

ENR 1.8  
ATM CONTINGENCY PLAN FOR ABIDJAN ACC**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 Abidjan UTA in accordance with ICAO Annex 11 and RACI 5005 - Air Traffic Services Chapter 2, paragraph 2.32, 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 Abidjan ACC. Routes and flight levels are limited.

**2. STATES AND FIRS AFFECTED**

- 2.1. In the event that ASECNA activates this Contingency Plan, the civil aviation authorities of the adjacent ATS Units or FIRs will be notified in accordance with the Letter of Agreement, Letter of Procedures (LOA/LOP) or Memorandum of Understanding (MOU) established between them. The adjacent ATS Units directly affected by this Contingency Plan are as follows:

State	FIR	ATS Unit
Mali	Dakar FIR	Bamako ACC
Senegal	Dakar FIR	Dakar ACC/Oceanic
Burkina Fasso	Niamey FIR	Ouagadougou ACC
Ghana	Accra FIR	Accra ACC
Guinea Conakry	Roberts FIR	Roberts ACC
Angola	Luanda FIR	Luanda ACC
Brasil	Atlantico FIR	Atlantico ACC

- 2.2. The contact details of the civil aviation authorities and organizations concerned are contained in Paragraph 15 below. These details should be kept up to date and relevant information shall be provided to ANAC by the focal point identified as soon as practicable.

**3. MANAGEMENT OF THE CONTINGENCY PLAN**

- 3.1. The contingency measures set out in the first part of this Plan are applicable in cases of foreseeable events for level 2.
- 3.2. 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 manner through ABIDJAN UTA.

**3.3. CENTRAL COORDINATING COMMITTEE**

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 Abidjan UTA is disrupted for an extended period, make arrangements for and facilitate the temporary relocation of the Air Traffic Services to Dakar ACC and Bamako ACC and the restoration of Air Traffic Services in Abidjan UTA. Dakar ACC and Bamako ACC will ensure the provision of air traffic services for traffic operating in airspace or along all the contingency ATS routes of the Abidjan UTA.

The Central Coordinating Committee (CCC) comprised of representatives from:

- 1) Civil Aviation Authority (ANAC-CÔTE D'IVOIRE);
- 2) WACAF ICAO Regional office;
- 3) ATS Provider (ASECNA);
- 4) Representative from the airlines;
- 5) Other participants as required.

Contact details of its members are provided in paragraph 15.1 below.

**3.4. ATM OPERATIONAL CONTINGENCY GROUP**

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 WACAF Contingency Coordination Team and adjacent FIRs. The AOCG will include any necessary specialized personnel from the following disciplines:

- Air Traffic Control Services (ATS)
- Aeronautical Telecommunication (COM)
- Aeronautical Meteorology (MET)
- Aeronautical Information Services (AIS)
- ATS equipment maintenance service provider.

Contact details of its members are provided in paragraph 15.2 below.

## 4. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

### 4.1. Air Traffic Services Responsibilities

- 4.1.1. Tactical ATC considerations during periods of over-loading may require re-assignment of routes or portions thereof.
- 4.1.2. Alternative routes are designed to maximize the use of existing ATS route structures and communications, navigation and surveillance services.
- 4.1.3. In the event that ATS cannot be provided within ABIDJAN UTA, ASECNA Headquarters shall publish not less than 48 hours before, if practicable, the corresponding NOTAMs 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 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.
- 4.1.4. In the event that the ASECNA Headquarters is unable to issue the NOTAMs, ICAO will take action to issue the NOTAM of contingency measures upon notification by ASECNA Headquarters.

### 4.2. 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 (Doc 7030). Longitudinal separation of fifteen (15) minutes or twenty (20) nautical miles Radar separation where Radar services are available, shall be applied for aircraft maintaining the same cruising flight level.

### 4.3. Level restriction

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

### 4.4. Airspace Classifications

Airspace classification will not be changed.

