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**AIP SUP**

**NR 64/A/23GO**

**SEPT 20, 2023**

**BUREAU NOTAM INTERNATIONAL DE L'OUEST AFRICAIN**  
B.P. 8155 Aéroport International Léopold Sédar SENGHOR Dakar/Yoff-SENEGAL

**BENIN – BURKINA FASO – COTE D'IVOIRE – GUINEE BISSAU – MALI – MAURITANIE – NIGER–SENEGAL–TOGO**

**REVISION DU PLAN DE CONTINGENCE DE L'ESPACE AERIEN DE  
LOME  
REVISION OF LOME AIRSPACE CONTINGENCY PLAN**

/

**DXXX**

**LOME**

<b>Mise en vigueur /Effective date</b>	<b>05 Octobre 2023, October 05 2023</b>
<b>Validité/Validity</b>	<b>PERM</b>

**ATM CONTINGENCY PLAN FOR LOME AIRSPACE**

**Modify AIP ENR 1.8**

**PART I: CASE WHERE DISRUPTION IS OF LEVEL 2 (REQUIRING INTERVENTION OF  
ADJACENT FIR)**

**1.OBJECTIVES**

- 1.1. This contingency plan contains arrangements to ensure the provision of air navigation services in the event of partial or total disruption of Air Traffic Services (ATS) within Lomé UTA and is in accordance with ICAO Annex 11 - 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 Lome ACC. Routes and flight levels are limited.
- 1.3 A Level 2 disruption deals with the case where Lome UTA remains available but total failure of the entire ATM system or air navigation system requires the assistance or intervention of adjacent FIRs for the provision of ATS.

**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, centers, states or FIRs will be notified in accordance with the Letter of Agreement (LOA) established between the States

concerned. The adjacent States, FIRs and ACCs directly affected by this Contingency Plan are as follows:

STATE	FIR	ATS UNIT
BENIN	-	Cotonou APP
BURKINA FASO	-	OUAGA ACC
GHANA	ACCRA FIR	ACCRA (ACC)
NIGER (ACC)	Niamey FIR	Niamey ACC
NIGERIA	KANO FIR	Lagos ACC

2.2. The contact details of the civil aviation authorities and organizations concerned are contained in 17.1. These details should be kept up to date and relevant information provided to ASECNA-TOGO 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 is for level 2.

3.2 The following arrangements 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 LOME UTA.

#### **CENTRAL COORDINATING COMMITTEE**

3.3 As soon as practicable in advance of, or after a contingency event has occurred, The Director General of ASECNA shall convene the Central Coordinating Committee (CCC).

The Central Coordinating Committee comprises representation from the following :

- Civil Aviation Authority (CAA-TOGO) ;
- WACAF ICAO Regional office ;
- ATS Provider (ASECNA-TOGO) ;
- Representative from the airlines ;
- ther participants as required.

Contact details of its members are provided in paragraph 17.2 below.

3.4 The CGSE (Comité de Gestion des Situations Exceptionnelles), a local committee of ASECNA-TOGO, shall oversee the conduct of the Contingency Plan and in the event that the Lomé ACC is disrupted for an extended period, the responsibility for ensuring the provision of air traffic services within LOME UTA is transferred to Cotonou Approach until the restoration of air traffic services. Cotonou Approach will ensure the provision of air traffic services for traffic operating in airspace or along all the contingency ATS routes of the Lome UTA except for the UM 114 which is delegated to Niamey ACC. In case Cotonou Approach is not available, the provision of air traffic services will be ensured by Niamey ACC.

## **ATM OPERATIONAL CONTINGENCY GROUP**

3.5 The ATM Operational Contingency Group (AOCG) will be convened by the CGSE 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. The terms of reference of the AOCG will be determined by the CGSE. 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 17.3 below.

