

## ATM CONTINGENCY PLAN FOR NIAMEY ACC

### 1 - Objectives

- 1.1. This contingency plan contains arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of Air Traffic Services (ATS) within the NIAMEY Upper Flight Information Centre and is in accordance with ICAO Annex 11 - Air Traffic Services Chapter 2, paragraph 2.30, 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 NIAMEY ACC. Routes and flight levels are limited.

### 2 - Air Traffic Management

#### 2.1. Air Traffic Services Responsibilities

- 2.1.1. Tactical ATC considerations during periods of over-loading may require re-assignment of routes or portions thereof.
- 2.1.2. Alternative routes are designed to maximize the use of existing ATS route structures and communications, navigation and surveillance services.
- 2.1.3. In the event that ATS cannot be provided within the NIAMEY UIR, ASECNA shall publish not less than 48 hours prior, 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.
- 2.1.4. In the event that the NIAMEY ACC is unable to issue the NOTAM, ASECNA will take action to issue the NOTAM of contingency measures upon notification by NIAMEY ACC.

#### 2.2. Separation

- 2.2.1. Separation criteria shall be applied in accordance with the Procedures for Air Navigation Services-Air Traffic Management (Doc 4444) and the Regional Supplementary Procedures (Doc 7030).

#### 2.3. Level restriction

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

#### 2.4. Other measures

- 2.4.1. Other measures related to the disruption of air traffic services and the implementation of the contingency scheme within the NIAMEY UIR may be taken as follows :
  - a) Suspension of all VFR Operations;
  - b) Delay or suspension of general aviation IFR operations; and
  - c) Delay or suspension of commercial IFR operations.

### 3 - Transition to contingency scheme

- 3.1. 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 or AIC.
- 3.2. In the event of a disruption of air traffic services that has not been promulgated, NIAMEY ACC will, if possible, broadcast to all aircraft in the NIAMEY UIR, airspace that is affected by the disruption and any further instructions.
- 3.3. 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. NIAMEY ACC will evaluate all requests to ensure safety is maintained.

### 4 - Transfer of control, coordination and delegation of responsibility in the provision of air traffic services within the NIAMEY UIR

- 4.1. The transfer of control and communication will be at the common ACC boundaries or as previously agreed upon between :
  - a) NIAMEY – Accra ACCS;
  - b) NIAMEY – Alger ACCS;
  - c) NIAMEY – Dakar ACCS;
  - d) NIAMEY – Kano ACCS;
  - e) NIAMEY – N'djamena ACCS



- 4.2. The responsibility for ensuring the provision of air traffic services within NIAMEY ACC is transferred to Dakar and N'djamena ACC according to the following considerations :
- 4.2.1. Dakar ACC will ensure the provision of air traffic services for traffic operating in airspace or along contingency ATS routes west of the longitude 005°E. HF frequencies of Dakar (8861-3452-6673) will be used.
- 4.2.2. N'djamena ACC will ensure the provision of air traffic services for traffic operating in airspace or along the contingency ATS routes east of the longitude 005°E. HF frequencies of N'djamena (8873-8903-13294-5493-8894) will be used.
- 4.2.3. NIAMEY ACC will also review current coordination requirements in light of contingency operations or short notice of disruption of air traffic services.

## 5 - Contingency ATS Route Network

### 5.1. ATS Routes to be temporarily unavailable.

The following ATS routes will be temporarily unavailable for over flight traffic:

- UG 855 (GAPAG – NIAMEY - INAMA)
- UR 981 (POTOL - NIAMEY - SENOR)
- UM 998 (TOBUK - INISA)
- UR 978 (AGADES – ERKEL)
- UG 854 (NIAMEY – POMPA)
- UA 612 (MOPTI – GAO)
- UA 600 (NUREX – NIAMEY)
- UM 974 (MOPTI – NIAMEY)
- UG 616 (RIPOL – KORUT)
- UB 726 (BATIA-NY)
- UB 730 (IKTAV-ENORA)

### 5.2. Contingency routes and flight level allocation scheme

#### 5.2.1. NORTHBOUND/SOUTHBOUND TRAFFIC

The northbound/southbound traffic will route via the following contingency routes and in accordance with the flight level allocation scheme indicated in order to provide strategic separation in the FIR :

