

ENR 1.8  
DAKAR OCEANIC FIR CONTINGENCY PLAN**PART A : Contingency plan for EUR/SAM Corridor****1. Introduction**

The general contingency procedures described hereafter are applicable in Dakar Oceanic in the event of interruption of the air traffic services caused by a total radio failure, security evacuation or possible social conflicts.

**1.1. Beginning of the contingency situation**

When Dakar ACC starts a contingency situation, it will proceed as follows:

1. Will inform, by all its possible and quickest means, to concerned ACC about its contingency situation, specifying that the general contingency procedures of the specific contingency procedures reflected in the contingency annex to its LOA's are in force.
2. Will inform to its collateral ACC's about the real situation of the air traffic under its responsibility, as well as the information about the estimated traffic at the moment that the contingency situation started.
3. A common NOTAM notifying the contingency situation in the EUR-SAM Corridor will be published by the ACC in a contingency situation as well as by the rest of ACC's of the Corridor. This common NOTAM will refer to the published SUP AIP concerning the EUR/SAM Contingency Plan and indicates relevant procedures to be applied.
4. Each ACC of the EUR-SAM Corridor, shall broadcast via ground/air published VHF/ HF frequencies the contingency situation experienced in the specific ACC to all the air traffic under its responsibility. This broadcast should also include the details about the applicable contingency procedures.

**1.2. General procedures during the contingency situation**

Pilots flying in a contingency airspace in the EUR-SAM Corridor should follow IFBP (In flight Broadcast Procedure) as specified below:

- a) Must be in permanent contact by the pilot – to - pilot frequency (123,45 MHz).
- b) Reports positions or estimates and the beginning and the end of the climb/ descent phases.
- c) Maintain a watch for conflicting traffic, both visually and by reference to ACAS.
- d) Turn on all aircraft exterior lights.
- e) Keep the SSR transponder on all times.
- f) Climb and descend phases must be clearly performed at the right side of the route axis. They are also required to apply the lateral deviation off-set procedures as specified in relevant SUP AIP published by the EUR/ SAM corridor States.

**1.3. Contingency ATS routes of the EUR-SAM Corridor**

1.3.1. In the event of an ATS contingency situation of one specific ACC of the EUR-SAM Corridor, the air traffic will be allocated with the restricted use of flight levels and routes directionality as it is described hereafter. The operational procedures applicable between the ACC in contingency and its collateral at the moment that the contingency situation begins will be specified in the contingency annex to the LoA's between both ACC's. This contingency annex must be in accordance with these general procedures.

1.3.2. During a contingency situation of one specific ACC, the collateral ACC's of the one in contingency will allocate the air traffic flows towards the one in contingency using exclusively the following ATS routes and flight levels:

- a) Route UN741
  - Southbound only
  - Flight Level availability - FL 300, FL340, FL360 and FL380 (exclusively EVEN FL)
- b) Route UN866
  - Northbound only
  - Flight Level availability - FL 290, FL330, FL350, FL370 and FL390 (exclusively ODD FL)
- c) Route UN873
  - Southbound only
  - Flight level availability - FL 300, FL340, FL360 and FL380 (exclusively EVEN FL)
- d) Route UN857
  - Northbound only
  - Flight Level availability - FL 290, FL330, FL350, FL370 and FL390 (exclusively ODD FL)
- e) RANDOM route
  - Traffic flying the RANDOM Route will not be accepted and must be allocated in one of the ATS routes described above



- f) Crossing traffic (East- West)
  - Westbound - FL320 exclusively
  - Eastbound - FL310 exclusively
- 1.3.3. After that the contingency airspace is flown, the adjacent ACC can accommodate the air traffic according to the ATS routes directionality and flight levels establish.
- 1.3.4. Contingency longitudinal separation minima:  
The contingency longitudinal separation minimum in the EUR/SAM corridor is 20 minutes with Mach number technique.
- 1.3.5. After the contingency airspace is flown, the adjacent ACC can resume to the normal separation minima (10 minutes with MNT).
- 1.4. End of contingency procedures
  - 1.4.1. As soon as the reason that caused the contingency situation is solved, the in contingency ACC will inform, by all its possible and quickest means, to its concern ACC's about the end of the contingency situation.
  - 1.4.2. A NOTAM notifying the end of the contingency situation in the EUR-SAM Corridor will be published by the ACC that was in a contingency situation as well as by the rest of ACC's of the Corridor.
  - 1.4.3. In the aim to get a safely and orderly transition from the contingency situation to the normal situation, flow control restriction measures could be applied.
  - 1.4.4. If the recovery from the contingency situation is only partial, but enough to reduce the air traffic restrictions, the in contingency ACC will issue a NOTAM informing about the new situation. In close coordination with its collateral ACC's, new traffic transfer conditions could be agreed.
  - 1.4.5. These provisions cancel and take over from any previous arrangements of contrary effect.

