

Phone : +(221) 76.026.88.15

+(221) 33.957.49.37

Fax : +(221) 33.820.06.00

AFTN : GOOOYNYX

E-mail : aim-gooo@asecna.org

Web : www.ais-asecna.org



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

PLAN DE CONTINGENCE DU SECTEUR OCEANIQUE DE LA FIR DE DAKAR

DAKAR FIR-OCEANIC SECTOR CONTINGENCY PLAN

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Ce Supplément annule et remplace le Supplément NR 100/A/25GO
This Supplement cancels and replaces the Supplement NR 100/A/25GO

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ENR 3: ATS ROUTES

ENR 3.5 DAKAR FIR-OCEANIC SECTOR CONTINGENCY PLAN

I. GENERAL CONSIDERATIONS

I.1 Introduction

The plan is designed in application of the requirements contained in Senegalese Aeronautical Regulations (RAS11- Air traffic services – Chapter 2; paragraph 2.31) and in line with Standards and Recommended Practices specified in ICAO Annexes 2 and 11, supplemented by the provisions in ICAO Doc 4444 (Procedures for Air Navigation Services) and Doc 7030 (Regional Supplementary Procedures).

The plan is developed based on the guidelines established in the 2nd edition of SAT Doc 002 – 2^e edition and the AFI region contingency plan. The contingency procedures outlined herein are applicable within Dakar Oceanic FIR (GOOO) and are aimed at maintaining a safe continuation of international air traffic operations in the event of disruption and/or interruption of the air traffic services whatsoever the causes might be.

The plan provides alternative tracks selected from existing ATS routes where feasible, thus allowing airspace users to operate safely within Dakar Oceanic airspace or to avoid it, according to prevailing conditions.

The plan considers circumstances which may result in degradation of the ATC service such as limited service as well as situations where total loss of the ability to provide ATC services (no service) is being experienced or airspace avoidance is necessary.

The plan also addresses cases of volcanic eruption (ash cloud), and contagious disease reported on board an aircraft or any other public health risk.

I.2. Implementation of the plan

The adoption of the contingency plan will be commensurate with the level of the degradation of ATC services provision. Dakar ACC will take appropriate measures to coordinate with all the stakeholders the relevant actions to be undertaken depending on the level of contingency that might vary from limited service to a total loss of ability to provide ATC services or airspace avoidance. When implemented and were possible, aircraft on long-haul international flights shall be given priority with respect to cruising levels.

I.3. Notification of contingency situation

In the instant of conditions dictating implementation of contingency procedures within Dakar oceanic airspace, Dakar ACC shall:

- inform, using all its possible and quickest means, the affected ACCs about its contingency situation, specifying general contingency procedures for the EUR-SAM Corridor and/or the AORRA airspace dependent to the affected airspace and the specific contingency procedures reflected in the contingency annex to its LOAs are in force,
- Notify the ESCIT team (EUR/SAM Corridor Implementation Team) as appropriate,
- inform its collateral ACCs about the real situation of the air traffic under its responsibility, as well as information about the estimated traffic at the moment that the contingency situation started,
- issue NOTAM to advise operators about the situation and broadcast on appropriate frequencies or using CPDLC that contingency procedures have been initiated,
- outline steps taken in case of long-term unavailability of the ATC facility as case may be,
- coordinate and transmit any necessary restrictions in case of limitation of service,
- notify the AFI Regional Contingency Coordination Team (AFI CCT),
- take any other measures deemed necessary.

I.4. Responsibility of Adjacent ATS Units

The adjacent ATS Units shall be responsible for:

- a) Transmitting flight plans, to the extent practicable, at least one (1) hour before the aircraft's estimated time of arrival over the relevant entry point of the next FIR through the AFTN/AMHS or any other means,
- b) Transmitting through the AFTN/AMHS or any other means estimate messages for the relevant entry point of the next FIR at least 30 minutes before the aircraft's estimated time of arrival over that point,
- c) Transmitting, through the AFTN/AMHS or any other means, to the ACC serving the first FIR which an aircraft will enter after departing or transiting the FIR, an estimate message for the aircraft over the relevant exit point of the oceanic FIR, as soon as the aircraft's last position report has been received, containing the aircraft's estimated time of arrival over the exit point,
- d) Applying a longitudinal separation, specified in **paragraph 1.6** of this plan, over the relevant entry point of Dakar Oceanic FIR,
- e) Instructing the respective pilot-in-command to maintain the flight level and the Mach number assigned,
- f) Not authorizing any flight level or Mach number changes or any aircraft transiting through Dakar Oceanic FIR, within a period of ten (10) minutes before entering point,
- g) Informing inbound aircraft of contingency measures in force within Dakar

Oceanic FIR.

