procedures shall apply in the contingency airspace during periods of contingency

TIBA frequencies shall be as follows: AFI REGION – 126.9 MHz

3.5 PROCEDURES FOR ATS UNITS

a) During the period the contingency procedures are in effect, flight plans and other aircraft movement messages must continue to be transmitted by operators via the AFTN/AMHS using normal procedures;

b) Aircraft operators should file flight plans using contingency routes listed in the tables in appendix :

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

c) The ACC responsible for aircraft entering the contingency airspace will instruct pilots to maintain the last flight level assigned and speed (Mach number if applicable) while transiting;

d) The ACC responsible for aircraft entering the contingency airspace will not authorize any change in route, flight level or speed



e) The ACC in charge of aircraft entering the contingency airspace will inform crew member that they must establish contact with the first ATS Unit after transiting the contingency airspace not less than 10 minutes before the estimated time of entry to the NEXT CONTROLLED AIRSPACE.

3.6 OTHER MEASURES

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

- Delay or suspension of general aviation IFR operations; and
- Delay or suspension of commercial IFR operations

4. PILOT AND OPERATOR PROCEDURES

4.1 OVERFLIGHT ARRANGEMENTS

During the period of activation of this Contingency Plan the adjacent ACC will provide normal ATC clearances for aircraft to enter the contingency airspace. The adjacent ACC is not responsible for coordination or provision of overflight clearances. As in normal procedure, operators must overflight and landing permissions for concerned airspaces.

4.2 PILOTS OPERATING PROCEDURES

All aircraft transiting through the contingency airspace shall strictly comply with the following

- Maintain contact with ACC in charge of information and alert according to the tables in appendix;
- Operate along or as close as possible to the centerline of the assigned contingency air traffic route.
- Reach the flight level assigned by adjacent ACC for the transit at least ten (10) minutes before entering the contingency airspace.
- Maintain the flight level assigned by the last adjacent ACC while operating within the contingency airspace, unless an emergency or flight safety reason exists.
- 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.
- Include in the last position report to the competent adjacent ACC the estimated time of arrival over the entry and exit points of the contingency airspace.
- Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit, climb or descend well to the right of the centerline of the air traffic route being flown but remaining within the contingency airspace, and to inform immediately, 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.).
- Contact the competent adjacent ACC as soon as possible and at least ten (10) minutes before the estimated time of arrival over the relevant exit point of contingency airspace to obtain clearance for entering the adjacent airspace concerned.
- Display navigation and anti-collision lights always during the transit of contingency airspace.
- The application of SLOP is strongly encouraged
- Transponders should be set on a discrete code assigned by ATC or select code A2000 if ATC has not assigned a code

5. COMMUNICATIONS PROCEDURES

5.1. DEGRADATION OF COMMUNICATION -PILOT RADIO PROCEDURES.

- When operating within the contingency airspace, pilots should use normal radio communication procedures
- 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.

6. SEARCH AND RESCUE

- ACCs involved in this contingency plan are required to assist any distressed aircraft of which they are aware.
- The center 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.
- Each SAR authority shall assist as necessary its neighbor as requested in their LoA.

