Twenty-Fourth Meeting of the AFI Planning and Implementation Regional Group
(APIRG/24)
(Virtual – 2 to 4 November 2021)

Agenda Item 4: Other Air Navigation Initiatives

Lessons learned from the implementation of contingency plans in ASECNA

(Presented by ASECNA)

SUMMARY	
This working paper deals with the provisions put in place by ASECNA within the framework of the implementation of contingency plans and illustrates, through a survey during the activation of the N'Djamena contingency plan, the need for airspace users to comply with the prescribed provisions and procedures, in particular the use of means of communication as described by the contingency plans Action by the Meeting 1) 1) Encourage airlines to use data link communications (CPDLC) when they are declared as the primary means of communication in the event of an exception instead of being satisfied with exchanges between pilots on the IFBP frequency 2) Encourage the implementation of surveillance data exchange between adjacent ATS centers in order to improve the management of contingency plans, where appropriate	
Strategic Objectives	A - Safety; B - Air navigation capacity and efficiency

1 INTRODUCTION

1.1 When disruptions in the provision of Air Traffic services are announced, ASECNA in coordination with its Member States and ICAO activates the corresponding contingency plans.

1.2 These plans have been developed and published in accordance with ICAO provisions and Member States regulations.

1.3 They ensure the continuity of international air traffic by ensuring a safe, efficient and secure air traffic flow, taking advantage of the world's major ATS routes.

1.4 These plans are established for all FIRs and ACCs and include the three levels required by ICAO (Level I, Level II and Level III).

1.5 In the centers where contingency plans level II are available, there is a contingency position with surveillance means by ADS-B or ADS-C, air / ground communication means by CPDLC (primary means) or HF and ATS / DS links with adjacent centers.

2. DISCUSSION

2.1 The contingency plans of airspaces managed by ASECNA indicate flight procedures, coordination procedures, pilot procedures, applicable ATS contingency routes, the ATS center (s) responsible for providing information services and alert during the activation period of these contingency plans. Contingency plans level II and level III are published for the entire upper airspace of ASECNA Member States. Those contingency plans are available in ASECNA electronic AIP (Part 2 ENR) via link https://aim.asecna.aero

2.2 Result of the Survey carried out following the activation of the N'Djamena contingency plan from April 20 to 22, 2021

Level 2 of N'Djamena ACC contingency plan was activated on April 20, 2021 following the events in the Republic of Chad. According to the contingency plan, the provision of air traffic services in NDJAMENA UIR was transferred to Brazzaville and Niamey ACCs from 20 to 22 April 2021.

During this period, Niamey ACC managed 08 flights operating and Brazzaville ACC managed 61 flights operating in Ndjamena upper airspace. Due to the availability of ADS B by satellite throughout ASECNA's airspace, Niamey and Brazzaville centers were able to display all of these flights when they were operating in N 'DJAMENA UIR. following findings was noted:

- 24% of flights did not establish contact with the corresponding ACC (notwithstanding the functionality of CPDLC as prescribed by the contingency)
- Some aircraft have flown on closed routes and consequently at incorrect flight levels

2.3 Use of frequency 126.9 by airlines (IFBP procedures)

In all ASECNA UIR, CPDLC is implemented as the main means communication, VHF and HF are use as back-up means so that the use of the IFBP is no longer justified. As feedback, a loss of separation between two flights operating in opposite direction was recorded in June 2021 in Ndjamena FIR due to the use of IFBP followed by a change of flight level without ATC authorization. For this case, the pilot had lost VHF communication, and without establishing CPDLC communication changed levels.

3. ACTION BY THE MEETING

The meeting is invited to:

1) Take note of the information relating to this working paper;
2) Encourage the implementation of surveillance data exchange between adjacent ATS centers in order to improve the management of contingency plans, where

appropriate

3) Encourage airlines to use air / ground communications including CPDLC when available to obtain authorizations and other useful information from ATC units for their flight;
4) Note for the benefit of users that in all ASECNA UIR, CPDLC is implemented and is declared as a means of communication.