



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**Eighth Meeting of the AASPG Airspace and Aerodrome Operations Sub-Group
(AAO/SG8)**

Dakar, Senegal 14-18 July 2025

Agenda Item 3: Achievements in AOP and ATM/SAR
Adoption of the 3rd edition of ATM CONTINGENCY PLAN
(Presented by ASECNA)

SUMMARY
This information paper outlines the experience of ASECNA regarding the adoption of the third edition of regional ATM contingency plan.
REFERENCE(S): 1. Doc 4444 – PANS-ATM 2. APIRG 25 / RASG AFI/8 Report
Related ICAO Strategic Objective(s): A-Aviation Safety B- Air Navigation Capacity and Efficiency

1. INTRODUCTION

1.1 During the twenty-fifth meeting of the AFI Planning and Implementation Regional Group (APIRG/25) held in Kigali, RWANDA, from 7– 11 November 2022, States were encouraged to adopt the third Edition of the Regional ATM Contingency Plan in order to facilitate the improvement and implementation of contingency arrangements in the Region (Conclusion 25/01).

1.2 The third edition of the regional contingency plan highlighted the need for MOU among States for the activation and maintenance of contingency plans.

1.3 APIRG/25 Decision 25/02 hailed for the Effectiveness of the Regional ATM Contingency Plan (ATM CP) by conducting a tabletop exercise by 31 December 2023.

2. DISCUSSION

2.1 As reminder, ASECNA manages seven FIRs. However, for the implementation of changes specified in the 3rd edition of Regional ATM contingency, Lomé UTA has been chosen for trial and lessons learned would serve as feedback to other airspaces managed by ASECNA.

2.2 In this regard, ASECNA headquarters has coordinated the establishment of the MOU between Lomé ACC and the different ATS units responsible for the provision of ATS within Lomé UTA in the case of the level 2 contingency. Theses MOU has been signed between Lomé and Cotonou on October 30, 2024 then between Lomé and Niamey on November 24, 2024.

2.3 The key arrangements of the MOU are: Responsibility for granting of over-flight clearance, Responsibility for Search and Rescue under Contingency, Conduct of Regular Contingency Exercises, CNS/ATM Capacity of (State/FIR/ACC) assigned to provide ATS service in the designated airspace, Responsibility for En-Route Navigation Charges under Contingency, Implementation of Air Traffic Flow Management etc.

2.4 In accordance with the MOU, tabletop exercises have been developed taking into consideration the traffic flow withing Lomé UTA. Simulation exercises were carried out in the Cotonou ATC simulator by Air traffic controllers in February 2025 to assess the operational effectiveness of Lomé UTA ATM contingency plan related to contingency routes structures and FLAS (Flight Level Allocation Scheme).

2.5 Challenges

2.5.1 One of the main challenges was the limited number of FL available especially on the contingency route (LMCR 4-UL483). In fact, only (FL 350 and FL 400) are available during contingency, considering the fact that this route is used by high altitude cruising aircraft, choices are very limited. In some cases, the aircraft had to circumnavigate the airspace.

2.5.2 Since Air traffic controllers are very familiar with Lomé UTA because the two centres are mirror centres, controllers found it more natural to give control instructions than information. Moreover, they even had the radar identification of aircraft.

2.5.3 No challenge related to the collection of en-route navigation charges during the period of level 2 Contingency has been encountered, as all the ATS units responsible for the provision of ATS within Lomé UTA in the case of the level 2 contingency are under the responsibly of ASECNA. However, appropriate arrangements will be required in the case of the management of level 2 contingency involving non-ASECNA centers.

2.6 This experience will help ASECNA for the conduct of the Exercises on a larger scale in coordination with Regional ATM Contingency Plan Coordination Team to assess all different parts of the contingency plan. Discussions are underway with the aim to propose guidelines materials for the large scale exercise which will take into considerations:

- goals and specifics objectives of the exercises
- master schedule of exercises with key performances
- evaluation grid to monitor the key performances
- Etc.

2.7 The tentative timeline for exercises on a larger scale is contained in the table below.

FIR	DEADLINE
BRAZZA	31/12/2025
N'DJAMENA	31/12/2025
NIAMEY	30/06/2026
TANA	30/08/2026
DAKAR	31/12/2026

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Take not of the information in this working paper