7. IMPLEMENTATION OF THE PLAN TESTING AND REVIEW

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

8. IMPLEMENTATION OF THE PLAN

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



ANNEX 1 : ASECNA ACC « DAKAR-BAMAKO-NIAMEY-OUAGA-ABIDJAN-LOME » CONTINGENCY ROUTES PLAN FL SCHEME

ASECNA CONTINGENCY ROUTENAME	ATS Route Concerned	Waypoint on the contingency route		FL allocation scheme				ACC Involved	ACC in charge of Alert and Information services (To be specified by activation NOTAM)	Adjacent ACC
				S	N	E SE NE	W SW NW			
ACR1	UB600	ANITI	GULAV	330 350	260 340 300 360			DAKAR	ACC NOUAKCHOTT 124,2 MHZ CPDLC HF 5565-6535 8861-8894 KHZ INM:+87077211-3706 ACC NDJAMENA CPDLC FTTT, HF 8873-8903-13294- 5493-8894 KHZ	ROBERTS ACCRA
		MEGOT	AD			270 310 330 390	260 280 300 380 400 430 470	ABIDJAN		
		AD	ONESI			250 270 290 310 330 350 390 410	260 300 340 470	ABIDJAN		
ACR2	UA601	ANITI	IPUGA			310 370	400 470	DAKAR		ACCRA
		IPUGA	BKO			310 370	400 470	BAMAKO		
		BKO	NANGA			250 290 310 370 390 410 450	400 470	OUAGA		
ACR3	UG851	BKO	AD			250 290 370 410	380 340	BAMAKO ABIDJAN		ACCRA
ACR4	UG860	BKO	EDGIB			270 310 350	260 300	BAMAKO		ACCRA
		EDGIB	OG			270 310 350	260 300	OUAGA		
ACR5	UG853	DEVLI	TESKI			310 370	280 340 400	ABIDJAN		ACCRA
		TESKI	RASAD			310 370	280 340 400	ABIDJAN		
ACR6	UA560	IPEKA	TESKI			390	320 360 380	ABIDJAN		ACCRA
		TESKI	INAKA			390	320 360 380	ABIDJAN		
ACR7	UA614 UM104	IPOBA	TAVOT	320	330			NIAMEY		ALGER ACCRA
		TAVOT	BIGOM	320	330			OUAGA		
		BIGOM	AD	320	330			ABIDJAN		

ACR8	UM114	ZAWAT	LITAK	320 360 400	330 390 450			NIAMEY	ACC NOUAKCHOTT 124,2 MHZ CPDLC HF 5565-6535 8861-8894 KHZ INM:+87077211-3706 ACC NDJAMENA CPDLC FTTT, HF 8873-8903-13294- 5493-8894 KHZ	ALGER ACCRA
		LITAK	NASTO	320 360 400	330 390 450			NIAMEY		ALGER ACCRA
ACR9	UM608/ UA608	TERAS	TATAT	340 380 430	290 370 410			NIAMEY		ALGER ACCRA
		TATAT	TYE	340 380 430	290 370 410			LOME		ALGER ACCRA
ACR10	UR975	NEVDI	ANITI	280 380	290 370 390 410			DAKAR		SAL
ACR11	UR976	ANITI	LUMPO			330 350 370	260 300 340 360 400 470	DAKAR		SAL
ACR12	UA302	ANITI	TURUP	280 380	290 390 410			DAKAR		SAL
ACR13	UR977 UM122	EREMO	BKO	250 410	260 280 300 340 360 380 400 470			BAMAKO		NOUAKCHOTT
ACR14	UA600	KIMGA	BKO			290 390	260 280 340 380 400 470	BAMAKO		NOUAKCHOTT
ACR15	UA612	BKO	NEGLO			350	260 280 300 340 380 400 470	BAMAKO		ROBERTS
ACR16	UM998	TOBUK	INISA	250 270 290 310 350 370 390 410	260 280 300 320 340 360 400			NIAMEY		ALGER NDJAMENA



ACR17	UR978 UA604	ERKEL	MOLIT	330 350 370 390 410	340 360 380 400			NIAMEY		ALGER KANO		
ACR18	UB730	IKTAV	RAKOM	250 270 290 310 350 370 390 410	260 280 300 320 340 360 380 400			NIAMEY	ACC NOUAKCHOTT 124,2 MHZ CPDLC HF 5565-6535 8861-8894 KHZ INM:+87077211-3706 ACC NDJAMENA CPDLC FTTT, HF 8873-8903-13294- 5493-8894 KHZ	ALGER NDJAMENA		
ACR19	UG854	OG	NY			270	260	OUAGA		ACCRA NDJAMENA KANO		
	UG660	NY	GULEN			310 350	300					
ACR20	UA400	AD	EGADU			250	380	ABIDJAN				ACCRA
						310	400					
						330						
						350						
370												
390												
ACR22	UL433	POLTO	KETAT			250 270 310	260 280 300 320	LOME		ACCRA		
ACR23	UL683	GANDA	IPORI			350	400	LOME		ACCRA		