**NYCR11 : - UM114** (LITAK – ZAWAT)

Northbound: FL250 – 310 – 330 – 370

Southbound: FL280 - 340-360-380

**NYCR12 : - UA608 / UM608** (TATAT - NIAMEY – TERAS)

Northbound: FL 330 – 370- 390-410

Southbound: FL 280 - 320- 360- 380

**NYCR13 : - UA603** (PINGO – GAO)

Northbound: FL 330 - 350

Southbound: FL 280 – 320- 360- 380

**NYCR14 : - UG859** (MOKAT – GAO)

Northbound: FL 270–290– 310- 330 – 350- 370 -410

Southbound: FL 280 – 320 -360- 380

**NYCR18 : - UG859** (Limit UTA OUAGA – GAO)

Northbound: FL 270 - 310- 370 - 410

Southbound: FL 280 – 320 – 360- 380

**NYCR15 : - UB735 / UM108** (POTOL – USRUT)

Northbound: FL 250 – 270 – 290 – 330 – 370 - 410

Southbound: FL 260 – 280 – 320 – 360

**NYCR16 : - UA604** (EREBO – AS - GANLA – MIMBA)

Northbound: FL 260 – 300 – 360 - 380

Southbound: FL 270 – 310 - 330 – 350 - 390

**NYCR17 : - UA614** (TAVOT – IPOBA)

Northbound: FL 330 -350 - 370 - 410

Southbound: FL 280 - 360

#### 5.2.1. EASTBOUND/WESTBOUND TRAFFIC FLOW

The eastbound/westbound traffic will route via the following contingency routes and in accordance with the flight level allocation scheme indicated in order to provide strategic separation in the FIR :

**NYCR 5 : - UG 660** (NIAMEY – GULEN)

Eastbound: FL270 – 290

Westbound: FL260 - 300



- NYCR6** : - **UG854** (OUAGA UTA boundaries – NIAMEY)  
South West bound: FL270 – 290  
North East bound: FL260 – 300
- NYCR7** : - **UG 858** (DETAR - ZR – Limit FIR N'djamena -ENORA)  
North East bound: FL250 – 290 – 370 - 410  
South West bound: FL260- 300-360 – 380
- NYCR8** : - **UR 778** (SABSI – RISUB)  
North Eastbound: FL250 –270 – 290 – 310 - 330 – 370 – 410  
South Westbound: FL260- 320 - 340
- NYCR9** : - **UB 731** (BIRNI – AGADES – TOBUK)  
North Eastbound: FL250 – 290 – 370 - 410  
South Westbound: FL320 - 340
- NYCR10** : - **UB 727** (OPULU – TAVIL – TERAS)  
North Eastbound: FL 250- 390  
South Westbound: FL 260 - 340
- NYCR19** : - **UR866** (OPULU - NUREX)  
South East bound: FL 270 – 310  
North West bound: FL 260 – 300 – 340

## 6 - ATS Unit Procedures

- 6.1. Filed flight plan messages shall continue to be transmitted via the AFTN to NIAMEY ACC as per normal procedure. The adjacent ACCs (ACCRA, ALGIER, DAKAR, KANO, and NDJAMENA) shall be responsible for :
- Transmitting to NIAMEY ACC via the AFTN, to the extent practicable, for each aircraft intending to transit through NIAMEY UIR :
    - A current flight plan message, at least one (1) hour before the aircraft's estimated time of arrival over the relevant entry point of the UIR concerned; and
    - An estimate message for the relevant entry point of the UIR concerned, at least thirty (30) minutes before the aircraft's estimated time of arrival over that point.
  - Transmitting to the ACC serving the first FIR which an aircraft will enter after transiting the NIAMEY UIR, via the AFTN, an estimate message containing the aircraft's estimated time of arrival over the NIAMEY UIR exit point. This should be transmitted upon receipt of the aircraft's last position report within the transmitting facility's FIR.
  - Applying a longitudinal separation of at least twenty (20) minutes over the relevant entry point of NIAMEY UIR between aircraft flying at the same flight level and following the same contingency air traffic route within the NIAMEY UIR and instructing the respective pilot-in command to maintain the flight level and Mach number assigned throughout NIAMEY UIR.
  - Not authorizing any flight level or Mach number changes for aircraft transiting through NIAMEY UTA, ten (10) minutes prior to the aircraft entering the NIAMEY UIR.
  - Requesting each aircraft transiting through NIAMEY UIR to include in its last position report (over the entry point NIAMEY UIR) the estimated time of arrival over the relevant exit point of NIAMEY UIR for the contingency air traffic route used.

