


TANZANIA CIVIL AVIATION AUTHORITY
DAR ES SALAAM FLIGHT INFORMATION REGION

A map of Tanzania is centered in the background, showing the country's outline and internal regional boundaries. The map is rendered in light green and blue tones.

ATM CONTINGENCY PLAN



Second Edition, December 2025

	<p>TANZANIA CIVIL AVIATION AUTHORITY</p> <p>AIR TRAFFIC MANAGEMENT</p>	<p>Revision: 0</p>
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FOREWORD

This document constitutes the second edition of the Tanzania Air Traffic Management (ATM) Contingency Plan and sets out contingency measures to be applied in the event of partial or total disruption of Air Traffic Services (ATS) within Dar es Salaam Flight Information Region (FIR). The Plan has been developed in accordance with Civil Aviation (ATS) Regulations, 2017 as amended and ICAO Doc 4444 – PANS ATM. Its implementation shall be authorized by the Director General of Tanzania Civil Aviation Authority (TCAA), who is the competent authority for ATM operations in the United Republic of Tanzania.

The Plan is designed to ensure safe and orderly continuation of international air traffic operations within Dar es Salaam FIR during periods when ATS are disrupted or airspace is affected by events such as volcanic ash clouds, earthquakes, floods, bomb explosions, terrorist acts, severe weather phenomena, military activities, or any other circumstances that may adversely impact the provision of ATS.


The primary objective of the Plan is to ensure advance preparedness and enable an immediate and effective response to contingency situations, thereby facilitating safe and orderly transit of overflying traffic through the FIR. The Plan also incorporates TCAA's regulatory responsibilities concerning operation of aircraft in airspace forecast to be, or at aerodromes known to be, contaminated by volcanic ash.

Activation of this Plan shall be effected through promulgation of a Notice to Airmen (NOTAM), issued as far in advance as practicable. Where advance notification is not feasible, the Plan shall be activated by the appropriate ATS authority, acting under the authorization of the Director General, using the most expeditious means available. Full cooperation is expected from concerned Civil Aviation Authorities and air operators to ensure timely and effective implementation of the Plan.

This Plan provides for alternative arrangements, procedures, and services that supplement those contained in the Regional Air Navigation Plan. All contingency measures are temporary in nature and shall remain in force only for the duration of the prevailing situation, until normal ATS facilities and services are fully restored. Comments and suggestions for the improvement of this Plan, including proposed amendments or additions, are welcomed and may be submitted to:

The Director General
Tanzania Civil Aviation Authority
P. O. Box 2819
Dar es Salaam
Tanzania
E-mail: tcaa@tcaa.go.tz

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Endorsed by: Accountable Manager


	Accountability/ Responsibility	Name	Signature	Date
Prepared by	CATM	Shukuru Nziku	<i>Shukuru</i>	2/1/26
Endorsed by	DANS	Flora Alphonse	<i>Flora</i>	02/01/2026

Approved By: Tanzania Civil Aviation Authority

Pursuant to the current Tanzania Civil Aviation Regulations the Director of Safety Regulations has hereby approved the Manual.

Tanzania Civil Aviation Authority Approval			
Accountability/ Responsibility	Name	Signature and Stamp	Date
Ag. DSR	Furaha Sanga	<i>Furaha Sanga</i> 	20/01/26

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12	JNIA - In-charge ATM		✓
13	JNIA - TOWER/APP		✓
14	ZANZIBAR – TOWER		✓
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DEFINITIONS AND ABBREVIATIONS

DEFINITIONS

Aircraft: Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

AIRPROX: The code word used in an air traffic incident report to designate aircraft proximity.

Air Navigation Services: Services provided to air traffic during all phases of operations including air traffic management (ATM), communication, navigation and surveillance (CNS), meteorological services for air navigation (MET), search and rescue (SAR) and aeronautical information services (AIS).

Airspace of a Sovereign State: Sovereign airspace refers to airspace as established over the sovereign territory of a state or an FIR boundary as established by ICAO under the management or control of a State.

Airspace over the High Seas: Airspace over the High Seas refers to airspace over international waters and delegated to a state by ICAO for the provision of air traffic services or air navigation services.

Airspace of Undetermined Sovereignty: Airspace of Undetermined Sovereignty refers to airspace over a disputed territory or international waters that authority for the control or provision of air traffic services is not agreed on or is in dispute.