### 4.5. Aircraft position reporting

- 4.5.1. The primary means of communication will be by VHF or HF radio. When CPDLC has been authorized for use by the relevant ATC authority this will become the primary means of communication, with HF as secondary. Traffic Information Broadcast by Aircraft (TIBA) procedures shall apply in ABIDJAN UTA during periods of contingency
- 4.5.2. TIBA frequencies shall be as follows:  
AFI REGION – 126.9 MHz.

### 4.6. Other measures

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

- Suspension of all VFR operations;
- Delay or suspension of general aviation IFR operations; and;
- Delay or suspension of commercial IFR operations.

### 4.7. Procedures for ATS Units

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.

- a) ATC will inform pilots of the emergency condition and advise if it is likely that the ATS will be suspended; and ATC will transmit the suspension on the radio frequency in use providing pilots with alternate means of communication;
- b) During the period the contingency procedures are in effect, flight plan and other aircraft movement messages must continue to be transmitted by airlines operators to ABIDJAN ACC via the AFTN/AMHS using normal procedures;
- c) On notification by ASECNA, the ATS authorities operating in Accra, Roberts Dakar, Niamey, Atlantico and Luanda FIRs will activate the contingency procedures in accordance with this Plan;
- d) Before entering into ABIDJAN UTA during contingency operations prior authorization must be obtained from ANAC Côte d'Ivoire, and flights must comply with the ATC CLEARANCE/ROUTE, FLIGHT LEVEL and communications instructions issued by the ATS UNIT responsible for the airspace immediately adjacent to the ABIDJAN UTA contingency airspace;
- e) Coordination of aircraft boundary estimates and flight levels by the adjacent ATS UNIT responsible for aircraft entering into ABIDJAN UTA shall be in accordance with THIS PLAN;
- f) The ATS UNIT responsible for aircraft entering into ABIDJAN UTA will instruct pilots to maintain the last flight level assigned and speed (Mach number if applicable) while operating in ABIDJAN UTA;
- g) The ATS UNIT responsible for aircraft entering the ABIDJAN UTA will not authorize any change in route, flight level or speed unless specifically authorized by the ATS unit normally responsible for the affected airspace, or under THIS PLAN;
- h) The ATS UNIT responsible prior to aircraft entering into ABIDJAN UTA will inform aircraft that they must establish contact with the first ATS UNIT after transiting the ABIDJAN UTA not less than 10 minutes before the estimated time of entry into the airspace.

## 5. TRANSITION TO CONTINGENCY SCHEME



5.1. 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 Plan, as well as what may be promulgated by ASECNA via NOTAMS.

5.2. In the event of a disruption of air traffic services that has not been promulgated, Abidjan ACC should, if possible, broadcast to all aircraft in ABIDJAN UTA, what airspace is being affected by the disruption and to stand by for further instructions.

5.3. It is recognized that when a disruption of air traffic services or airports closure occurs and is promulgated, operators may have different requirements as to their alternative routings. ABIDJAN ACC will evaluate all requests to ensure safety is maintained.

## 6. TRANSFER OF CONTROL, COORDINATION AND DELEGATION OF RESPONSIBILITY IN THE PROVISION OF AIR TRAFFIC SERVICES WITHIN ABIDJAN UTA

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

- a) ABIDJAN ACC - OUAGADOUGOU ACC;
- b) ABIDJAN ACC - ACCRA ACC;
- c) ABIDJAN ACC - BAMAKO ACC;
- d) ABIDJAN ACC - ROBERTS ACC;
- e) ABIDJAN ACC - DAKAR ACC;
- f) ABIDJAN ACC - ATLANTICO ACC;
- g) ABIDJAN ACC - LUANDA ACC.

6.2. The responsibility for ensuring the provision of air traffic services within ABIDJAN UTA is transferred to DAKAR ACC on 6535 KHz or any Optimum HF Frequency in use and BAMAKO ACC on 125,4 MHz.

## 7. CONTINGENCY ATS ROUTES NETWORK

In the event of disruption of air traffic services within ABIDJAN UTA, 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.

