

ENR 1.8
ATM CONTINGENCY PLAN FOR DOUALA ACC

1. Objectives

- 1.1. This contingency plan contains arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of Air Traffic Services (ATS) within the DOUALA Upper Traffic Area and is in accordance with ICAO Annex 11 - Air Traffic Services Chapter 2, paragraph 2.30, and Attachment C.
- 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 DOUALA ACC. Routes and flight levels are limited.

2. Air Traffic Management

2.1. Air Traffic Services Responsibilities

- 2.1.1. Tactical ATC considerations during periods of over-loading may require re-assignment of routes or portions thereof
- 2.1.2. Alternative routes are designed to maximize the use of existing ATS route structures and communications, navigation and surveillance services.
- 2.1.3. In the event that ATS cannot be provided within the DOUALA UTA, ASECNA shall publish not less than 48 hours prior, if practicable, the corresponding NOTAM indicating the following:
 - a) Time and date of the beginning of the contingency measures;
 - 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 limits 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.
- 2.1.4. In the event that the DOUALA ACC is unable to issue the NOTAM, ASECNA will take action to issue the NOTAM of contingency measures upon notification by DOUALA ACC.

2.2. Separation

- 2.2.1. 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).

2.3. Level restriction

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

2.4. Other measures

- 2.4.1. Other measures related to the disruption of air traffic services and the implementation of the contingency scheme within the DOUALA UTA 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.

3. Transition to contingency scheme

- 3.1. 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, familiarisation of the alternative routes outlined in the contingency scheme as well as what may be promulgated by ASECNA via NOTAM or AIC.
- 3.2. In the event of a disruption of air traffic services that has not been promulgated, DOUALA ACC will, if possible, broadcast to all aircraft in the DOUALA UTA airspace that is affected by the disruption and any further instructions.
- 3.3. It is recognised 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. DOUALA ACC will evaluate all requests to ensure safety is maintained.

4. Transfer of control, coordination and delegation of responsibility in the provision of air traffic services within the DOUALA UTA

- 4.1. The transfer of control and communication will be at the common ACC boundaries or as previously agreed upon between:

- a) DOUALA - Brazzaville ACCs;
- b) DOUALA - Libreville ACCs;
- c) DOUALA - Kano ACCs



4.2. The responsibility for ensuring the provision of air traffic services within DOUALA UTA is transferred to Brazzaville ACC for traffic operating along contingency ATS routes:

- BZCR1: UA 604 (OBUDU–DOUALA)
- BZCR2: UR 986 (TAPEK –TAKUM)
- BZCR3: UG 861 (DLA-ARASI)
- BZCR4: UG 857 (DLA – DELOR)
- BZCR5: UR 984 (RALIN– DLA- NLY- ARKEV)
- BZCR6: UB 737 (DLA – IPOVO)

HF frequencies of Brazzaville ACC (5493-6559-8873-8903-13294) will be used.

4.3. DOUALA ACC will also review current coordination requirements in light of contingency operations or short notice of disruption of air traffic services.

5. Contingency ATS Route Network

5.1. ATS Routes to be temporarily unavailable

The following ATS routes will be temporarily unavailable for over flight traffic:

- UL 433 - KEMOX-IKROP
- UL 434 - DESAM-YAOUNDE
- UH 455 - KEMOX – ARASI
- UA 604 - DLA-ETNOM

5.2. NORTHBOUND/SOUTHBOUND TRAFFIC

The northbound/southbound traffic will route via the following contingency routes and in accordance with the flight level allocation scheme indicated in order to provide strategic separation in the FIR:

- BZCR1:** - **UA 604** (OBUDU–DOUALA)
Northbound: flight level 280, 320 and 360
Southbound: flight level 290, 350 and 370

5.3. NORTH-WEST BOUND/SOUTH- EAST BOUND TRAFFIC

The north-west bound/south-east bound traffic will route via the following contingency routes and in accordance with the flight level allocation scheme indicated in order to provide strategic separation in the FIR

- BZCR2:** - **UR 986** (TAPEK –TAKUM)
North-west bound: flight level 280, 320 and 360
South-east bound: flight level 290, 350 and 370