The mission of the AOCG shall include :

- i. review and update of the Contingency Plan as required ;
- ii. keep up to date at all times of the contingency situation ;
- iii. organize contingency teams in each of the specialized areas ;
- iv. keep in contact with and update the ICAO WACAF Regional Office, the IATA Regional Office and other airspace users ;
- v. exchange up-to-date information with the adjacent ATS authorities concerned to coordinate contingency activities;
- vi. notify the designated organizations of the contingency situation sufficiently in advance and/or as soon as possible thereafter ;
- vii. take necessary action for issuing NOTAMs according to this plan or as otherwise determined by the particular contingency situation. Where the contingency situation is sufficiently foreseeable in advance the relevant NOTAMs will be issued 48 hours in advance of the contingency events.

## **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 LOME UTA, ASECNA Headquarters shall publish not less than 48 hours before, if practicable, the corresponding NOTAM 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 NOTAM, 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 (Doc7030).

Longitudinal separation of fifteen (15) minutes 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. *{Depending on the degree of disruption, airspace classifications may be changed to reflect the reduced level of services. Changes to airspace classification will be notified by the same NOTAM which will activate this plan}* .

#### **4.5 Aircraft position reporting**

4.5.1 The primary means of communication will be by VHF or HF radio. {Except for aircraft operating Automatic Dependent Surveillance - Contract (ADS-C) and Controller-Pilot Data Link Communications (CPDLC) systems. When CPDLC has been authorized for use by the relevant ATC authority this will become the primary means of communication, with HF as secondary. ADS-C shall replace any requirement for voice position reporting to ATC for aircraft so equipped, and in this case, CPDLC or HF will be the secondary means of communication} .

Traffic Information Broadcast by Aircraft (TIBA) procedures shall apply in LOME 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 LOME 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 transmit 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 operators to LOME ACC via the AFTN using normal procedures ;
- c) On notification by ASECNA, the ATS authorities operating the Accra, Kano and Niamey FIRs as well as Cotonou Approach will activate the contingency procedures in accordance with THIS PLAN. (Where it also serves as the formal LOA).
- d) prior to entry to the LOME UTA during contingency operations prior authorization must be obtained from TOGO CAA, 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 LOME UTA contingency airspace.
- e) Coordination of aircraft boundary estimates and flight levels by the adjacent ATS UNIT responsible for aircraft entering the LOME UTA shall be in accordance with THIS PLAN (where it also serves as the formal LOA).
- f) The ATS UNIT responsible for aircraft entering the LOME UTA will instruct pilots to maintain the last flight level assigned and speed (Mach number if applicable) while operating in the LOME UTA;
- g) the ATS UNIT responsible for aircraft entering the LOME 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 (where it also serves as the formal LOA);
- h) the ATS UNIT responsible prior for aircraft entering the LOME UTA will inform aircraft that they must establish contact with the first ATS UNIT after transiting the LOME UTA not less than 10 minutes before the estimated time of entry to the 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.

In the event of a disruption of air traffic services that has not been promulgated, Lome ACC will, if possible, broadcast to all aircraft in the LOME 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. LOME 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 LOME UTA**

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

- a) LOME ACC-NIAMEY ACC
- b) LOME ACC-ACCRA ACC
- c) LOME ACC-LAGOS ACC
- d) LOME ACC-COTONOU APPROACH

6.2 The responsibility for ensuring the provision of air traffic services within LOME UTA is transferred to COTONOU APPROACH on 125.9 MHZ or 6586 KHZ

except for the UM 114 which is delegated to Niamey ACC on 131.3 MHZ or 8903 KHZ. In case Cotonou Approach in not operational, the responsibility for ensuring the provision of air traffic services within LOME UTA is transferred to Niamey ACC on 131.3 MHZor 8903 KHZ.:

