



ASECNA

Agence pour la Sécurité de la Navigation Aérienne en Afrique et à Madagascar

**Virtual Workshop on AFI Regional Contingency Plan Review
and Implementation Coordination for Africa and Indian Ocean (AFI) Region
02 - 04 June 2021**

CONTINGENCY PLAN MANAGEMENT IN ASECNA



CONTINGENCY PLAN MANAGEMENT IN ASECNA

Contents

I- overview on ASECNA Contingency Plans

II- Implementation of N'Djamena ACC contingency Plan

III- Implementation of Dakar ACC contingency Plan

Conclusion



I. Overview on ASECNA CONTINGENCY PLANS

- **Level I**: concerns cases where no modification of the ATM system is necessary (Example of the event in Bamako in August 2020)
- **Level II**: cases requiring intervention of adjacent ACC. This Contingency Plan is designed to accommodate the flow of international air traffic with a minimum of disturbance for aircraft transiting the affected airspace

The level II also indicates the arrangements to be made in the event of:

- ✓ Public health emergencies
- ✓ Volcanic ash cloud reported (Volcanic Ash Contingency Plan - VACP)

Level III: cases requiring avoidance of affected airspace. In the event that the total disruption of Air Traffic Services (ATS) does not allow to fly in the airspace affected, users are invited to circumvent that airspace.



Overview on ASECNA CONTINGENCY PLANS

Contingency plans are published for the entire upper airspace of ASECNA Member States in case of level II or III events

ACCs Contingency Plans of ASECNA countries members are available on <https://aim.asecna.aero> (Part 2 ENR 1)



Overview on ASECNA CONTINGENCY PLANS

MANAGEMENT OF THE CONTINGENCY PLAN

PRIOR TO ACTIVATION

Follow up of the local situation and coordination with staff and CAA

Refreshment of ATCO on contingency plan and all test on equipment

Preparation of NOTAM templates to be published in case of

ACTIVATION & IMPLEMENTATION

Publication of NOTAM

Activation of local crisis unit at local level and at ASECNA headquarter

Coordination of active traffic and flight plans to/from adjacent ACCs

Management of traffic according to the contingency plan

END AND DEBRIEFING

Publication of NOTAM of end of contingency

Analysis of reporting events and feed back

Identification of difficulties encountered

Implementation of corrective actions

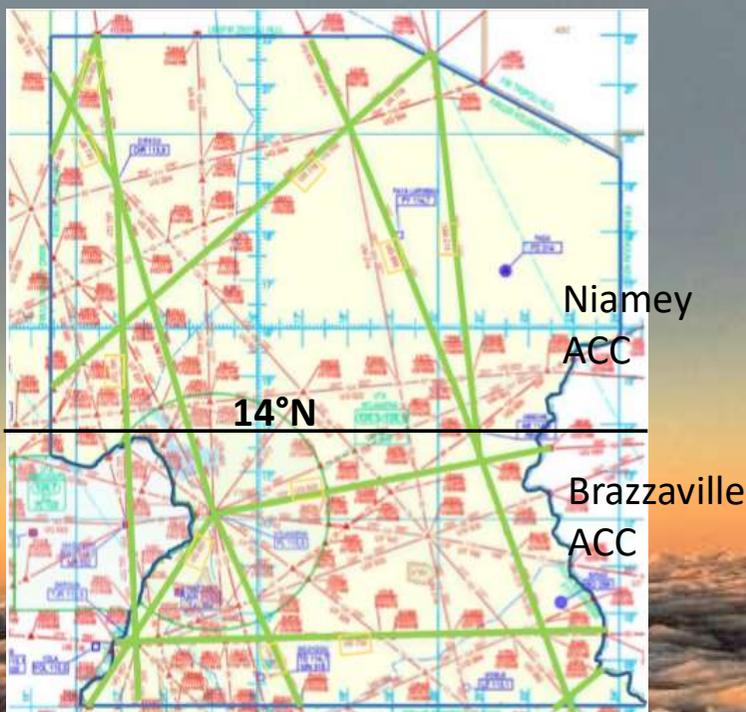


II - Feed back on recent activation of contingency Plan

The level 2 of the contingency plan of N'Djamena ACC was activated on April 20, 2021 following the events in the Republic of Chad.

From April 20 at 12:22 p.m. to April 22 at 12:57 p.m., the provision of air traffic services within NDJAMENA UIR was transferred to Brazzaville ACC and Niamey ACC according to the subdivision of the airspace as shown on the map below.