Routes Code	Routes name	FIR involved	Flight Levels assignment	Entry/Exit point	Communications means
DKCR9	UB 600	Roberts FIR	Eastbound: FL270 - FL330 - FL390 Westbound: FL260 - FL300 - FL380	AD/MEGOT	128.1 MHz
DKCR10	UB 600	Accra FIR	Eastbound: FL270-FL330-FL390 Westbound FL260 - FL300 - FL380	AD/ ONESI	130.9 MHz
DKCR11	UG 851	Dakar FIR Bamako ACC	Southbound: FL270 - FL310 - FL370 Northbound: FL260 - FL280 - FL340 - FL360 - FL380 - FL400	GUREL/AD	125.4 MHz
DKCR18	UG 853	Roberts FIR	North-westbound: FL280 - FL340 - FL400 South-Eastbound: FL290 - FL310 - FL370	DEVLI/TESKI	128.1 MHz
		Accra FIR		TESKI/RASAD	8903 KHz
DKCR19	UA 560	Roberts FIR	South-westbound: FL320 - FL340 - FL360 - FL380 North-Eastbound: FL290, FL310, FL370, FL390	IPEKA/TESKI	128.1 MHz
		Accra FIR		TESKI/INAKA	130.9 MHz
DKCR20	UA 400	Accra FIR	Eastbound: FL370 - FL390 - FL410 Westbound: FL300 - FL320 - FL360 - FL400	AD/EGADU	130.9 MHz
DKCR21	UL 435	Dakar FIR	North-westbound: FL320 - FL340 - FL400 South-Eastbound: FL310 - FL330 - FL390 - FL410	ATANI/URAPI	6535 KHz or any Optimum HF
		Accra FIR			8903 KHz
DKCR22	UA 614	Niamey FIR Ouagadougou ACC	Northbound: FL250 - FL290 - FL350 - FL370 - FL410 Southbound: FL280 - FL320 - FL360 - FL380	AD/BIGOM	120.3 MHz

## 8. PILOT AND OPERATOR PROCEDURES

### 8.1. Filing of flight plans

Flight plan requirements detailed in ASECNA AIP continue to apply during Contingency operations, except where modified by the contingency ATS routes and Flight Levels as specified by ATC and/or in NOTAMS.

### 8.2. Overflight approval



Aircraft operators must obtain overflying approval from the ANAC CÔTE D'IVOIRE prior to operating flights through ABIDJAN UTA. During the period of activation of this Contingency Plan the adjacent ATS UNIT will provide normal ATC clearances for aircraft entering ABIDJAN UTA. The adjacent ATS Unit is not responsible for coordination or provision of overflight clearances for ABIDJAN UTA. The operator must ensure any required overflying approval has been obtained.



### 8.3. Pilots operating procedures

All aircraft transiting through ABIDJAN UTA shall strictly comply with the following:

- a) Maintain contact with DAKAR ACC / BAMAKO ACC according to the paragraph 4 of this contingency plan;
- b) Operate along or as close as possible to the centerline of the assigned contingency air traffic route;
- c) Reach the flight level assigned for the transit of ABIDJAN UTA at least ten (10) minutes before entering the airspace;
- d) Maintain the flight level assigned by the last adjacent ACC while operating within ABIDJAN UTA, unless an emergency or flight safety reason exists;
- e) Maintain a continuous listening watch on the VHF frequency 126.9 MHz, and transmit in 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 ABIDJAN UTA;
- g) Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for transit of ABIDJAN UTA, pilots are to climb or descend well to the right of the centerline of the air traffic route being flown but remaining within ABIDJAN UTA. And they are 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 ABIDJAN UTA 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.

### COMMUNICATION PROCEDURES

#### 8.4. Degradation of Communication - Pilot Radio Procedures

- 8.4.1. When operating within the contingency airspace, pilots should use normal radio communication procedures.
- 8.4.2. 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.

### 9. PUBLIC HEALTH EMERGENCIES

- 9.1. ABIDJAN 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.
- 9.2. To avoid misunderstanding that may result in inappropriate reaction from the stakeholders including air operators, information provided by the Health Sanitary Board (HSB) should be obtained in written form and relayed to air operators in written form. Where communication means do not enable relay of written text, the information shall be read verbatim.

