

## AFRICA AREA

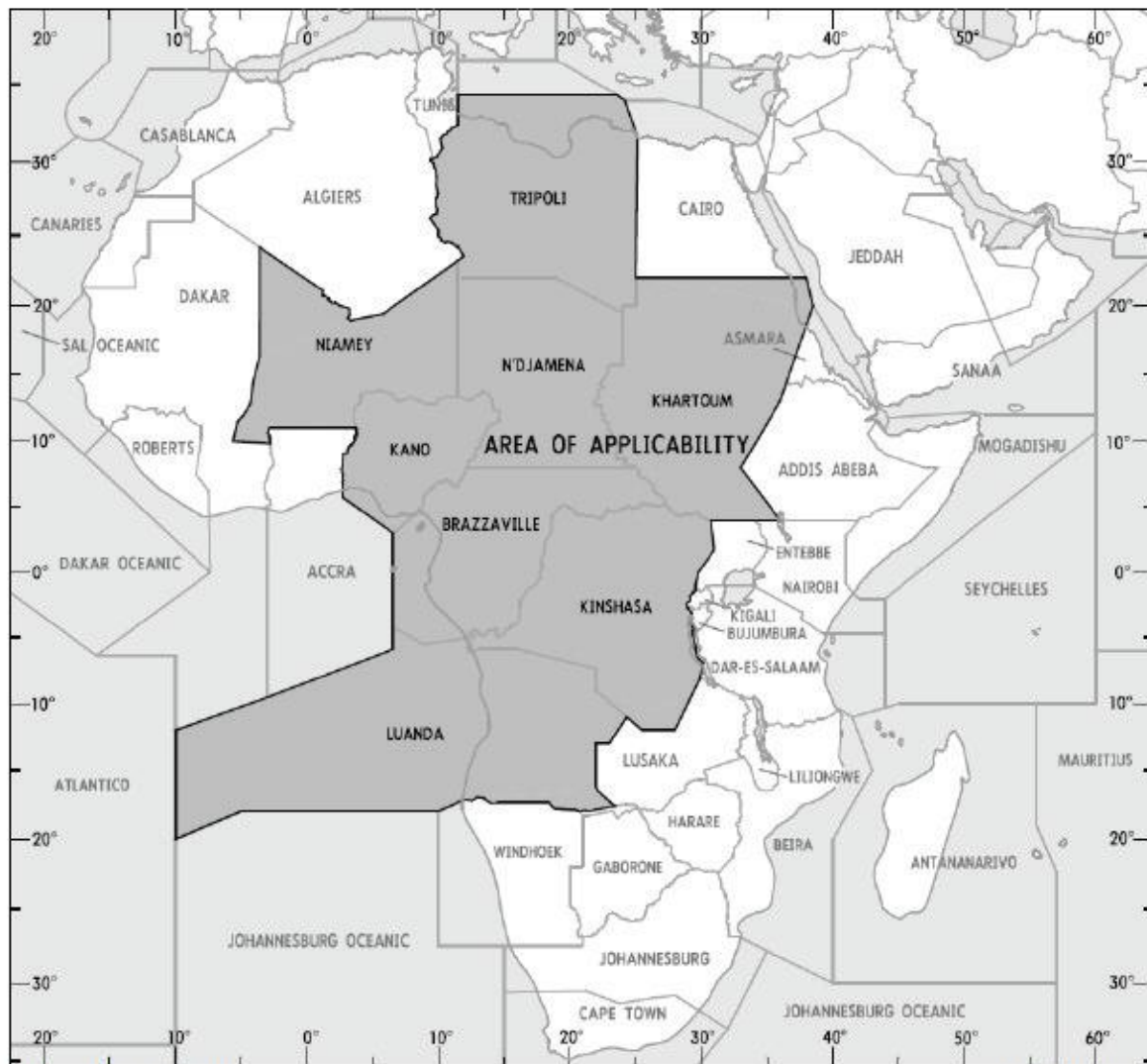
This briefing sheet is not intended to supersede information provided in the relevant Operations Manuals and NOTAMS.

For Hot and High Operations see [‘Hot and High’ Operations briefing](#).

For weather information see separate “Weather Notes” briefing.

### IATA IN-FLIGHT BROADCAST PROCEDURE

This procedure is mandatory and applies to the following FIRs within the AFI region: Tripoli, Niamey, N’Djamena, Khartoum, Asmara, Kano, Brazzaville, Kinshasa, Luanda and Mogadishu.



Source: IATA SO&I AFI

7 March 2013

The standard IATA procedure is as follows:

1. Crews will maintain a listening watch on 126.9 MHz from 10 mins before entering the defined area until leaving the area.
2. Ensure transponder is operating for TCAS purposes; squawk A2000 if no specific code is assigned.
3. When using accurate navigation systems aircraft should fly 1 nm right of track.

**Note:** This is an IATA recommendation only and one that BAV has decided to adopt. Many other operators in the region do not follow this policy.