Contingency ATS routes network



Contingency routes code	Routes name and Entry/Exit points	FIR Involved	Flight level allocation scheme	Communication Means
NDCR1	UG858: DEKIL -RAKOM	DRRR	southwest bound: flight level 300-340 northeast bound: flight level 350-390	HF 8803-8873 and CPDLC if applicable
NDCR2	UR778: SABSI-TONBA	DRRR HLLL	northeast bound: flight level 290-350 southwest bound: flight level 280-340	
NDCR3	UG880: GNA-KELAK	FCCC HSSS DNKK	westbound: flight level 280-340 eastbound: flight level 290-310-350-430	
NDCR4	UB730 : DIR-RAKOM	DRRR	northbound : flight level 300-380 southbound : flight level 310-370	
NDCR5	UA807: DIR-RULDO	DRRR FCCC	northbound: flight level 300-380 southbound: flight level 290 -370	
NDCR6	UG727 : TJN -DEKIL	FCCC DNKK DRRR	northbound: flight level 320-340-360 southbound: flight level 330-360	
NDCR7	UG857: INASU-FL	FCCC	southwest bound: flight level 280-340 northeast bound: flight level 310-350	
NDCR8	UG855: GARIN-ONUDA	FCCC HLLL	northbound: flight level 300-320 southbound: flight level 290-330	
NDCR9	UA410: ONUDA -KAFIA	HSSS FCCC	northeast bound: flight level 270-310-350 southwest bound: flight level 300-340	
NDCR10	UM215: TONBA -ONUDA	FCCC HLLL	northbound: flight level 380-400 Southbound: flight level 370-390	
NDCR11	UB736: MONAN-ETRIS	HSSS FCCC DNKK	westbound: flight level 300-320-360 eastbound: flight level 310-330-370-410	

Flight level allocation



II. Feed-back on recent activation of contingency Plan

MANAGEMENT OF THE CONTINGENCY PLAN

The management of traffic in N'Djamena UIR by Niamey ACC was as follows:

- Findings : 08 aircrafts - First day a lot of flight deviated UIR N'djamena
- Difficulties : two cases of conflicting flight levels on at ATS contingency crossroads



II. Feed-back on recent activation of contingency Plan

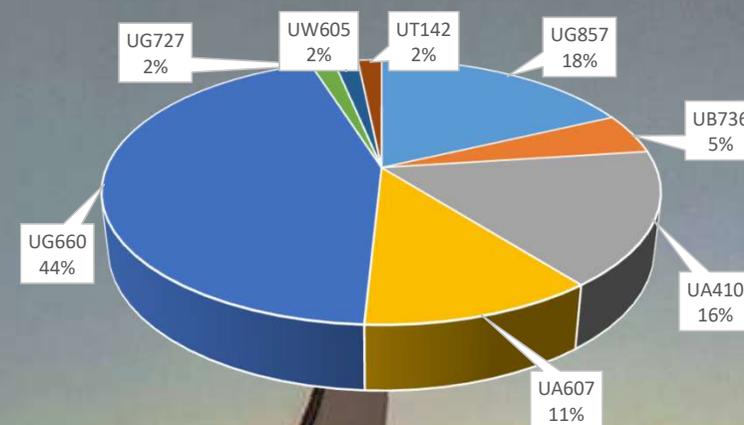
MANAGEMENT OF THE CONTINGENCY PLAN

The management of traffic in N'Djamena UIR by Brazzaville ACC

Findings

- ❑ Flights : 61 aircrafts
- ❑ Communication : HF and CPDLC
- ❑ Difficulties : Communication on HF now and then but
- ❑ Surveillance : 80% of aircrafts were ADS-B equipped

Therefore traffic surveillance (Space base ADS-B) was provided to this traffic





II. IMPLEMENTATION OF N'DJAMENA ACC CONTINGENCY PLAN

Areas Of improvement

Considering observations made by Brazzaville and Niamey ACCs during the management of the contingency, the points to be improved are of three categories

- 1) Ground Infrastructure : an upgrade of HF equipment will be done
- 2) Airlines : we recommend more contacts by CPDLC (primary mean of communication)
- 3) Contingency plan : updating flight level assignment of the current contingency plan is ongoing .



III. Implementation of Dakar ACC contingency Plan – level 2, following The eruption of mount soufriere



April 9, 2021 : Beginning of the Soufrière volcanic eruption in Saint-Vincent-et-les-Grenadines notified to Dakar ACC by the Regional ATM / SAR Officer of WACAF

April 11, 2021:

- Ashes propagation over a part of Dakar Oceanic UIR affecting the traffic on ATS routes UN741 and UN866 as well as in the random routing airspace to the left of these.
- Volcanic Ash Advisory issued by the Washington VAAC, giving details of the eruption and extent of the ash clouds, and evolve forecast for next 24 hours





III. Implementation of Dakar ACC contingency Plan – level 2, following The eruption of mount soufriere

ACTIONS TAKEN

- The Diass meteorological center issued 5 SIGMETs
- There was a permanent coordination between the Meteorological Center of Diass and Dakar ACC regarding the evolution of the phenomenon,

Note: The traffic received the information in time and avoided the affected area



Action by the meeting

The meeting is invited to :

- take note on ASECNA's feedback regarding the activation of two contingency situations in 2021;
- encourage the ANSPs to test their contingency plans in order to identify areas for improvement.



THANK YOU FOR YOUR ATTENTION