**Part B : Contingency Plan out of EUR/SAM Corridor in Dakar Oceanic FIR  
(Contingency Routes: UA302, UA572, UG433 and UA560)**

**2. Introduction**

The general contingency procedures described hereafter are applicable in Dakar Oceanic FIR out of EUR/SAM corridor in the event of interruption of the air traffic services caused by a total radio failure, security evacuation or possible social conflicts.

**2.1. Beginning of the contingency situation**

When Dakar ACC starts a contingency situation, it will proceed as follows:

1. Will inform, by all its possible and quickest means, to concerned ACC about its contingency situation, specifying that the general contingency procedures of the EUR-SAM Corridor and the specific contingency procedures reflected in the contingency annex to its LOA's are in force.
2. Will inform to its neighbouring ACC's about the real situation of the air traffic under its responsibility, as well as the information about the estimated traffic at the moment that the contingency situation started.
3. A common NOTAM notifying the contingency situation will be published by the ACC in a contingency situation as well as by the other ACC. This common NOTAM will indicate relevant procedures to be applied.
4. Concerned ACC shall broadcast via ground/air published VHF/HF frequencies the contingency situation experienced in the specific ACC to all the air traffic under its responsibility. This broadcast should also include the details about the applicable contingency procedures.

**2.2. General procedures during the contingency situation**

Pilots flying in the contingency airspace should follow IFBP (In flight Broadcast Procedure) as specified below:

- g) Must be in permanent contact by the pilot – to - pilot frequency (123,45 MHz).
- h) Reports positions or estimates and the beginning and the end of the climb/ descent phases.
- i) Maintain a watch for conflicting traffic, both visually and by reference to ACAS.
- j) Turn on all aircraft exterior lights.
- k) Keep the SSR transponder on all times.
- l) Climb and descend phases must be clearly performed at the right side of the route axis. They are also required to apply the lateral deviation off-set procedures as specified in relevant SUP AIP published by Brazil and Senegal.

**2.3. Contingency ATS routes**

In the event of an ATS contingency situation in Dakar Oceanic FIR out of corridor EUR/SAM, the air traffic will be allocated with the restricted use of flight levels and routes directionality as it is described hereafter.

2.3.1. During a contingency situation of one specific ACC, the neighbouring ACC of the one in contingency will allocate the air traffic flows towards the one in contingency using exclusively the following ATS routes and flight levels:

- g) Route UA302 / UL206
  - Northbound: FL330, FL370
  - Southbound: FL350, FL390



- h) Route UA572 / UL330
    - Northbound: FL330, FL370
    - Southbound: FL350, FL390
  - i) Route UG433 / UL327
    - Northbound: FL330, FL370
    - Southbound: FL350, FL390
  - j) Route UA560 / UL335
    - Northbound: FL330, FL370
    - Southbound: FL350, FL390
  - k) RANDOM route
    - Traffic flying the RANDOM Route will not be accepted and must be allocated in one of the ATS routes described above.
  - l) Crossing traffic (East- West)
    - Westbound - FL320 exclusively
    - Eastbound - FL310 exclusively
- 2.3.2. After that the contingency airspace is flown, the adjacent ACC can accommodate the air traffic according to the ATS routes directionality and flight levels established.
- 2.3.3. Contingency longitudinal separation minima:  
The contingency longitudinal separation minimum in the EUR/SAM corridor is 20 minutes with Mach number technique:
- 2.3.4. After the contingency airspace is flown, the adjacent ACC can resume to the normal separation minima (10 minutes with MNT).
- 2.4. End of contingency procedures
- 2.4.1. As soon as the reason that caused the contingency situation is solved, the in contingency ACC will inform, by all its possible and quickest means, to the adjacent ACC about the end of the contingency situation.
  - 2.4.2. A NOTAM notifying the end of the contingency situation will be published by the ACC that was in a contingency situation as well as by the other ACC.
  - 2.4.3. In the aim to get a safely and orderly transition from the contingency situation to the normal situation, flow control restriction measures could be applied.
  - 2.4.4. If the recovery from the contingency situation is only partial, but enough to reduce the air traffic restrictions, the in contingency ACC will issue a NOTAM informing about the new situation. In close coordination with the adjacent ACC, new traffic transfer conditions could be agreed.
  - 2.4.5. These provisions cancel and take over from any previous arrangements of contrary effect.

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