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

PLAN DE CONTINGENCE DU SECTEUR TERRESTRE DE LA FIR DE DAKAR
DANS L'ESPACE INFERIEUR
CONTINGENCY PLAN FOR DAKAR TERRESTRIAL SECTOR IN LOWER
AIRSPACE

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ENR 3: ATS ROUTES

ENR 3.5 DAKAR TERRESTRIAL SECTOR IN LOWER AIRSPACE CONTINGENCY PLAN

1. GENERALES CONSIDERATIONS

1.1. INTRODUCTION

The plan is designed in application of the requirements contained in Senegalese Aeronautical Regulations (RAS11- Air traffic services – Chapter 2; paragraph 2.32) 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).

This Contingency Plan is designed to accommodate the flow of international air traffic with a minimum of disturbance for aircraft transiting the lower airspace (below FL245) under the responsibility of DAKAR ACC.

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.

1.2. MANAGEMENT OF THE CONTINGENCY PLAN

To ensure efficiency in case of implementation of this plan, a Central Coordination Committee (CCC) and the ATM Operational Contingency Group (AOCG) have been put in place as follows:

1.2.1. CENTRAL COORDINATING COMMITTEE

The Central Coordinating Committee (CCC) function shall be to oversee the implementation of this Contingency Plan in the event that provision of Air Traffic Services (ATS) in DAKAR lower airspace is disrupted for an extended period.

The CCC ensures arrangements to facilitate the temporary relocation of the Air Traffic Services to, BANJUL APP, BISSAU APP and BAMAKO ACC and the restoration of Air Traffic Services in Dakar ACC.

The Central Coordinating Committee includes representatives from the following :

1. SENEGAL CIVIL AVIATION AUTHORITY (ANACIM)
2. ASECNA (HEADQUARTER and REPRESENTATIVE IN SENEGAL)
3. OTHER RELEVANT AUTHORITIES.

1.2.2. 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, during the contingency period in coordination with the WACAF Contingency Coordination Team and adjacent FIRs. The AOCG may include any necessary specialist personnel from the following disciplines:

- Air Traffic Control Services (ATS)
- Aeronautical Telecommunication (TELECOM)
- Aeronautical Meteorology (MET)
- Aeronautical Information Management (AIM)
- ATS equipment maintenance service provider
- Any other relevant specialties.

1.3. AFFECTED STATES AND CORRESPONDING FIRs

In the event that ASECNA activates this Contingency Plan, the adjacent ACCs, will be notified in accordance with the Letter of Agreement (LoA) established with them. The adjacent ACCs directly affected by this Contingency Plan are as follows :

STATES	FIRs	ATS UNITS
Mauritania	Dakar FIR	Nouakchott ACC
Mali	Dakar /Niamey FIR	Bamako ACC

Republic of Guinea	Roberts FIR	Roberts ACC
Cabo Verde	Sal FIR	Sal ACC
Spain	Canarias FIR	Canarias ACC
Guinea Bissau	Dakar FIR	Bissau APP
The Gambia	Dakar FIR	Banjul APP

1.4. IMPLEMENTATION OF THE CONTINGENCY 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.

During periods of disruption or risk of disruption, tactical actions may lead air traffic services to assign new routes or portions of pre-established routes to aircraft in flight within the lower airspace managed by the DAKAR ATS Center.

Contingency route network is designed to maximize the use of existing ATS Route structures as well as communication, navigation, and surveillance means (paragraph 9 below refers).

1.5. LEVELS AND ACTIVATION CRITERIA

This Contingency Plan provides for several contingency levels depending on the severity of the ATS service degradation:

LEVEL	DESIGNATION	DESCRIPTION	COMPETENT AUTHORITY
Level 0	Normal operations	Availability of ATS services	
Level 1	Partial disruption (limited service)	Temporary reduction of capacity to provide ATS services	ASECNA Representative in Senegal
Level 2	Major disruption	Significant loss of ATS service capacity requiring temporary reorganization of space or partial transfer of responsibilities	Director of Air Navigation department (ASECNA Headquarter)
Level 3	Suspension of ATS services and/or relocation	Complete suspension of ATS services or total transfer of control to another center	Director of Air Navigation department (ASECNA Headquarter)

The decision of activation/deactivation a contingency level lies with the competent Authority based on a technical assessment of the operational situation.

Any activation or deactivation of this plan must be subject to:

- Immediate coordination with adjacent ATS centers
- Issuance of a NOTAM
- Notification to ICAO AFI Contingency Coordination Team (CCT).

A record of activation/deactivation decisions must be setup at DAKAR ACC indicating time, level, cause, decisions made, and any other relevant information.

2. NOTIFICATION OF CONTINGENCY SITUATION

In the instant of conditions dictating implementation of contingency procedures within the lower airspace (below FL245) under the responsibility of DAKAR ACC, it shall:

- inform, using all its possible and quickest means, the affected ATS units in paragraph 1.3 above about its contingency situation, specifying general contingency procedures dependent to the affected airspace and the specific contingency procedures reflected in the contingency annex to its LoAs are in force,
- 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 a NOTAM to advise air 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.

