EN-ROUTE (ENR)

S25 Dar es Salaam FIR – HTDC

1. FLIGHT PLANNABLE - DIRECT ROUTE OPERATIONS

1.1 Area of application

a) Flight Plannable Direct route operations have been implemented in Dar es salaam FIR above FL250.

1.2 General

a) Traffic will be subject to the general rules published in ENR 1.1 of the Tanzania AIP, airspace utilisation rules and availability and letters of Agreement (LoA) between neighbouring FIRs.

b) The Airspace user will be able to file flight plan direct routes using significant points published in the Tanzania AIP (ENR 4.4 and/or 4.1) i.e., Five-Letter-Name-Codes (5LNCs) and/or en-route navigation aids as appropriate.

c) Flight Plannable segments between significant waypoints will be defined by 'DCT' (direct) description filed in item 15 of ICAO FPL e.g., BONAP DCT ELAVA

d) Use of available flight plannable DCT route portions will be subject to surveillance service availability, and may be restricted to specific hours of operation, specific routes, portions of airspace and/or flight levels. Where such restrictions are required, a NOTAM shall be issued and reviewed to provide conditions for use or otherwise, as necessary to maintain safety of flight prior to the publication of any route network efficiencies or restrictions.

e) Direct routing shall not be permitted through restricted airspace unless prior civil-military coordination has been undertaken as per flexible use of airspace (FUA) conditions.

f) The maximum length of DCT segment is 200nm (ICAO Doc.4444). Where the DCT route exceeds 200nm, an intermediate point shall be selected and filled under item 15 of ICAO FPL. Intermediate points shall be selected whenever there is change of levels, track or when change of flight rules are planned.

1.3 Overflying traffic

a) Entry, intermediate and Exit points into Dar es salaam FIR shall be planned on existing significant points published in the Tanzania AIP.

b) Entry, Exit points into/out the Dar es salaam FIR will comply with existing route networks of adjacent FIRs as per Letter of Agreements (LoA) between Dar es salaam FIR and neighbouring FIRs

c) Where there is a need to publish new Entry and Exit points, necessary coordination shall be undertaken with adjacent FIRs and included in the Letters of Agreement (LoA).

1.4 Cross border DCT application

Cross border DCT *Dar es salaam FIR to adjacent FIRs* is **ONLY** allowed with prior coordination with adjacent FIR(s).

1.5 Aircraft Equipage

In order to operate under Direct Route Operations, Users must be equipped with TCAS 2 ver.7.1, Mode S Transponder and ADS-B-Out (DO260/260A) or ADS-C and CPDLC. Aircraft that are not equipped shall only use the published route network.

1.6 Additional direct routing procedures

1.6.1 Flight planning procedures

a) The Tanzania Civil Aviation Authority will invalidate (REJ) FPLs with direct routings failing to comply with direct routing limitations defined in 1.1(a),1.2 (e), 1.2(f) and 1.5

b) In case of rejection of a flight plan, the Tanzania Civil Aviation Authority will provide the reason of the rejection to Aircraft Operators (AO)s

c) AOs are required to file their FPLs at least 3 hours before EOBT and not more than 48 hours prior to EOBT.

1.6.2 Available Flight Plannable Direct route in Dar es salaam FIR

The following flight plannable direct routes will be implemented in Dar es salaam Flight Information Region:

a) ELAVA DCT ODGAT

b) BONAP DCT ELAVA

c) LOSIN DCT (APDIK) DCT WAV

Fuel and CO2 calculated based on NM saved using the IATA fuel calculator for ACFT B777-300ER