## 7. CONTINGENCY ATS ROUTES NETWORK

In the event of disruption of air traffic services within LOME 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	FIR involved	Flight Levels assignment	Entry/Exit point	Communications means
ACR9: UA 608	ACCRA and NIAMEY	Northbound: FL290-FL 370- FL410 Southbound: FL 340-FL380- FL430	EPITI / TATAT	Cotonou: 125.9 MHz or 6586 KHz
ACR8: UM 114	KANO NIAMEY	Northbound: FL 330-FL390- FL450 Southbound: FL 320-FL360- FL400	NASTO / LITAK	Niamey: 131.3 MHz or 8903 KHZ
ACR22: UL 433	KANO and ACCRA	Eastbound: FL250-FL270- FL310 Westbound: FL260-280-300- 320	POLTO / KETAT	Cotonou: 125.9 MHz or 6586 KHz
ACR23: UL683	KANO and ACCRA	Eastbound: FL 350 Westbound: FL 400	GANDA-IPORI	Cotonou: 125.9 MHz or 6586 KHz

## 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 overflight approval from the TOGO CAA prior to operating flights through the LOME UTA. During the period of activation of this Contingency Plan the adjacent ATS UNIT will provide normal ATC clearances for aircraft to enter the LOME UTA. The adjacent is not responsible for



coordination or provision of over flight clearances for the LOME UTA. The operator must ensure any required over flight approval has been obtained.

### **8.3 Pilots operating procedures**

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

- a) Maintain contact with COTONOU APPROACH/NIAMEY 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 LOME UTA at least ten (10) minutes before entering the airspace.
- d) Maintain the flight level assigned by the last adjacent ACC while operating within LOME UTA, 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 LOME UTA.
- g) Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit of LOME UTA, climb or descend well to the right of the centerline of the air traffic route being flown but remaining within LOME 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 LOME 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.

## **9. COMMUNICATION PROCEDURES**

### **9.1 Degradation of Communication -Pilot Radio Procedures**

9.1.1 When operating within the contingency airspace, pilots should use normal radio communication procedures.

9.1.2 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.

## **10. AERONAUTICAL SUPPORT SERVICES**

### **10.1 Aeronautical information services (AIS)**

LOME UTA has a local aerodrome AIS which is under Accra NOF. Then, in coordination with Accra and Dakar NOF, a NOTAM contingency plan will establish the actions to be taken in order to reduce the impact of the failures in the air traffic services. The NOTAMs will also establish the necessary coordination and operational

procedures that would be established before, during and after any Contingency phase.

## **10.2 Meteorological services (MET)**

It is expected that the LOME MET services would continue to be available in the event of an ATS contingency situation. However, should ATS services for the LOME UTA be withdrawn, timely MET information may not be immediately available to aircraft in the time. Alternative means of obtaining up to date MET information concerning LOME UTA will be provided to the extent possible through NIAMEY and ACCRA MET services.

## **11. PUBLIC HEALTH EMERGENCIES**

**11.1** LOME 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.

**11.2** 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.

## **12. VOLCANIC ASH CONTINGENCY PLAN (VACP)**

**12.1** If a volcanic ash cloud is reported or anticipated in LOME UTA, LOME 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.

**12.2** When a flight crew informs LOME ACC that they have inadvertently entered a cloud of volcanic ash, LOME 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.

The details of procedures are provided in appendix A below.

## **13. INTERCEPTION OF CIVIL AIRCRAFT**

**13.1** 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.



**13.2** Pilots need to continuously listen out on the VHF emergency frequency 121.5 MHz 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.

**13.3** 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 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 121.5 MHz ; 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.

#### **14. SEARCH AND RESCUE**

**14.1** ATS UNITS involved in this contingency plan are required to assist any distressed aircraft of which they are aware and which flies over a contingency space.

**14.2** 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.

**14.3** Each SAR authority shall assist as necessary its neighbor as requested in their LoA. Contact details of its SAR Authority are provided in paragraph 17.4 below.

#### **15. PLAN TESTING AND REVIEW**

15.1 The plan shall be tested by ATC simulation at least once per year.

15.2 A full review shall be conducted at least once per three years.

#### **16. IMPLEMENTATION OF THE PLAN**

The provisions of this contingency plan shall be promulgated by NOTAM to be issued by Accra/Dakar NOF in coordination with ICAO and the concerned States.