Neighboring FIRs shall in turn be advised of the intentions of the affected flights.

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

Transfer of control and communications shall normally coincide with the transfer of control points.

I.5. Flight Crew Procedures

I.5.1. General

Pilots flying in Dakar Oceanic FIR (EUR-SAM corridor and AORRA airspace) in the event of the promulgation of the contingency plan shall follow the IATA Traffic Information Broadcasts by Aircraft (TIBA) procedures as specified below:

- a. Must be in permanent contact by the pilot-to-pilot frequency (123.45 MHz) and monitor the emergency frequency

121.5 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. No in-flight change of level will be authorized except in cases of emergency.
- g. If circumstances dictate so, climb and descend phases must be clearly performed at the right side of the route axis.
- h. Enroute flights are strongly recommended to apply SLOP procedures as specified in ASECNA AIP (Ref 00 ENR 1.8)
- i. Pilots shall maintain own longitudinal separation of fifteen (15) minutes from the preceding aircraft at the same cruising level. After the contingency airspace is flown, the adjacent ACC may resume normal separations minima as per agreed LOP.
- j. Aircraft equipped with ADS/CPDLC operating within this airspace are requested to contact, if available, the affected FIR via ADS/CPDLC on the published address for FANS1 equipped aircraft or FANS/A, equipped aircraft.

1.5.2 Actions to be taken once offset track

If possible, maintain the assigned flight level until established on the 9.3 km (5 NM) parallel, same direction track or route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

Once established on a parallel, same direction track or route offset by 9.3 km (5 NM), either:

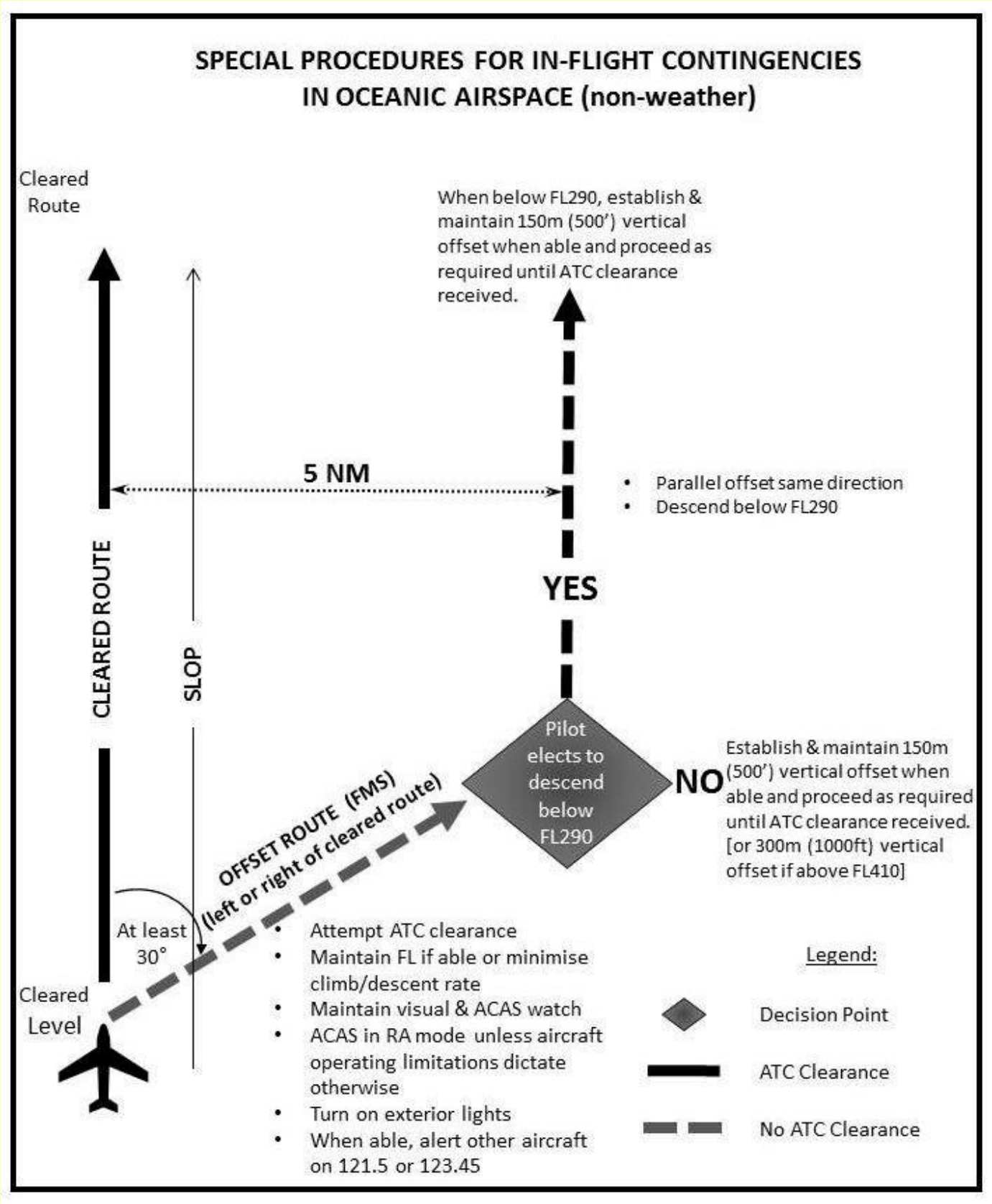
- a. descend below FL290, and establish a 150 m (500 ft) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, proceed in accordance with the clearance; or