4. In addition to normal ATS reporting procedures for the route being flown, flight crews will broadcast position data as follows:
  - a. 10 mins before entering or crossing an FIR within the IFBP region or as soon as appropriate after taking-off from an airfield within the IFBP region.
  - b. 10 mins prior to reporting points.
  - c. 10 mins prior to crossing or joining an ATS route.
  - d. At 20 min intervals between distant reporting points.
  - e. 2-5 mins where possible, before a change in flight level.
  - f. At the time of a change in flight level.
  - g. At any other time considered necessary by the crew.
  - h. In the interests of reducing congestion on the IFBP frequency, pilot may exercise discretion to omit closely spaced repetitive IFBP reports.

**Example:** “All stations, this is Speedbird 054, in the Khartoum FIR, Flight Level 310, Northbound on UB612, estimate SOGIN at 0523 UTC, Speedbird 054, Flight Level 310, in the Khartoum FIR”.

It is a very good idea, particularly in W Africa, to plot the blind position reports of other aircraft. Any conflicts that cannot be resolved through ATC, perhaps because of communication difficulties, must be resolved between the individual aircraft.

### GENERAL ADVICE

Note that many routes are in Advisory Airspace, and hence only an advisory service and not a control service will be offered. This means that separation will only be provided from known traffic; 10 min longitudinal separation is not unusual. As communications are notoriously bad throughout Africa (with the exception of South Africa), both between ATC Units and R/T between ATC and aircraft, flight plans may not have been received and aircraft may not have been able to contact ATC. This also applies to a lesser extent in controlled airspace. The use of SATCOM may be a possible solution to comms problems. As Radar coverage is negligible except in South Africa, there is likely to be unknown traffic. Hence:

1. Keep a good look-out and listening watch. Even with aircraft operating at the correct cruising levels conflicts have occurred between traffic converging almost head on, as semi-circular rules are generally used and traffic is mainly N-S.
2. Do not accept non-standard clearances (e.g. levels). As most of the routes are N-S and semi-circular rules are used, a small change of track may necessitate a level change. However, note that some N-S airways/advisory routes use the mean direction to determine the appropriate FL – see charts.

3. Direct routings may be offered, however, some countries prohibit foreign registered aircraft from operating outside controlled or advisory airspace. See AIS Briefing for current information.
4. Use the IATA In-Flight Broadcast Procedure (see IATA In-Flight Broadcast Procedure) when appropriate. But do not assume that all aircraft will use the facility. If it is apparent that there is a conflict with another aircraft, inform ATC as soon as possible and insist that they resolve the situation. Apparent conflict situations should be voyage reported.
5. When approaching an FIR boundary attempt to contact the onward ATC Unit well in advance, as co-ordination will probably not have been carried out, remembering, after this ctc has been established, to pass on any changes (e.g. FL) to the next unit.

### RVSM

RVSM applies to all of Africa between FL290-410 and follows standard RVSM procedures.

### WEST AFRICA

Radio aids, airfield lighting, VASIs/PAPIs etc are frequently unreliable or unserviceable at W African terminals. HF communications are often difficult, particularly with Lagos, Kano and Accra. Maximum use should be made of VHF relays. Maintain a SELCAL watch with Stockholm Radio passing operational details as appropriate.

All W African stations require total persons on board and endurance on arrival and departure.

Many MSAs on charts are unreliable due to incomplete surveying.

Aircraft water tanks should be full ex UK as drinking water uplift is often not available.

Aircraft APU should be serviceable ex UK as air starts are often unavailable.

Accurate weather information may not be available at London before departure. Obtaining Wx information en-route is extremely difficult due poor communications.

**IT IS IMPORTANT TO TAKE ANTI MALARIAL PRECAUTIONS.**

DRINKING WATER is suspect at all W African destinations.

### EN ROUTE AIRFIELDS

UK	- NIGERIA - GHANA - IVORY COAST	GHARDAIA (Algeria) TAMANRASSET (Algeria) – although promulgated as H24 it has been reported impossible to make radio contact while overflying nearby at night  OUAGADOUGOU (Burkina Faso) NIAMEY (Niger)
LAGOS	- ACCRA	COTOUNOU (Benin) LOME (Togo)
UK	- GAMBIA	LAS PALMAS (Canarias) NOUADHIBOU (Mauritania) NOUAKCHOTT (Mauritania)

**ALGERIA**

Difficulty contacting Algiers on HF occurs. Aircraft unable to maintain direct contact with Algiers ACC may be able to pass messages via Tamanrasset.

**GHANA/IVORY COAST**

See under Nigeria for operations between Accra and Lagos.

**NIAMEY**

There have been reports of flight level conflicts, some serious, with other aircraft while in Niamey FIR.

**NIGERIA**

For aircraft routing between Lagos and Accra it is usual to establish radio contact with Accra before being released by Lagos and vice versa.

There have been a number of airprox incidents involving Lagos and Accra due comms problems and lack of co-ordination.

