



ICAO

## INTERNATIONAL CIVIL AVIATION ORGANIZATION

## WESTERN AND CENTRAL AFRICA OFFICE

## Twenty-Fourth Meeting on the Improvement of Air Traffic Services over the South Atlantic (SAT/24)

Luanda, Angola, 05-07 June 2019

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**Agenda Item 3: *Air Traffic Management (ATM)***
**3.4.5 : RECURRENCE OF FLIGHTS IN DAKAR OCEANIC AIRSPACE WITHOUT CONTACT***(Presented by ASECNA - SENEGAL.)***SUMMARY**

This working paper expresses concerns related to the lack of bilateral contact with some flights over the South Atlantic Oceanic airspace.

**REFERENCE(S):** Decision SAT/23/02

**Related ICAO Strategic Objective(s):** Assessment of air traffic services provision, determination of causes to inefficient operations and implementation of mitigation action in the EUR-SAM Corridor.

**1. INTRODUCTION**

The South Atlantic is a wide remote oceanic airspace with no possibility, for the time being of full VHF coverage. In this environment crossed by the EUR/SAM Corridor, ATCs rely on pilot position reports as means of separating traffic, this is obtained by monitoring with ADS/C-CPDLC and/or H.F frequency contact.

The lack of suitable HF or CPDLC, mainly by light and medium aircraft at lower airspace and some executive flights in upper airspace, is mainly the cause for triggering frequent emergency phases.

## 2. DISCUSSION

**2-1** It is important to pointed out that, from flight level 195 to unlimited, all airspace managed by ASECNA is class A. The conditions applicable to the flights operating within the classes of airspace in force in Dakar FIR/UIR are in accordance with the table in appendix 4 of ANNEX 11 to the Chicago Convention.

**2-2** In accordance with the ICAO Regional Supplementary Procedures in force (Doc 7030), a bilateral contact is mandatory within Dakar FIR/UIR (*Ref. ASECNA AIP 9 ENR 1-4-01*).

**2-3** In that area, a great number of traffic flying in lower airspace, mainly some light and medium planes from South America to West Africa and vice versa, cannot, for most of the time establish two-way contacts with the relevant ATC centres; this lead to frequent triggering inopportune emergency phases.

**2.4** At least, ten (10) relevant cases are reported since the beginning of this year:

	CALL SIGN	AIRCRAFT TYPE	DEPARTURE	DESTINATION	DATE
1	ECHMZ	AT8T	GVAC	SBRF	19/01/2019
2	RRR5818	C130	GVAC	FHAW	07/02/2019
3	FGPHR	M20P	GVNP	SBSG	26/02/2019
4	GCW1210	AT45	GVNP	SBFZ	07/03/2019
5	PRRDD	GLF5	OJAQ	SBGL	07/03/2019
6	N3796B	CL30	GVAC	TBPR	15/03/2019
7	ONE9580	A332	SBBR	LFBT	30/03/2019
8	CTM2044	CN35	GVSF	SBSV	19/04/2019
9	YV3016	E190	GVAC	SUMU	07/05/2019
10	- PRCRC	G280	SBRF	GVAC	15/05/2019

**2-5** This is a situation that always generates the mobilization of significant human and material means and concerned centres cannot always afford it.

**2-6** To find solution to this issue, we recommend to the different concerned ATS centers to ensure that those type of aircraft are carrying suitable means of communication, in line with this airspace.

## 3. ACTION BY THE MEETING

**3-1** The SAT 24 meeting is invited to consider the issue expressed in this working paper with the aim of further enhancing safety in the provision of air traffic services in the South Atlantic oceanic airspace.

**3.2** The SAT 24 meeting is invited to endorse the recommendation of this paper.

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