

ENR 1.8
CONTINGENCY ATS ROUTES NETWORK IN ASECN AIRSPACES UNDER ACC OF BRAZZAVILLE, DOUALA, AND LIBREVILLE

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 Brazzaville, Douala, and Libreville 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 where possible, 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

Brazzaville contingency routes (BZCR) 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.

Information and alert services where possible, will be specified by appropriate NOTAM.

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 fifteen (15) 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

- a) Maintain contact with ACC in charge of information and alert according to the tables in appendix;
- b) Operate along or as close as possible to the centerline of the assigned contingency air traffic route.
- c) Reach the flight level assigned by adjacent ACC for the transit at least ten (10) minutes before entering the contingency airspace.
- d) Maintain the flight level assigned by the last adjacent ACC while operating within the contingency airspace, 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 competent adjacent ACC the estimated time of arrival over the entry and exit points of the contingency airspace.
- g) 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.).
- h) 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.
- 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

5. COMMUNICATIONS PROCEDURES

5.1. DEGRADATION OF COMMUNICATION -PILOT RADIO PROCEDURES.

- a) When operating within the contingency airspace, pilots should use normal radio communication procedures
- b) 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

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

7. IMPLEMENTATION OF THE PLAN TESTING AND REVIEW

- a) The plan shall be tested by ATC simulation at least once per year.
- b) 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 : ASECNA ACC « BRAZZAVILLE-DOUALA-LIBREVILLE » CONTINGENCY ROUTES PLAN								
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
				E SE NE	W SW NW			
BZCR1	UR984	RALIN	MPK	290 390	300 400	Douala Bangui Brazzaville	ACC in charge of alert and information services will be specified by NOTAM	Kano Kishassa
	UT139	MPK	ASKON	290 390	300 400			
BZCR2	UG727	BZ	TJN	330 370	340 360	Brazzaville		Kinshassa NDjaména
BZCR3	UA607	MPK	RULDO	330 370	340 360	Bangui Brazzaville		Kinshassa NDjaména
BZCR4	UM215	ONUDA	MERON	330 370	340 360	Brazzaville		Kinshassa NDjaména
BZCR5	UG856	BZ	BIPIV	290 390	300 400	Brazzaville Libreville		Kinshassa Sao Tome Kano
BZCR6	UG861	OBUDU	IT	330 350 370	340 360	Douala Brazzaville		Kano
	UR987	IT	PIRMI	330 350 370	340 360	Brazzaville		Luanda
BZCR7	UA410	BZ	MPK	270 310	280 320 380	Brazzaville Bangui		Kinshassa N'Djamena
		MPK	ONUDA	270 290 310 390	280 320 380			
BZCR8	UB737	USMOL	DLA	270 310	280 320	Douala Brazzaville		Sao Tome N'Djamena
	UG857	DLA	INOGO	270 290 310 390	280 320	Douala Brazzaville		N'Djamena
BZCR9	UA604	BZ	FRV	250 350	260 380	Douala Brazzaville	Kinshassa Kano	
	UR986	FRV	TAKUM	250 350	260 380			
BZCR11	UT419	ARKOS	AGTOM	410	380	Brazzaville	Accra Khartoum	
		ANUKI	ASKON	450	430			
BZCR12	UQ583	GULEP	VOLMU	410	380	Libreville	Sao Tomé Brazzaville	
		VOLMU	TAPEK	450	430	Brazzaville		
		TAPEK	KITEK			Brazzaville		

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



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