#### **17. ALL CONTINGENCIES UNITS**

##### **17.1 CONTACT DETAILS FOR ALL CONCERNED STATES, IATA AND ACCREDITED ICAO REGIONAL OFFICE**

STATE/ORGANIZATION	POINT OF CONTACT	TELEPHONE	E-MAIL	AFTN ADDRESSES
BENIN	DG ANAC BENIN	+229 21 30 10 98 +229 21 30 92 17 +229 64 10 84 41	k.legba@anac.bj legba@gmail.com	COTONOU TWR/ APP DBBBZTZX

	Representative of ASECNA in BENIN	+229 94 61 62 62	ADJOVIWil@asecna.org	DBBB ZRZX
TOGO	DG CAA-TOGO	+228 22 26 50 89 +228 90 04 38 39 +228 99 44 38 39	dganac@anactogo.fr lattagnama@gmail.com	LOMÉ TWR – CCR DXXXZTZ DXXXZUZ
	Representative of ASECNA in TOGO	+228 90 29 48 28 +228 22 26 21 01	SUMSAKOMLAAME@asecna.org	
	In charge of En route traffic control	+228 92 92 34 34	khermaness@yahoo.fr	
BURKINA	DG of ANAC	+226 70 20 90 03	thomas.compaore@anacburkina.org	OUAGADOUG OU TWR –CCR DFFDYDYX DFFDZTZ
	Representative of ASECNA in BURKINA	+226 70 20 90 68 +226 54 10 17 23	NGANDJIROVic@asecna.org	
NIGER	DG of ANAC	+227 94 05 52 81	aayaha@yahoo.fr anacniger@hotmail.com	NIAMEY TWR - CCR – CIV DRRNYDYX DRRNZQZX
	Representative of ASECNA in NIGER	+227 94 78 93 32	<u>Mah_abdoul@yahoo.fr</u>	
	In charge of En route traffic control	+227 94 24 99 69	Soumana2016@yahoo.com MAMOUDOUSou@asecna.org	
ASECNA	Director of operations	+221 783 03 22 33	GUELPINACEu@asecna.org	
GHANA	GCAA Director General	+233 30 277 61 71 +233 30 777 73 20 +223 24 431 39 31	info@gcaa.com.gh ckrakue@gcaa.com.gh	ACCRA ACC DGACZQZX DGACZRZX
NIGERIA	DirectorGeneral NCAA	+234 807 709 0902	info@ncaa.gov.ng muhtar.usman@ncaa.gov.ng musman@hotmail.co.uk	LAGOS ACC DNLLZQ ZX
ICAO	Deputy regional director	+221 77 746 67 80	<u>NManzi@icao.int</u>	
	RO ATM/SAR	+221 76 387 91 39	<u>stchanda@icao.int</u>	
IATA	Regional Director Safety and Flight Operations (Africa and Middle East)	+962 6 580 4200 +962 79 8029 555	<u>caunts@iata.org</u>	
	Manager Operations, ATM and Infrastructure –Africa & the Middle East	+962795428351 +212660928160	<u>charkaouiy@iata.org</u>	

### 17.2 CENTRAL COORDINATING COMMITTEE

N°	Members	Tél	Fax	Email
01	DG ANAC- TOGO	+228 22 26 50 89 +228 90 04 38 39 +228 99 44 38 39	+228 226 08 60/ +228 226 55 74	dganac@anactogo.fr lattagnama@gmail.com
02	Representative ASECNA of Togo	+228 90 294828	+228 22 26 52 36	SUMSAKOMLAAME@asecna.org
03	Representative ASECNA of Bénin	+229 94 61 62 62	+229 21 30 08 39	ADJOVIWIL@asecna.org
05	Deputy regional director	+221 77 746 67		<a href="mailto:NManzi@icao.int">NManzi@icao.int</a>
06	RO ATM/SAR +221 76 387 91 39	RO ATM/SAR		<a href="mailto:stchanda@icao.int">stchanda@icao.int</a>