The activation NOTAM shall specify:

- The date and time of the commencement of contingency measures;
- The airspace available for overflight traffic mainly and possibly for landing at an aerodrome established within the lower airspace managed by the Dakar ATS center or the airspace or portion of airspace to be avoided if applicable;
- details of available or unavailable facilities and services, as well as any limitations on the provision of ATS services, including, if possible, an indication of the expected date for the restoration of services;
- information on the measures taken to ensure the provision of alternative services;
- Contingency routes
- procedures to be followed by adjacent ATS centers, or any other details on disruptions observed and measures taken, which air operators might find useful.

3. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

3.1 RESPONSIBILITY OF ADJACENT ATS UNITS

The adjacent ATS Units shall be responsible for:

- 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,
- Transmitting through the AFTN/AMHS or any other means estimate messages (EST) for the relevant entry point of the next FIR at least 30 minutes before the aircraft's estimated time of arrival over that point,
- 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 Dakar ACC lower airspace, an estimate message for the aircraft over the relevant exit point, as soon as the aircraft's last position report has been received, containing the aircraft's estimated time of arrival over the exit point,
- Applying a longitudinal separation specified in paragraph 5 of this plan, over the relevant entry point of Dakar lower airspace,
- Instructing the respective pilot-in-command to maintain the flight level assigned,
- Not authorizing any flight level change of any aircraft transiting through Dakar lower airspace, within a period of ten (10) minutes before the entering point,
- Informing inbound aircraft of contingency measures in force within Dakar lower airspace
- Neighboring ATS Units shall in turn be advised of the intentions of the affected flights.
- Transfer of control and communications shall normally coincide with the transfer of control points.

3.2 FLIGHT CREW PROCEDURES

In the event of the promulgation of this contingency plan, pilots operating within the lower airspace managed by the Dakar ATS Centre shall comply with the following provisions:

- follow the IATA Traffic Information Broadcasts by Aircraft (TIBA) procedures
- Maintain permanent contact by the pilot-to-pilot frequency (123.45 MHz) and monitor the emergency frequency 121.5 MHz
- reach the flight level assigned by the adjacent airspace ATC unit to enter the lower airspace under the responsibility of Dakar ATS Centre, at least ten (10) minutes prior to the point of entry
- report positions or estimates and the beginning and the end of the climb/descent phases.
- Maintain a watch for conflicting traffic, both visually and by reference to ACAS
- Turn on all aircraft exterior lights
- keep the SSR transponder on all times
- No in-flight change of level will be authorized except in cases of emergency
- If circumstances dictate so, climb and descend phases must be clearly performed at the right side of the route axis
- Transmit in English language on 129.5 MHz or 120.5 MHz of Dakar ACC, without expecting an acknowledgment, a position report at least five (5) minutes before and above the reporting points defined along the contingency route followed
- Maintain the assigned flight level by the last ATS Unit before entry of Dakar ACC lower airspace, unless otherwise required by an emergency or safety situation
- In case of an emergency requiring a change of flight level, carry out the climb or descent after a deviation of at least 2 NM to the right of the nominal axis of the ATS route followed, and immediately inform by transmitting in blind without expecting any acknowledgment on frequencies 129,5 MHz or 120.5 MHz and 121.5 MHz. The transmission of this message will include:
 - the aircraft call sign,
 - the position of the aircraft,
 - the released flight level and/or the crossed flight level(s),
 - the flight level to be reached.
- immediately inform Bamako ACC, Bissau APP or the Banjul Approach whenever emergency and/or safety situations make it impossible to maintain the assigned flight level
- Contact the following ATS unit as soon as possible or at least ten (10) minutes prior to the estimated time of overflight of the exit point in order to obtain clearance for entry into the following airspace
- Maintain a watch for conflicting traffic, both visually and by reference to ACAS.

Pilots should be aware that in the current international environment, deviation from published contingency routes might lead to interception by military aviation.

Operators should therefore be familiar with the international interception procedures described in Senegalese regulations RAS 02, Rules of the Air, paragraph 3.8, Appendix 1, section 2 and Appendix 2, sections 2 and 3.

4. 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, 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 disruption of air traffic services that has not been promulgated, DAKAR ACC will, if possible, broadcast to all aircraft flying into the lower airspace, the airspace that is affected by the disruption and issue any further instructions deemed necessary.

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. DAKAR ACC will evaluate all requests to ensure safety is maintained.

5. CONTINGENCY LONGITUDINAL SEPARATION MINIMA

Conditional to the level of unavailability of services, the contingency longitudinal separation minimum between aircraft operating in Dakar lower airspace will be:

- ten (10) minutes for aircraft maintaining the same cruising flight level when the preceding aircraft is faster
- fifteen (15) minutes for aircraft maintaining the same cruising flight level when the succeeding aircraft is faster

After the contingency airspace is flown, the first adjacent ATS Unit can resume to the normal separation minimum if a different separation minimum is specified above.