- BZCR3:** - **UG 861** (DOUALA –ARASI)
North-west bound: flight level 280, 320 and 360
South-east bound: flight level 290, 350 and 370

5.4. NORTH-EAST BOUND/SOUTH- WEST BOUND TRAFFIC

The north-east bound/south-west bound traffic will route via the following contingency routes and in accordance with the flight level allocation scheme indicated in order to provide strategic separation in the FIR:

- BZCR4:** - **UG 857** (DOUALA – DELOR)
North-east bound: flight level 250, 270, 310, 330 and 370
South-west bound: flight level 260 and 340

- BZCR6:** - **UB 737** (DOUALA – IPOVO)
North-east bound: flight level 270 and 310
South-west bound: flight level 260, 300, 340, 380 and 400

5.5. EASTBOUND/WESTBOUND TRAFFIC

The eastbound/westbound traffic will route via the following contingency routes and in accordance with the flight level allocation scheme indicated in order to provide strategic separation in the FIR:

- BZCR5:** - **UR 984** (RALIN – DLA-NLY- ARKEV)
Eastbound: flight level 330 and 390
Westbound: flight level 300, 380 and 400

6. ATS Unit Procedures

6.1. Filed flight plan messages shall continue to be transmitted via the AFTN to DOUALA ACC as per normal procedure. The adjacent ACCs (BRAZZAVILLE, KANO, and LIBREVILLE) shall be responsible fo:



- a) Transmitting to DOUALA ACC via the AFTN, to the extent practicable, for each aircraft intending to transit through DOUALA UTA:
 - A current flight plan message, at least one (1) hour before the aircraft's estimated time of arrival over the relevant entry point of the UTA concerned; and
 - An estimate message for the relevant entry point of the UTA concerned, at least thirty (30) minutes before the aircraft's estimated time of arrival over that point.
- b) Transmitting to the ACC serving the first FIR which an aircraft will enter after transiting the DOUALA UTA, via the AFTN, an estimate message containing the aircraft's estimated time of arrival over the DOUALA UTA exit point. This should be transmitted upon receipt of the aircraft's last position report within the transmitting facility's FIR.
- c) Applying a longitudinal separation of at least twenty (20) minutes over the relevant entry point of DOUALA UTA between aircraft flying at the same flight level and following the same contingency air traffic route within the DOUALA UTA and instructing the respective pilot-in-command to maintain the flight level and Mach number assigned throughout DOUALA UTA.
- d) Not authorizing any flight level or Mach number changes for aircraft transiting through DOUALA UTA, ten (10) minutes prior to the aircraft entering the DOUALA UTA.
- e) Requesting each aircraft transiting through DOUALA UTA to include in its last position report (over the entry point DOUALA UTA) the estimated time of arrival over the relevant exit point of DOUALA UTA for the contingency air traffic route used.

7. Pilot and Operator Procedures

7.1. All aircraft transiting through DOUALA UTA shall strictly comply with the following:

- a) Operate along or as close as possible to the centreline of the assigned contingency air traffic route.
- b) Reach the flight level assigned by adjacent ACC for the transit of DOUALA UTA at least ten (10) minutes before entering DOUALA UTA.
- c) Maintain the flight level assigned by the last adjacent ACC while operating within DOUALA UTA, unless an emergency situation or flight security reason exists.
- d) 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.
- e) Include in their last position report to the competent adjacent ACC the estimated time of arrival over the entry point of DOUALA UTA and the estimated time and point at which they are to exit the DOUALA UTA.
- f) Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit of DOUALA UTA, climb or descend well to the right of the centreline of the air traffic route being flown but remaining within DOUALA UTA, 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.).
- g) 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 DOUALA UTA in order to obtain clearance for entering the adjacent airspace concerned.
- h) Display navigation and anti-collision lights at all times during the transit of contingency airspace.
- i) Maintain their own longitudinal separation of twenty (20) minutes with preceding aircraft maintaining the same cruising flight level.

7.2. A NOTAM will be issued if this contingency plan is activated.

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 States concerned.

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