### 10. VOLCANIC ASH CONTINGENCY PLAN (VACP)

- 10.1. If a volcanic ash cloud is reported or anticipated in ABIDJAN UTA, ABIDJAN 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.
- 10.2. When a flight crew informs ABIDJAN ACC that they have inadvertently entered a cloud of volcanic ash, ABIDJAN 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.

### 11. INTERCEPTION OF CIVIL AIRCRAFT

- 11.1. 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 interception procedures contained in ICAO Annex 2- Rules of the Air, Paragraph 3.8 and Appendix 2, Sections 2 and 3.
- 11.2. 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.  
Transponders should be set on a discrete code assigned by ATC or select code A2000 if ATC has not assigned a code.

- 11.3. If an aircraft is intercepted by another aircraft, the pilot shall immediately:
- Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures;
  - If possible, notify to appropriate ATS Unit;
  - Set transponder code to 7700, unless otherwise instructed by the appropriate ATS unit;
  - Attempt to establish radio communication with the intercepting aircraft by making a general call on the emergency frequency 121.5MHz; and
  - 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.

## 12. SEARCH AND RESCUE

- 12.1. ATS UNITS involved in this contingency plan are required to assist any distressed aircraft of which they are aware and that flies over a contingency space.
- 12.2. 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.
- 12.3. Each SAR authority shall assist as necessary its neighbor as requested in their LOA/LOP. Contact details of its SAR Authority are provided in paragraph 15.3 below.

## 13. PLAN TESTING AND REVIEW

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

## 14. 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.

## 15. ALL CONTINGENCIES UNITS

### 15.1. CENTRAL COORDINATING COMMITTEE

N°	Member Title	Telephone	Email
1	Director of Civil Aviation Authority (ANAC ANAC-Côte d'Ivoire)	+225 27 21 27 75 33	sinalysilue@anac.ci
2	Representative of ASECNA Côte d'Ivoire	+225 05 84 44 46 02	KONESid@asecna.org
3	In charge of En route traffic control	+225 27 21 21 58 58 +225 05 46 52 96 39 +225 07 78 11 30 88	ABYJoc@asecna.org

### ASECNA HEADQUARTERS (CRISIS ROOM)

N°	Member Title	Telephone	Email
1	Director of Operations	+221 77 333 27 88 +221 338 69 56 51 +221 338 69 20 62	bakienonlou@asecna.org

### 15.2 ATM OPERATIONAL CONTINGENCY GROUP

N°	Member Title	Telephone	Email
1	In charge of en-route control	+225 27 21 21 58 58 +225 05 46 52 96 39 +225 07 78 11 30 88	ABYJoc@asecna.org
2	In charge of airdrome operations	+225 27 21 21 58 58	ATI-ATCHAKhaledTalamanassah@asecna.org
3	Chef ATC En-route	+225 27 21 21 58 58	ASSOGBAJea@asecna.org
4	Chef ATC (Tower)	+225 05 45 55 38 35	ALLOUKou@asecna.org

### 15.3 SEARCH AND RESCUE POINT OF CONTACT

N°	Center	Focal Point	Contacts
1	ABIDJAN S/RCC	Chef S/RCC Abidjan	RSFTA /AFTN: DIAPZTX-DIAPSARX Tél : 27 21 58 01 80



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

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**UNAVAILABILITY OF ABIDJAN ACC**

**OBJECTIVES**

In the event that the total disruption of Air Traffic Services (ATS) within ABIDJAN UTA does not allow to fly in the airspace affected, users are invited to circumvent the airspace.

Users may also choose to avoid ABIDJAN UTA by flight planning via any alternative ATS routes provided by neighboring ATS unit.

Users are advised to circumnavigate ABIDJAN UTA and try to establish contact with the ATS unit responsible for the provision of service as soon as possible according to the route structure.

**EXAMPLE:**

Flights from North to South : TAKE UG853 and follow instructions from ROBERTS ACC or UG859 then UR 982 and follow instructions from ACCRA ACC.



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