Note: Descent below FL290 is considered particularly applicable to operations where there is a predominant traffic flow (e.g. east-west) or parallel track system where the aircraft's diversion path will likely cross adjacent tracks or routes. A descent below FL 290 can decrease the likelihood of: conflict with other aircraft, ACAS RA events and delays in obtaining a revised ATC clearance.

- b. establish a 150 m (500 ft) vertical offset (or 300 m (1000 ft) vertical offset if above FL410) from those flight levels normally used, and proceed as required by the operational situation, or if an ATC clearance has been obtained, proceed in accordance with the clearance.

Note: Altimetry System Error may lead to less than actual 500 ft vertical separation when the procedures above are applied. In addition, with the 500 ft vertical offset applied, ACAS RAs may occur.

Figure below serves as visual aid for understanding and applying the contingency procedures guidance



I.6 Contingency Longitudinal Separation minima

Conditional to the level of unavailability of services, the contingency longitudinal separation minimum between aircraft operating in Dakar Oceanic FIR (EUR-SAM corridor and AORRA airspace) will be as follows:

- **15 minutes** using Mach number technique in case of total loss of service (no service)
- **10 minutes** with Mach number technique (MNT) when in limited service.

After the contingency airspace is flown, the first adjacent ACC can resume to the normal separation minimum (10 minutes with Mach number technique MNT) if a different separation minimum is applied.

II. CONTINGENCY PROCEDURES WITHIN THE EUR-SAM CORRIDOR

II.1. Beginning of the contingency situation

When starting contingency situation, Dakar ACC will proceed as follows:

- Will inform, using all its possible and quickest means, its concern ACC's 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 LOAs are in force,
- Will inform its collateral ACCs about the real situation of the air traffic under its responsibility, as well as provide information about the estimated traffic at the moment the contingency situation starts,
- broadcast via ground/air published VHF/HF frequencies the contingency situation experienced to all flights under its responsibility. This broadcast should also include the details about the applicable contingency procedures.

A common NOTAM notifying the contingency situation within the EUR-SAM Corridor will be published by Dakar ACC when in contingency situation as well as the rest of ACCs of the Corridor. **This common NOTAM shall** indicate relevant procedures to be applied.

Online meetings between the four (4) EUR-SAM Corridor FIRs can be initiated by any ACC at any time to ensure efficient coordination be conducted in this context.

