

Workshop on Flight Information Region (FIR) and Regional Contingency Plans Development and Implementation Coordination

IP/ Agenda Item 2-j: Implementation of contingency plan in ASECNA

INTRODUCTION

ASECNA is responsible for providing air navigation services in the airspaces of the following states: Benin, Burkina-Faso, Cameroon, Central African Republic, Congo, Côte d'Ivoire Ivory, Gabon, Equatorial Guinea, Guinea Bissau, Madagascar, Mali, Mauritania, Niger, Senegal, Chad, Togo and Union of Comoros.

The airspace managed by ASECNA covers an area of approximately 16,100,000 km², of which 8 million represents the oceanic area. It is organized into six flight information regions (FIR / UIR) which are: Antananarivo, Brazzaville, Dakar Terrestrial, Dakar Oceanic, N'Djamena and Niamey.

Within each FIR there are controlled airspaces (UTA, TMA and CTR as well as controlled airways (AWY) and ATS routes) managed by CCRs, APP and TWR and uncontrolled airspaces (FIRs and UIRs) managed by FICs.

in the event of partial or total disruption of Air Traffic Services (ATS), to allow the flow of international air traffic to overfly the airspace managed by ASECNA with minimal disruption, the Agency has established contingency plan for the airspace of each member state.

ASECNA Contingency Plans

Each contingency plan indicates the flight procedures, coordination procedures, pilot procedures, ATS contingency routes (other ATS routes being suspended), ATS center (s) responsible for the provision of information and alert services during the contingency period, etc.

Example: in case of impossibility for Niamey ATS center to provide air traffic services in the TMA/UTA and the UIR of Niamey, the responsibility for ensuring the provision of air traffic services within NIAMEY UIR is transferred to Dakar and N'djamena ACC (see appendix)

Contingency plans are activated by NOTAM issued at least 48 hours before. The NOTAM specifies among other things the following:

- Time and date of the beginning of the contingency measure;
- Airspace available for landing and overflying 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;
- Procedures to be followed by neighboring ATS units;

Example: implementation of Niamey contingency plan

From 19 to 26 February 2016, Dakar ATS Center managed the western part of the Niamey FIR following the activation of the Niamey ACC contingency Plan. Thus, the management of the traffic on contingent routes of said FIR was ensured by Dakar from 19 February 2016 at 13:00.

Specific arrangements for contingency management

At Dakar ATS center, a number of steps have been taken to technically prepare the management of this contingency.

- Opening a "contingency" control position;
- Configuration and testing of the necessary telephone links for coordination between the Dakar ACC and neighbouring centers managing FIRs adjacent to the Niamey FIR;
- Coordination between Dakar and Niamey AFTN centers to ensure the routing of ATS and MTO messages for Niamey ACC to Dakar ACC;
- Establishment of a changeover procedure for the management of the FIR / UIR of Niamey by the Dakar ACC;

Managed traffic (number, nature)

From 19 to 26/02/16, the traffic managed by the "contingency" position of the Dakar ACC is 451 aircraft which have evolved essentially as follows:

- UM114 (LITAK - ZAWAT) : 128 aircraft representing 29% of the traffic;
- UA608 / UM608 (TATA - NY - TERAS) : 105 aircraft or 23%;
- UG859 (MOKAT - GAO) : 49 aircraft or 11%.

Note: 63% of the traffic handled by the "contingency" position has evolved on the 03 routes mentioned above (a total of 11 routes were active in the airspace managed by Dakar ACC)

Difficulties encountered

- The only air/ground communication means was the HF which presented some dysfunctions at times;
- There have been a few instances of non-compliance with the suspension of ATS routes in Niamey's airspace by both flight crews and adjacent ATS centers. For example, several military aircraft proceeded on UA612 (BKO - MTI - GAO) while this route was suspended.

DISCUSSIONS

Action by the meeting

- To take note of information related in this working paper;
- To implement the exchange of surveillance data between adjacent ATS centers to improve contingency management where appropriate.