

ENR 1.8
ATM CONTINGENCY PLAN FOR NIAMEY ACC**PART I: LEVEL 2 CONTINGENCY PLAN (REQUIRING INTERVENTION OF ADJACENT FIR)****1. OBJECTIVES**

- 1.1. This contingency plan contains arrangements to ensure the provision of air navigation in the event of partial or total disruption of Air Traffic Services (ATS) within the NIAMEY Upper Traffic Area and is in accordance with ICAO Annex 11 - Air Traffic Services Chapter 2, paragraph 2.3.2, and Attachment C and 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 NIAMEY ACC. Routes and flight levels are limited.

2. STATES AND FIRS AFFECTED

- 2.1 In the event that NIAMEY ACC activates this Contingency Plan, the adjacent DAKAR and Ndjamen ACCs, will be notified in accordance with the Letter of Agreement (LOA) or Memorandum of Understanding (MOU) established between them. The adjacent ACCs directly affected by this Contingency Plan are as follows:

STATE	FIR	ATS UNIT
Ghana	Accra FIR	Accra ACC
Togo	Accra FIR	Lomé ACC
Mauritania	Dakar FIR	Nouakchott ACC
Mali	Dakar FIR	Bamako ACC
Guinea Conakry	Roberts FIR	Roberts ACC
Burkina Faso	Niamey FIR	Ouagadougou ACC
Chad	Ndjamen FIR	Ndjamen ACC
Nigeria	Kano FIR	Kano ACC

- 2.2 The contact details of the civil aviation authorities and organizations concerned are contained in PARAGRAPH 15 below.

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 is 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 fashion through NIAMEY Upper Traffic Area.

CENTRAL COORDINATING COMMITTEE

- 3.3 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 Niamey UTA is disrupted for an extended period, make arrangements for and facilitate the temporary relocation of the Air Traffic Services to Dakar and Ndjamen ACCs and the restoration of Air Traffic Services in Niamey UTA.

The Central Coordinating Committee comprises representation from the following:

- 1) NIGER CIVIL AVIATION AUTHORITY (ANAC-NIGER)
- 2) ASECNA (HEADQUARTER, REPRESENTATIVE AND DELEGATION IN NIGER)
- 3) OTHER RELEVANT AUTHORITIES.

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

ATM OPERATIONAL CONTINGENCY GROUP

- 3.4 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 specialist 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 Niamey UTA, ASECNA shall publish not less than 48 hours before, if practicable, the corresponding NOTAM indicating the following:
- Time and date of the beginning of the contingency measure;
 - Airspace available for landing and over flying traffic and airspace to be avoided;
 - 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;
 - Information on the provisions made for alternative services;
 - ATS contingency routes;
 - Procedures to be followed by adjacent ATS units;
 - Procedures to be followed by pilots; and
 - 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 Niamey ACC is unable to issue the NOTAM, ASECNA will take action to issue the NOTAM of contingency measures upon notification by Niamey ACC.

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 20 nautical miles Radar separation, where Radar services are available for aircraft maintaining the same cruising flight level shall be applied.

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 Niamey 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 the Niamey 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.

- ATC will inform pilots of the emergency condition and advise 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;
- During the period the contingency procedures are in effect, flight plan and other aircraft movement messages must continue to be transmitted by operators to Dakar and Ndjamena ACCs via the AFTN, using normal procedures;
- On notification by Niamey ACC, the ATS authorities operating the ASECNA will activate the contingency procedures in accordance with this plan or any existing LOA or MOU.
- Prior to entry to the Niamey UTA during contingency operations prior authorization must be obtained from Dakar and Ndjamena ACCs, and flights must comply with the ATC clearance/Route/Flight level and communications instructions issued by the Dakar and Ndjamena ACCs responsible for the airspace immediately adjacent to the Niamey ACC contingency airspace.
- Coordination of aircraft boundary estimates and flight levels by the adjacent Dakar and Ndjamena ACCs responsible for aircraft entering the Niamey UTA shall be in accordance with this plan.
- Dakar and Ndjamena ACCs responsible for aircraft entering the Niamey UTA will instruct pilots to maintain the last flight level assigned and speed (MACH number if applicable) while operating in the Niamey UTA.
- Dakar and Ndjamena ACCs responsible for aircraft entering the Niamey 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) Dakar and Ndjamen ACCs responsible prior to aircraft entering the Niamey UTA will inform aircrafts that they must establish contact with the first ACC after transiting the Niamey UTA not less than 10 minutes before the estimated time of entry to the next adjacent airspace.

5 . TRANSITION TO CONTINGENCY SCHEME

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 ASECNA via NOTAM or AIC.

In the event of a disruption of air traffic services that has not been promulgated, NIAMEY ACC will, if possible, broadcast to all aircraft in the NIAMEY UTA , airspace that is affected by the disruption and any further instructions.