## 7 - Pilot and Operator Procedures

- 7.1. All aircraft transiting through NIAMEY UIR shall strictly comply with the following :
- Operate along or as close as possible to the centerline of the assigned contingency air traffic route.
  - Reach the flight level assigned by adjacent ACC for the transit of NIAMEY UIR at least ten (10) minutes before entering NIAMEY UIR.
  - Maintain the flight level assigned by the last adjacent ACC while operating within NIAMEY UIR, unless an emergency situation or flight security reason exists.
  - 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.
  - Include in their last position report to the competent adjacent ACC the estimated time of arrival over the entry point of NIAMEY UIR and the estimated time and point at which they are to exit the NIAMEY UIR.
  - Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit of NIAMEY UIR, climb or descend well to the right of the centerline of the air traffic route being flown but remaining within NIAMEY UIR, 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.).
  - 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 NIAMEY UIR in order to obtain clearance for entering the adjacent airspace concerned.
  - Display navigation and anti-collision lights at all times during the transit of contingency airspace.
  - Maintain their own longitudinal separation of twenty (20) minutes with preceding aircraft maintaining the same cruising flight level.



7.2. A NOTAM will be issued if this contingency plan is activated :

## 8 - Implementation of the plan

8.1. The provisions of this contingency plan shall be promulgated by NOTAM to be issued by ASECNA in coordination with ICAO and the States concerned

### CONTINGENCY ROUTES – NIAMEY UIR

Airspace	ATS Centre in dysfunction	ATS Centres in charge of the supply of the services within the transfer of responsibility and frequencies in use		ATS Routes concerned	
		First Centre or group of Centres	Second Centre or group of Centres	FL	
NIAMEY UIR West of the longitude 005°E	NIAMEY ACC	DAKAR ACC (8861-3452-6673 KHz)	OUAGADOUGOU ACC (6586-6673 KHz)	UM114 (LITAK – ZAWAT)	FL 250 - 310 - 330 - 370
					FL 280 - 340 - 360 - 380
				UA608/UM608 (TATAT – TERAS)	FL 330 - 370 - 390 - 410
					FL 280 - 320 - 360 - 380
				UA603 (PINGO – GAO)	FL 330-350
					FL 280 - 320 - 360 - 380
				UG859 (MOKAT-GAO)	FL 270 - 290 - 310 - 330 - 350 - 370 - 410
					FL 280 - 320 - 360 - 380
				UB735/UM108 (POTOL – URSUT)	FL 250 - 270 - 290 - 330 - 370 - 410
					FL 260 - 280 - 320 - 360
				UA614 (TAVOT – IPOBA)	FL 330 - 350 - 370 - 410
					FL 280 - 360
				UG859 (Limit UTA OG-GAO)	FL 270 - 310 - 370 - 410
FL 280 - 320 - 360 - 380					
UG660 (NY – GULEN)	FL 270 - 290				
	FL 260 - 300				
UG854 NY –Limit UTA OG)	FL 270- 290				
	FL 260 - 300				
UR866 (NUREX – OPULU)	FL 270 - 310				
	FL 260 - 300 - 340				
UB727 (OPULU – TERAS)	FL 250 - 390				
	FL 260 - 340				
NIAMEY UIR East of the longitude 005°E	NIAMEY ACC	N'DJAMENA ACC (8894 - 8903 8873 - 13294- 5493 KHz)	N'DJAMENA ACC (8894 - 8903 8873 -13294- 5493 KHz)	UA604 (EREBO – AGADEZ – MIMBA)	FL 260 - 300 - 360 - 380
					FL 270 - 310 - 330 - 350 - 390
				UR778 (RISUB –SABSI)	FL 250 - 270 - 290 - 310 - 330 - 370 - 410
					FL 260 - 320 - 340
UB731 (BIRNI – TOBUK)	FL 250 - 290 - 370 - 410				
	FL 320 - 340				
UG858 (DETAR – Limit FIR N'Djamena)	FL 250 - 290 - 370 - 410				
	FL 260 - 300 - 360 - 380				