**TCHAD**

Difficulty has been experienced contacting N'Djamena before their FIR Boundary for onward clearance.

N'Djamena shares some AFI 2 HF frequencies with Algiers.

There have been a number of reports of flight level conflicts, some serious, with other aircraft while in the N'Djamena FIR. Once again IFBP has been instrumental in resolving these conflicts.

A North/South route just to the West of N'Djamena takes the aircraft into the Kano FIR; contact Maiduguri Twr on VHF before the Kano FIR Boundary.

**EAST AFRICA**

Terrain information is incomplete over some of the area.

**ETHIOPIA (ADDIS ABABA FIR)**

MSAs in the Addis Abeba FIR are high, the highest being over 17,000 feet.

**LIBYA (TRIPOLI FIR)**

Difficulty contacting Tripoli on HF occurs.

Foreign registered aircraft must not fly outside ATS routes and controlled airspace. Overflight of oil installations is prohibited.

**SUDAN (KHARTOUM FIR)**

A BAV crew report conflicting opposite direction traffic of which Khartoum ATC were totally unaware. The situation was resolved with the aid of TCAS although the conflicting traffic was not TCAS equipped.

Poor comms reported along UB612F between ORNAT and ALVOR.

Caution during Haj season due to high East – West traffic density. Haj traffic from Khartoum FIR to Jeddah routes Port Sudan – BOGUM – Jeddah and traffic from Jeddah to Khartoum FIR routes Jeddah – DUNGU – Port Sudan. Traffic departing Jeddah should attempt to contact Khartoum on HF immediately after departure, but remain in contact with Jeddah until released.

Prohibited Area P10A (to the NW of VOR KTM) – Any aircraft infringing this airspace may be subject to interception by the Sudan Air Force and indefinitely detained. Flights cleared along UA727/UR611D must be at FL280 or above. Do not deviate from the airway centre line.

**SOUTHERN AFRICA**

Mt Kenya 17,058ft is 50 nm E of Lodwar – Nakuru – Nairobi track.

Mt Meru 14,978ft is 38 nm E of LOSIN (121 nm SW of Nairobi along A405).

Mt Kilimanjaro 19,340ft is 20 nm SW of GABSO (100 nm SE of Nairobi along UB533).

Many Safety Altitudes on Charts are unreliable due to incomplete surveying.

**ANGOLA**

There have been reports of flight level conflicts with other aircraft while under Luanda Control, but few in recent years. HF Comms problems between TERBA and ILDIR have been reported with a BAV crew (2004) passing through the sector without any direct contact with Luanda.

**DEMOCRATIC REPUBLIC OF THE CONGO (DRC)**

Conflicting crossing traffic, not advised by ATC between Bangui and Lubumbashi; the situation was resolved each time by the two aircraft crews using the In-flight Broadcast frequency 126.9. Major re-development project is ongoing within DRC to re-build ATC infrastructure.

**MADAGASCAR (ANTANANARIVO FIR)**

The following IFR levels are available in Antananarivo FIR/UIR.

Mogadishu – Mahajanga Odds to 290,330,370 etc.

Mahajanqa – Mogadishu Evens to 280,310,350,390 etc.

Seychelles – St Denis Evens to 280,310,350,390 etc.

St Denis – Seychelles Odds to 290,330,370 etc.

**MAURITIUS**

In order to facilitate the issue of descent clearances to aircraft approaching Mauritius from Antananarivo FIR above FL250 the following procedures are used:

1. Aircraft approaching from the SW shall call Mauritius over St Denis VOR.
2. Aircraft approaching from the W shall call Mauritius when abeam St Denis VOR.
3. Aircraft approaching from the NW shall call Mauritius at the FIR boundary.

Aircraft proceeding to Antananarivo FIR from Mauritius are requested to contact Antananarivo FIC as soon as convenient after take-off, but shall remain in contact with Mauritius until the FIR boundary or until released by Mauritius, whichever is later.

#### NAMIBIA

Strategic Lateral Offset Procedure (SLOP) is not authorised in FYWH due to adequate ATS surveillance coverage between FL290 and FL410.

#### REPUBLIC OF SOUTH AFRICA

Speed Control – Within a CTR, ATZ or aerodrome traffic area, 200 kt maximum unless authorised by ATC. If unable to comply advise ATC.

Aircraft operating off the West coast of South Africa, outside controlled airspace, are to broadcast position reports blind on the FIC frequency if two way contact cannot be established. Good communications reported with Johannesburg Oceanic on HF.

South Africa uses 124.8 as the Unicom frequency as 122.8 clashes with a number of ATC facilities. It is recommended to monitor 122.8 on box 2 as non-local pilots may not be aware.

#### ZAMBIA/MOZAMBIQUE

Aircraft using A405 between Harare and Mbeya need to monitor for conflicting traffic on A400 between Chileka and Lusaka. This traffic should be at FL320 or below.

There may be restrictions on entry/exit points to the South – see AIS Briefing for latest.