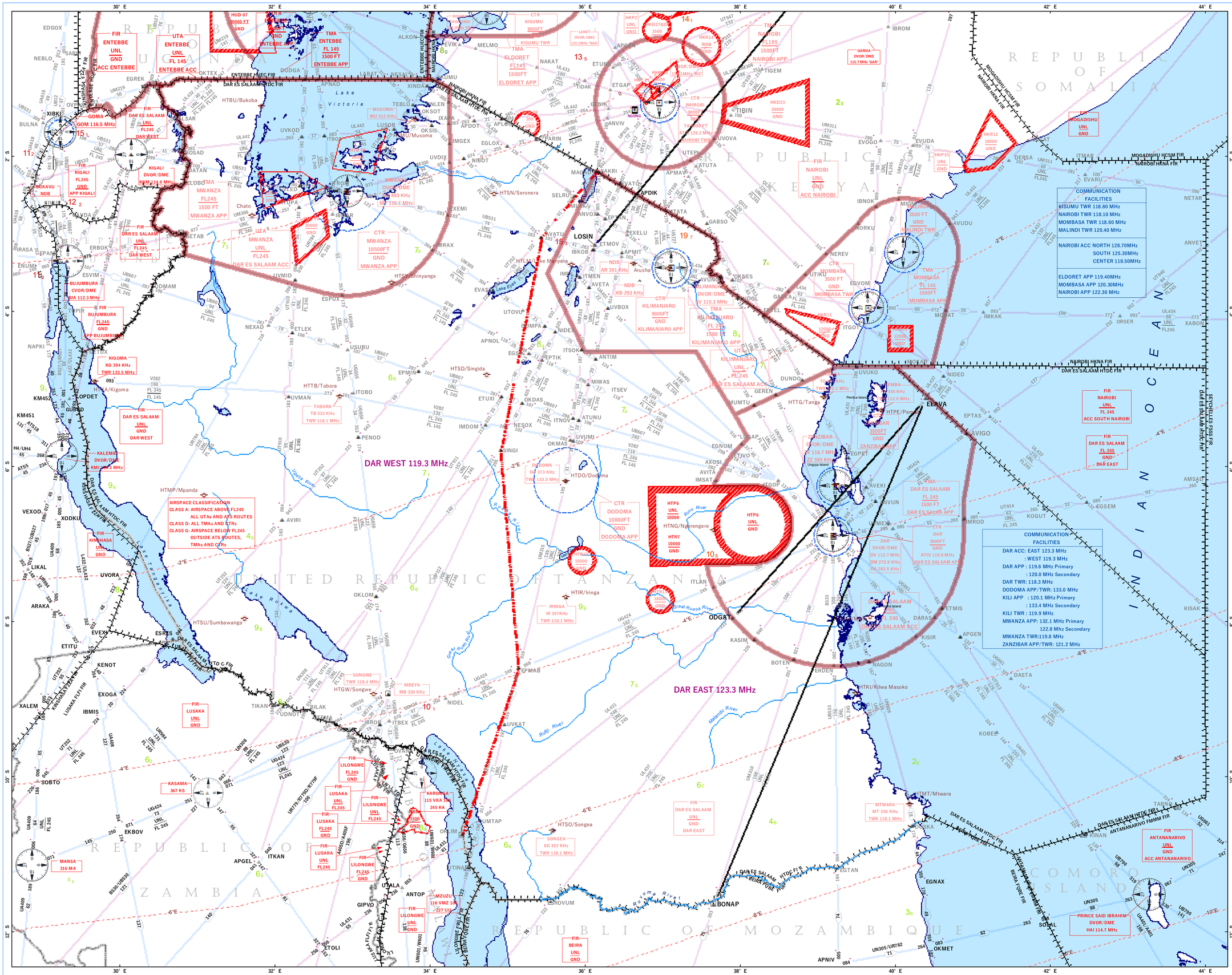
Route Reference	Coordinating States	Sectors	Flight Plannable Direct Route Description	Route Status	Distance Savings (NM)	Fuel (Kg)	CO2
Normal route would be: **ELAVA UL437 DV UL431 ODGAT**	Tanzania Kenya	HTDC HKNA	….. **ELAVA DCT ODGAT** ….. ELAVA (HKNA/HTDC FIR) 06 05 02S 039 30 50E (UT913) 06 20 07S 039 17 49E (UL431) 06 35 40S 039 04 38E (UL445) 06 37 55S 039 02 16E (UN306) 06 40 45S 038 59 18E (UA401/UA613) 07 08 40S 038 34 55E(UG424) ODGAT (WAYPOINT WITHIN HTDC FIR)	FPL DCT	2.3	32.8	103.32
Normal route would be: **BONAP UM310 DV UL437 ELAVA**	Tanzania Mozambique Kenya	HTDC FQBE HKNA	….**BONAP DCT ELAVA**…. BONAP (FQBE/HTDC FIR) 07 57 22S 039 12 02E (UB533) 07 31 54S 039 22 22E (UN306) 07 14 41S 039 29 17E (UA401) 07 09 27S 039 31 36E (UG661) 06 49 23S 039 39 37E (UT914) 06 30 48S 039 47 02E (UT913) 06 21 21S 039 51 09E (UG424) ELAVA (HTDC/HKNA FIR)	FPL DCT	3.2	45.7	143.96

Route Reference	Coordinating States	Sectors	Flight Plannable Direct Route Description	Route Status	Distance Savings (NM)	Fuel (Kg)	CO2
Normal route would be: **LOSIN UM315 NV P312 WAV**	Tanzania Kenya	HTDC HKNA	….**LOSIN DCT (APDIK) DCT WAV**... LOSIN (WAYPOINT WITHIN HTDC FIR) 02 51 46S 036 20 06E (UL434) APDIK (HTDC/HKNA FIR) 02 03 51S 036 59 49E (UA727) 01 50 31S 037 09 52E (UL445) 01 47 43S 037 11 31E (UQ315) 01 31 34S 037 23 43E (UQ135) 01 23 10S 037 29 59E (UM311) 01 00 55S 037 47 47E (UM306) 00 23 27N 038 57 29E (UT932) WAV (WAJIR VOR WITHIN HKNA FIR)	FPL DCT	6.0	85.6	369.64

See attachment to this AIP Supplement

FLIGHT PLANNABLE ROUTES

ATTACHMENT TO AIP SUP 25/21



LEGEND

Reporting Points
- Compulsory
- ATS MET
- On request

Navigational Aids
- NDB
- DME/VOR
- VOR — Compass rose orientated on the chart to Magnetic North

Other Symbols
- Aerodrome
- RNAV Route
- Conventional Route
- Flightplannable Route
- Dar East/West Demarcation
- FIR Boundary
- National Boundary
- Isogonal Lines
- TMA
- Control Zone
- Prohibited Area / Restricted Area / Dangerous Area
- Water body
- UT411 Route Designator
- 150 Distance in Nautical Miles
- FL 245 Upper Limit / FL 145 Lower Limit
- 245° Magnetic Track

Area Minimum Altitude (AMA)

Each 2° quadrilateral contains an area minimum altitude (AMA) which represents the lowest altitude which may be used under instrument meteorological conditions (IMC). The AMA provides a minimum clearance of 300 metres above all obstacles in the quadrilateral. It is represented in thousands and hundreds of metres above mean sea level.

Example 8100 feet = 8_1

Projection

Lambert Conic Conformal Projection

Elevations are in Feet

Isogonal Information 2010

CAUTION

Consult respective NOTAM and AIPs of states concerned for the latest information and

Tanzania Civil Aviation Authority does not accept responsibility for any errors or ommissions in the information shown outside Dar Es Salaam FIR

TANZANIA CIVIL AVIATION AUTHORITY