### 17.3 ATM OPERATIONAL CONTINGENCY GROUP

N°	Members	Tél	Email
01	Director of operations	+221 77 332 15 93	GUELPINACEU@asecna.org
02	ATS Manager	+221 77 098 37 46	ESONOMBUYART@asecna.org
03	In charge of En route traffic control	+228 92 92 34 34	khermaness@yahoo.fr
04	Aerodrome Commandant	+228 90 11 98 78	Steph_atch@yahoo.fr

## 17.4 SEARCH AND RESCUE POINT OF CONTACT

Center	Member Title	Telephone	Email
LOME S/RCC	SAR focal point	+228 22 61 84 85 +228 22 61 84 85	<a href="mailto:rsclome@yahoo.fr">rsclome@yahoo.fr</a> RSFTA/AFTN : DXXXCYX
NIAMTOUGOU SAR	SAR point of contact	(228) 26 60 50 10	<a href="mailto:pap.sar.ntg@gmail.com">pap.sar.ntg@gmail.com</a>
COTONOU S/RCC	RSC-Cotonou	+229 21 00 10 18 / +229 95 25 85 42	RSFTA/AFTN : DBBBYAYX- DBBBYKYX-DBBBZTZX <a href="mailto:anacaero@anac.bj">anacaero@anac.bj</a>
	SAR point of contact	+229 21 00 10 18 /+229 95 25 85 42 +229 21 30 45 71	<a href="mailto:anacaero@anac.bj">anacaero@anac.bj</a>
NIAMEY RCC	RCC Niamey	(227) 20.34.00.85 - (227) 85.27.57.56 / 85.27.57.50	RSFTA/AFTN : DRRNSARX

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### PART II: CASE WHERE DISRUPTION IS OF LEVEL 3 – UNAVAILABILITY OF LOME UTA

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#### OBJECTIVES

A Level 3 disruption deals with the case where in the event that the total disruption of Air Traffic Services (ATS) within LOME UTA does not allow to fly in the airspace affected.

Users are invited to circumvent the airspace.

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

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

## **APPENDIX A - VOLCANIC ASH CONTINGENCY PLAN (VACP)**

### **I. AIR TRAFFIC CONTROL PROCEDURES**

If volcanic ash is reported or forecast in the Airspace for which the LOME ACC is responsible, the following procedures should be followed:

- \* Relay all available information immediately to pilots whose aircraft could be affected to ensure that they are aware of the horizontal and vertical extent of the ash contamination;
- \* Advise the meteorological services if the information is issued by other unit or services;
- \* If requested, suggest appropriate rerouting to assist flights to avoid areas of known or forecast ash contamination; \* When appropriate, remind pilots that volcanic ash cannot be detected by ATC radar systems;
- \* Normally, ATC will not initiate a clearance through a danger area during the pre-eruption phase and the start of eruption phase; however, on the explicit request of a flight crew, a clearance could be provided. The existence of danger area due to the presence of volcanic ash indicated the presence and extent of the hazard, hence ATC will inform aircraft about the hazard and will continue to provide normal services. It is then the responsibility of the pilot-in-command to determine the safest course of action in accordance with the operator's SRA;
- \* Assistance to enable an aircraft to exit a danger area in the most expeditious and appropriate manner should be provided; and
- \* If the ACC has been advised by an aircraft that it has entered an area of ash contamination and indicated that a distress situation exists, consider the aircraft to be in an emergency situation and
  - Do not initiate any climb clearances to turbine-powered aircraft until the aircraft has exited the area of ash contamination; and
  - Do not attempt to provide vectors without pilot concurrence.
- \* Solicit pilot reports for the characteristic of the ash cloud including cloud base, top, layers and the presence of sulphur, file "VAR model" AIREPs and transmit it to the Met unit;
- \* Relay all necessary and required information immediately to pilots permitting them to make appropriate and efficient decision according to the hazard in the defined area;
- \* Immediately notify the concerned ATS units by the hazard, about the location and the size of the danger area. Route clearances or amended route clearances (for prior coordinated aircraft) shall be issued by arrangement in order to avoid flight through the danger area.
- \* The recommended escape maneuver for an aircraft which has encountered volcanic ash is to reverse its course and begin a descent (if terrain permits). However, the final responsibility for this decision rests with the pilot.