II.2 Contingency ATS routes of the EUR-SAM corridor

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 LoAs between both ACC's. This contingency annex must be in accordance with these general procedures.

II.3 Southbound and Northbound

Aircraft from Europe via Canarias (Spain) / Sal Oceanic (Cape Verde) / Dakar Oceanic (Senegal) and Atlántico (Brazil) Flight Information Regions (FIRs) to South America and vice versa will be guided through the existing ATS route network of the EUR-SAM corridor, according to the following table

ATS Route	FLAS (in accordance with appendix 3 of ICAO Annex 2)	Remarks
UN741	All Flight Levels, except FL310 and FL320 (reserved for crossing traffic)	UN741 continues to be a uni-directional route SOUTH bound
UN866	All Flight Levels, except FL310 and FL320 (reserved for crossing traffic)	UN866 to be a uni-directional route NORTH bound only during contingency situations.
UN873	All Flight Levels, except FL310 and FL320 (reserved for crossing traffic)	UN873 to be a uni-directional route SOUTH bound only during contingency situations.
UN857	All Flight Levels, except FL310 and FL320 (reserved for crossing traffic)	UN857 to be a uni-directional route NORTH bound only during contingency situations.

Table 1

II.3.2. Aircraft from Europe via Sal Oceanic (Cape Verde) and Dakar Oceanic (Senegal) to Cayenne FIR and vice versa will be guided through the contingency route according to table 2 below:

Direction	Route segment description	FLAS (in accordance with appendix 3 of ICAO Annex 2)
Bi-directional	GOGSO - NATAS	All Flight Levels, except FL310 and FL320

Table 2

II.4 Westbound and Eastbound

Aircraft routing **westbound/eastbound** crossing the EUR-SAM CORRIDOR will be guided through the ATS route network of the FIR, according to table 3 as follows:

ATS Route	FLAS (in accordance with appendix 3 of ICAO Annex 2)	Remarks
UL435	FL320	Westbound only (BUVUK to IRELA)
	FL310	Eastbound only (IRELA to BUVUK)

Table 3

III. CONTINGENCY PLAN WITHIN DAKAR OCEANIC FIR - AORRA (ATLANTIC OCEAN RANDOM ROUTING AREA) AIRSPACE

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

During a contingency situation, aircraft going to/from Dakar Oceanic FIR will be guided by the neighboring ACC through this specific bi-directional route in AORRA airspace, according to the following table:

Direction	Route segment description	FLAS (in accordance with appendix 3 of ICAO Annex 2)
Bi-directional	KODOS - TURUP	All Flight Levels, except FL310 and FL320 (reserved for crossing traffic)
Bi-directional	ASDOK - TIVOD	All Flight Levels, except FL310 and FL320 (reserved for crossing traffic)
Bi-directional	SERIM - TUROT	All Flight Levels, except FL310 and FL320 (reserved for crossing traffic)
Bi-directional	ANPIR – ARLEM	All Flight Levels, except FL310 and FL320 (reserved for crossing traffic)

TABLE 3

During a contingency situation, traffic routing within the AORRA airspace and crossing the route segments described in

table 3 above will be exclusively allocated with FL310 and FL320, reserved respectively for eastbound and westbound.

IV. PUBLIC HEALTH EMERGENCIES (PHE)

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 an aircraft, Dakar ACC shall forward the message, as soon as possible and using the most expeditious means of communication, to:

- the ATS unit serving the destination / departure of the aircraft,
- the next controlling ATS Unit,
- the aircraft operator or its designated representative,
- the local public health authorities in case the aircraft is destined to Senegal.

To avoid misunderstanding that may result in inappropriate reaction from the stakeholders including air operators, information provided by the Public Health Authority 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.

V. VOLCANIC ASH CONTINGENCY PLAN (VACP)

If a volcanic ash cloud is reported or anticipated in Dakar airspace or neighboring center airspace, Dakar ACC should take the following actions:

- 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 flight levels concerned,
- Respond to requests for a course change or a level change as far as possible,
- 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
- 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.

When a flight crew informs Dakar ACC that they have inadvertently entered a cloud of volcanic ash, Dakar ACC should:

- Respect measures applicable to an aircraft in an emergency, and
- Alter the assigned route or level only if the pilot requests so or if the airspace or traffic conditions require it.