6. FLIGHT LEVEL RESTRICTIONS

Precise flight levels will be allocated to flights on certain routes or portions of routes in order to ensure a strategic separation between the published contingency routes.

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.

7. VFR FLIGHT MANAGEMENT

In the event of promulgation of these contingency measures, VFR flight operations, including local flights as well as those of the flying club, will be suspended in the lower airspace under the responsibility of the Dakar ACC.

8. ADDITIONAL MEASURES

The implementation of the contingency plan could be accompanied by other measures according to circumstances upon decision of the CCC after coordination with the ATM Contingency Operational Group (GOCA), such as:

- restriction or suspension of general aviation IFR operations
- restriction or suspension of commercial IFR operations
- closure of Senegalese aerodrome(s) established within the lower airspace of the Dakar ATS Center.

9. CONTINGENCY ROUTES (CR) SCHEME

In case of activation of the contingency plan, air operators are informed that only the contingency routes below are open to international civil aviation.

Air users should be prepared for potential restrictions and become familiar with the contingency route network. Similarly, aircraft operators will file their flight plans in accordance with these contingency routes as follows:

When the ATS contingency plan is activated, air traffic will be allocated with the restricted use of flight levels and routes as described in the table hereafter:

- a. DKR-01 : R975 - B600 (ARBEN - SAKLI – ANITI - BJ - POTOX)
- b. DKR-02 : A601 - R976 (SETID - TD - NURAS - ANITI – LIGOV - LUMPO)
- c. DKR-03 : A602 (MOGSA - TURED - LUSTI)

Codes	Routes ATS	Route Segments	Direction of flight	Contingency FLAS
DKR-01	R975 B600	ARBEN - SAKLI - ANITI - BJ - POTOX	ARBEN to POTOX ^a	FL200 FL140 FL120 FL80
			POTOX to ARBEN ^b	FL170 FL150 FL130 FL90 FL50
DKR-02	A601 R976	LUMPO - ANITI - NURAS - SETID	LUMPO to SETID	FL230 FL210 FL190 FL110 FL70
			SETID to LUMPO	FL240 FL220 FL160 FL100 FL60
DKR-03	A602	MOGSA - TURED - LUSTI	MOGSA to LUSTI	ALL ODD FL
			LUSTI to MOGSA	ALL EVEN FL

^a : Bissau APP restores semi-circular rules at POTOX and onward

^b : Nouakchott restores semi-circular rules at ARBEN and onward

10. DELEGATION OF SERVICE

The following considerations are established to ensure the continuity of air traffic services within the lower airspace under the responsibility of Dakar ATS center in case of implementation of these contingency measures. They consist of delegating responsibility for the provision of ATS services.

10.1 DAKAR ACC NOT AVAILABLE BUT DIASS TOWER AVAILABLE

The responsibility for traffic management in the lower airspace of the Dakar ATS center will be transferred to Diass Tower to provide ATS services along the contingency routes defined in paragraph 9 above of this plan.

10.2 DAKAR ACC AND DIASS TOWER NOT AVAILABLE

In case of unavailability of Dakar ACC and Diass TOWER, the responsibility for the management of the lower space under the jurisdiction of Dakar ATS center will be transferred to Bissau APP, Bamako ACC and Banjul APP along the contingency routes specified in paragraph 9 above and as indicated in the following table:

Codes	ATS Routes	Route Segments	Responsible ATS Unit	COM Means
DKR-01	R975 B600	ARBEN - SAKLI - ANITI - BJ - POTOX	Banjul APP	• VHF 121.3 MHz
DKR-02	A601 R976	LUMPO - ANITI - NURAS - SETID	Bamako ACC	• VHF 125.4 MHz • HF 8861-6673 KHz
DKR-03	A602	MOGSA - TURED – LUSTI	Bissau APP	• VHF 124.3 MHz

Pilots shall establish and maintain radio communication contact with the ATS Unit responsible for the provision of ATS services along their contingency route.

11. SITUATION REQUIRING AVOIDANCE OF PORTION OR ENTIRE DAKAR LOWER AIRSPACE

In case of event necessitating avoidance of the entire Dakar lower 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 or VHF frequencies and/or CPDLC.

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.

12. Airspace Classifications

Airspace classification will not be changed.

13. 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.

14. VOLCANIC ASH CONTINGENCY PLAN (VACP)

If a volcanic ash cloud is reported or anticipated in Dakar lower 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 affected,
- 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.

15. 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 situations.

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.

16. AIRCRAFT INTERCEPTION

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

- 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,
- notify, if possible, the appropriate air traffic services unit,
- 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,
- if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit,
- 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.

17. END OF CONTINGENCY PROCEDURES

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.

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, Dakar ACC will issue a NOTAM to inform about the real situation. In close coordination with its collateral ACCs, new traffic transfer conditions could be agreed.

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