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. NIAMEY 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 the NIAMEY UTA

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

- | | | |
|---------------|---|------------------|
| a) NIAMEY ACC | - | Accra ACC ; |
| b) NIAMEY ACC | - | Alger ACC ; |
| c) NIAMEY ACC | - | Bamako ACC ; |
| d) NIAMEY ACC | - | Nouakchott ACC ; |
| e) NIAMEY ACC | - | Kano ACCS |
| f) NIAMEY ACC | - | N'djamena ACC |
| g) NIAMEY ACC | - | Lomé ACC |
| h) NIAMEY ACC | - | Ouagadougou ACC. |

6.2 The responsibility for ensuring the provision of air traffic services within NIAMEY UTA is transferred to Dakar and N'djamena ACC s according to the following considerations:

- a) Dakar ACC will ensure the provision of air traffic services for traffic operating along contingency ATS routes west of the longitude 005°E.
HF frequencies of Dakar (8861-3452-6673) will be used.
- b) N'djamena ACC will ensure the provision of air traffic services for traffic operating along the contingency ATS routes east of the longitude 005°E.
HF frequencies of Ndjamen (8873-8903-13294-5493-8894) will be used.

7. Contingency ATS Route Network

In the event of disruption of air traffic services within Niamey 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.

Contingency routes	Delegated centers	Means of communication	Flight levels assignment	Entering/Exit point	Adjacent FIR
UB730 (IKTAV-ENDOK- RAKOM)	Ndjamena	CPDLC, HF/ VHF	Northbound: FL260; FL280; FL300; FL320; FL340; FL360; FL380; FL400 Southbound: FL250; FL270; FL290; FL310; FL330; FL350-FL370- FL390-FL410	IKTAV/RAKOM	Alger
UM998 (TOBUK-NEBRA- INISA)	Ndjamena	CPDLC, HF, VHF	Northbound: FL260; FL280; FL300; FL320; FL340; FL360; FL400 Southbound: FL250; FL270; FL290; FL310; FL350; FL370; FL390; FL410	TOBUK/INISA	Alger
UR978-UA604 (ERKEL-AS- MOLIT)	Ndjamena	CPDLC, HF	Northbound: FL340; FL360; FL380; FL400 Southbound: FL330; FL350; FL370; FL390; FL410	ERKEL/ MOLIT	Alger/Kano
UM114 (ZAWAT-LITAK)	Dakar	CPDLC, HF	Northbound: FL330; FL 350 ; FL370; FL390 Southbound: FL340; FL360; FL380; FL400	ZAWAT/ LITAK	Alger/Lomé
UM608-UA608 (TERAS-NY-TATAT)	Dakar	CPDLC, HF	Northbound: FL330; FL350; FL370; FL390 Southbound: FL340; FL360; FL380; FL400	TERAS/TATAT	Alger/Lomé
UM629 (USRUT-BAKAB- BATIA)	Dakar	CPDLC/HF	Northbound: FL340; FL360; FL380; FL400 Southbound: FL350; FL370; FL 390	USRUT/BATIA	Alger/Lomé
UA614 (IPOBA-TAVOT)	Dakar	CPDLC, HF	Northbound: FL 330 Southbound: FL320	IPOBA/TAVOT	Alger/ Ouagadougou

8. PILOT AND OPERATOR PROCEDURES

8.1 Filing of flight plans

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

8.2 Overflight approval

Aircraft operators must obtain over-flight approval from the ANAC-NIGER prior to operating flights through the Niamey UTA. During the period of activation of this Contingency Plan, the adjacent ACC will provide normal ATC clearances for aircraft to enter the Niamey UTA. The adjacent ACC is not responsible for coordination or provision of overflight clearances for the Niamey UTA. The operator must ensure any required overflight approval has been obtained.

8.3 Pilots operating procedures

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

- Maintain contact with Dakar and Ndjamena ACCs according to the paragraph 4 of this contingency plan.
- Operate along or as close as possible to the centerline of the assigned contingency air traffic route.
- Reach the flight level assigned by Dakar and Ndjamena ACCs for the transit of Niamey UTA at least ten (10) minutes before entering Niamey UTA.
- Maintain the flight level assigned by the last adjacent ACC while operating within Niamey UTA, 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 Niamey UTA.
- Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit of Niamey UTA, climb or descend well to the right of the centerline of the air traffic route being flown but remaining within Niamey 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.).



- 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 Niamey 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 COMMUNICATION 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 The Niamey 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 Niamey UTA, Niamey 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 Niamey ACC that they have inadvertently entered a cloud of volcanic ash, Niamey 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 of normal traffic flows, could result in an intercept by military aircraft. 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.
- 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 Dakar and Ndjamena 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.
- 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.

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°	Members	Title	Tél	Email/Fax
1	ELH AYAHA AHMED	DIRECTOR GENERAL OF ANAC-NIGER	+227 94 05 52 81	aayaha@yahoo.fr
2	LAMINE GARBA	REPRESENTATIVE OF ASECNA NIGER	+227 94 85 21 01	Laminegarba1@gmail.com

ASECNA HEADQUARTERS (CRISIS ROOM)

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15.2 ATM OPERATIONAL CONTINGENCY GROUP

N°	Members	Title	Tél	Email/Fax
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15.3 SEARCH AND RESCUE POINT OF CONTACT

CENTER	Title	Tél	Email/Fax
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