VI. SEARCH AND RESCUE IN CONTINGENCY SITUATION

The ACCs affected by the implementation of this contingency plan are required to assist any distressed aircraft which they are aware of and which flies over the airspace subject to contingency situation.

The ATS Unit that receives a distress message from an aircraft shall notify, using the appropriate notification messages (INCERFA, ALERFA or DETRESFA) to all authorities in the SAR service of the SAT States including the SAR authority of the center, which is in contingency situation.

Each SAR authority shall assist its neighbor as requested in their LoA.

VII. AIRCRAFT INTERCEPTION

In the context of activation of this contingency plan, aircraft subject to interception shall exercise caution and comply with the following:

- a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1 of ICAO annex 2 or RAS 02,
- b) notify, if possible, the appropriate air traffic services unit,
- c) attempt to establish radiocommunication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; and if no contact has been established and if practicable, repeating this call on the emergency frequency 243 MHz,
- d) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit,
- e) if equipped with ADS-B or ADS-C, select the appropriate emergency functionality, if available, unless otherwise instructed by the appropriate air traffic services unit.

If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

VIII. SECURITY CHALLENGES AFFECTING AIR NAVIGATION SYSTEM (MILITARY CONFLICT, ACTS OF UNLAWFUL INTERFERENCE, CONFLICT ZONES, ETC.): TOTAL UNAVAILABILITY OF DAKAR OCEANIC AIRSPACE OR SITUATION REQUIRING AVOIDANCE OF PORTION OR ENTIRE AIRSPACE

VIII.1. General considerations

In case of event necessitating avoidance of the entire Dakar oceanic airspace or portion of it (airspace considered unsafe, not secured, not available as case may be), a specific notification NOTAM detailing relevant contingency measures will be published after coordination with all interested parties including adjacent ATS Units.

Re-routing of traffic may involve establishment of additional routes or route segments with associated conditions for their use. All aircraft should establish and maintain contact on published HF/VHF frequencies and/or CPDLC with the ATS Unit responsible for the airspace being traversed.

Aircraft operators should file their flight plans using the published alternative contingency rerouting scheme in order to ensure avoidance of the affected airspace.

When traffic overload is experienced requiring special arrangements to accommodate the increased traffic flow, Dakar ACC will liaise with the involved neighboring ATS Units with the establishment of ATFM measures.

VIII.2 Transition to closure of portion or entire Dakar oceanic airspace

VIII.2.1. The event of airspace closure that has not yet been promulgated, Dakar ACC will:

- if possible, broadcast to all aircraft in the airspace, the portion of airspace being closed
- if possible, broadcast to all aircraft the current situation and upcoming arrangements and to stand by for further instructions
- recognize that when closure of airspace is promulgated, individual airlines might have different company requirements as to their alternative routings
- be alert to respond to any request by aircraft and react commensurate with safety.

VIII.2.2 During times of uncertainty when airspace closure seems possible, aircraft operators should:

- prepare for a possible change in routing while En-route,
- familiarize themselves of the alternative contingency routes outlined in the contingency scheme as well as what may be promulgated by Dakar ACC via NOTAM
- submit any request deemed necessary, especially for safety reasons.

IX. NO-SERVICE – TOTAL LOSS OF ABILITY TO PROVIDE CONTROL SERVICES

In No-Service situations or total loss of ability to provide ATC services under circumstances of safe airspace, Dakar ACC will issue a notification NOTAM accordingly. Provisions outlined above in paragraphs I, II and III are applied.

When feasible, Dakar ACC will broadcast using appropriate communication means that contingency procedures have been initiated.

X. END OF CONTINGENCY PROCEDURES IN DAKAR OCEANIC FIR

As soon as the reason that caused the contingency situation is solved, Dakar ACC will inform, by all possible and quickest means, the affected ACC's about the end of the contingency situation.

A NOTAM notifying the end of the contingency situation will be published. Specific ACCs in the EUR SAM corridor are also required to publish a recovery NOTAM

In order to get a safe and orderly transition from the contingency situation to the normal situation, flow control restriction measures could be applied.

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 ACCs, new traffic transfer conditions could be agreed.

INSERT IN ASECNA AIP ENR 3.5

END