### **II. PRE-ERUPTION PHASE**

#### **1. METEOROLOGICAL SERVICES ACTIONS DURING PRE-ERUPTION PHASE**

TOGO has no potential volcanic area. In the event of a pre-eruption volcanic activity which can affect LOME UTA following actions should be taken:

- \* The Volcanic Ash reporting center of CAMEROON or the other concerned reporting centers should notify to the Volcanic Ash Advisory Center (VAAC) of Toulouse or the appropriate VAACs which publish SIGMET related to volcanic ash in accordance to Regional Air Navigation Agreement.

- \* LOME MET Services should inform LOME ACC and the CGSE (crisis unit) which and ensure that NOTAM/ASHTAM is issued.

## **2.ADJACENT ATS UNITS ACTIONS DURING PRE-ERUPTION PHASE**

Adjacent ATS units will when advised,

- \* Initiate plotting of the affected area;
- \* If one or more routes are affected by the danger area, suggest re-routings to the affected aircraft onto routes of the danger area;
- \* Maintain close liaison with the LOME ACC and the affected adjacent ATS units in order to exchange information for a collective decision making if necessary.

### **III. ERUPTION PHASE**

#### **1. ORIGINATING ACC ACTIONS DURING ERUPTION PHASE**

During the start of eruption phase the LOME ACC should:

- \* Ensure that a NOTAM is originated to define a danger area delineated cautiously so as to encompass a volume of airspace in accordance with the limited information available. In determining the area, information on upper winds should be taken into account, if available. The purpose is to ensure safety of flight in the absence of any prediction from a competent authority of the extent of contamination.
- \* Maintain close liaison with the MET services, who should issue appropriate MET messages in accordance with Annex 3;
- \* Based on these forecasts and in cooperation with aircraft operators and the Area Control Centre measures should be devised and updated when necessary to ensure safety of flight operations.
- \* Ensure that reported differences between published information and observations (pilot reports, airborne measurements, etc.) are forwarded as soon possible to the appropriate authorities to ensure its dissemination to all concerned.
- \* Begin planning for the ongoing eruption phase in conjunction with the aircraft operators and ACCs concerned. \* Should significant reductions in intensity of volcanic activity take place during this phase and the airspace no longer is contained by volcanic ash , appropriate AIS messages should be issued in accordance with Annex 15 .

#### **2.ADJACENT ACC ACTIONS DURING ERUPTION PHASE**

During the start of eruption phase adjacent ACCs should take the following action:

- \* Maintain close liaison with the appropriate ATS units and the concerned ACC to design, implement and keep up to date measures which will enable aircraft to ensure safety of flight operations.
- \* Maintain plotting of the affected area.
- \* Begin planning for the ongoing eruption phase in conjunction with the aircraft operators and ACCs concerned.
- \* During the start of eruption phase, depending on the impact of the volcanic ash, the aircraft operators and the adjacent ATS units should organize the exchange of latest information on the development.

The recovered phase commences with the issuance of the first VAA/VAG containing a statement that “NO VA EXP” i.e no volcanic ash expected ) with normally occurs when it is determined that the volcanic activity has reverted to its non-erupting state and the airspace is no longer affected by volcanic ash



contamination . Consequently, appropriate AIS messages should be issued in accordance with Annex 15.

Area Control Centre units should revert to normal operations as soon as practical.

**FIN/END**