S : Southbound N : Northbound E : Eastbound W : Westbound NW : North-Westbound SE : South-eastbound NE : North-eastbound
SW : South-westbound

ANNEX 2 : ASECNA ACC « DAKAR-OCEANIC » CONTINGENCY ROUTES PLAN FL SCHEME

ASECNA CONTINGENCY ROUTENAME	ATS Route Concerned	Waypoint on the contingency route		FL allocation scheme		ACC Involved	ACC in charge of Alert and Information services (To be specified by activation NOTAM)	Adjacent ACC
				S	N			
CORRIDOR EUR/SAM								
AOCR1	UN741	KENOX	NANIK	300 340 360 380		Dakar Oceanic corridor EUR/SAM	RECIFE / SAL OCEANIC / DAKAR / NOUAKCHOTT / NIAMEY	RECIFE / SAL OCEANIC
AOCR2	UN866	AMDOL	DEKON		290 330 350 370 390	Dakar Oceanic corridor EUR/SAM		RECIFE / SAL OCEANIC
AOCR3	UN873	POMAT	TASIL	300 340 360 380		Dakar Oceanic corridor EUR/SAM		RECIFE / SAL OCEANIC
AOCR4	UN857	BOTNO	ERETU		290 330 350 370 390	Dakar Oceanic corridor EUR/SAM		RECIFE / SAL OCEANIC
AOCR21	UL435	IRELA	BUVUK	310 410	320 430	Dakar Oceanic corridor EUR/SAM		PIARCO / SAL OCEANIC
		BUVUK	ATANI	310 410	320 430	Dakar Oceanic AORRA		RECIFE / SAL OCEANIC / DAKAR / NOUAKCHOTT / NIAMEY / ACCRA
OUT OF CORRIDOR EUR/SAM								
AOCR5	UA302 / UL206	TURUP	KODOS	280 380	290 390	Dakar Oceanic AORRA	ACCRA / ROBERTS / DAKAR / ABIDJAN	ABIDJAN / ACCRA / ROBERTS
AOCR6	UA572 / UL330	TIVOD	ASDOK	340 360 380 400	330 350 370 390	Dakar Oceanic AORRA		ABIDJAN / ACCRA / ROBERTS
AOCR7	UG433 / UL327	TUROT	SERIM	340 360 380 400	330 350 370 390	Dakar Oceanic AORRA	ACCRA / ROBERTS / DAKAR / ABIDJAN	ABIDJAN / ACCRA / ROBERTS / LUANDA
AOCR8	UA560 / UL335	ARLEM	ANPIR	280 300 360 380	290 330 390 450	Dakar Oceanic AORRA		ABIDJAN / ACCRA / ROBERTS / LUANDA
S : Southbound N : Northbound E : Eastbound W : Westbound NW : North-Westbound SE : South-eastbound NE : North-eastbound SW : South-westbound								



ANNEX 3 : Graphical Representation for ATS CONTINGENCY Routes (ACR) and ATS OCEANIC CONTINGENCY Routes (AOCR)

See AIP CHART 00ENR6.3-11



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OCEANIC AND WEST AFRICA

CONTINGENCY ROUTES PLAN

(NIAMEY AND DAKAR FIRs - DAKAR OCEANIC)

Aeronautical information related to non ASECNA members are extracted from documents edited by their origin countries. Those data is delivered without prejudice.

Before using this document, please, refer NOTAM with aeronautical information organismes.

OBSERVATIONS :

Effective from the date of 06 october 2022

(20.5) VHF ACC Frequency
 FL 245 Upper Limit
 LL Lower Limit
 FL 245 Upper/Lower Limit
 Bearings in Magnetic Degrees.
 Distances in Nautical Miles.
 Isogonic Lines : 2020
 Scale : 1:9 000 000 on equator

ASECNA FIR
 A Cass Airspace
 P, R, D Zones
 FIR Borders
 Air Routes

ATS/MET mandatory report
 ATS mandatory report
 ATS mandatory report
 VOR-DME
 VOR
 NDB

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