Air Traffic: All aircraft in flight or operating on the manoeuvring area of an aerodrome.


Air Traffic Control Service: A service provided for the purpose of:

- (a) Preventing collisions:
 - (i) Between aircraft, and
 - (ii) On the manoeuvring area between aircraft and obstructions; and
- (b) Expediting and maintaining an orderly flow of air traffic.

Air Traffic Flow Management (ATFM): A service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that ATC capacity is utilized to the maximum extent possible, and that the traffic volume is compatible with the capacities declared by the appropriate ATS authority.

Air Traffic Management (ATM): The dynamic, integrated management of air traffic and airspace including air traffic services, airspace management and air traffic flow management—safely, economically and efficiently — through the provision of facilities and seamless services in collaboration with all parties and involving airborne and ground-

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based functions.

ATS Surveillance Service: A term used to indicate a service provided directly by means of an ATS surveillance system.

ATS Surveillance System: A generic term meaning variously, ADS-B, PSR, SSR or any other comparable ground-based system that enables the identification of aircraft.

ATS Route: A specified route designed for channeling the flow of traffic as necessary for the provision of air traffic services.

Delegated or Assigned Airspace of a Sovereign State: Delegated airspace refers to airspace for which the provision of air traffic services or air navigation services have been delegated to a state or FIR either by ICAO or by a state due to contingency.

Incident: An occurrence, other than an accident, associated with the operation of an aircraft that affects or could affect the safety of operation.


Level 1 Contingency: Partial system failure or degradation of ATM system that can be managed within the FIR or ACC with the local contingency plan or facilities.

Level 2 Contingency: Total failure of the entire ATM system or air navigation system requiring the assistance or intervention of adjacent FIR(s) for the provision of ATS.

Level 3 Contingency: Total failure of the entire ATM system or air navigation system requiring the avoidance of the concerned FIR or portion of airspace.

NOTAM: A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.


Safety: The state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level.

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ABBREVIATIONS

ACC	Area Control Centre
ADS-B	Automatic Dependent Surveillance-Broadcast
ADS-C	Automatic Dependent Surveillance-Contract
AFTN	Aeronautical Fixed Telecommunication Network
AFI	Africa-Indian Ocean Region
AFI CCT	AFI Regional Contingency Coordination Team
AIM	Aeronautical Information Management
AMHS	ATS Message Handling System
ANSP	Air Navigation Service Provider
APP	Approach Control Unit
ASECNA	Agency for the Safety of Air Navigation in Africa and Madagascar
ATC	Air Traffic Control
ATFM	Air Traffic Flow Management
ATS	Air Traffic Services
ATM	Air Traffic Management
AOCG	ATM Operational Contingency Group
CAR	Contingency Air Route
CCC	Central Coordinating Committee
CCT	Contingency Coordination Team
CDM	Collaborative Decision Making
CNS	Communications, Navigation, Surveillance
CPDLC	Controller Pilot Data-link Communications
CR	Contingency Route
FIR	Flight Information Region
FIS	Flight Information Service
FLAS	Flight Level Allocation Scheme
GASP	Global Aviation Safety Plan
IATA	International Air Transport Association


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IFBP	IATA In Flight Broadcast Procedures
ICAO	International Civil Aviation Organization
MET	Meteorological
METAR	Meteorological Aerodrome Report
SAR	Search and Rescue
SIGMET	Significant Meteorological Information
SRA	Safety Risk Assessment
SRR	Search and Rescue Region
TMA	Tanzania Meteorological Authority
TWR	Aerodrome Control Tower
VHF	Very High Frequency
VAA	Volcanic Ash Advisory
VAAC	Volcanic Ash Advisory Centre
VAG	Volcanic Activity Group

PROCEDURES FOR REVIEW OR AMENDMENT OF CONTINGENCY PLAN

The ATM Contingency Plan requires periodic updates to reflect changes in contingency arrangements and contact information. TCAA shall conduct a comprehensive review of the Plan every three (3) years, or at shorter intervals as may be determined by the Director General of TCAA. All significant amendments shall be promptly published and forwarded to ESAF Regional Office for incorporation into the Regional Plan, as appropriate.

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**ATM CONTINGENCY PLAN FOR INTERNATIONAL FLIGHTS TO TRANSIT THE
DAR ES SALAAM FLIGHT INFORMATION REGION (FIR) AIRSPACE**

1. EFFECTIVE DATE


The ATM Contingency plan shall become effective on **15 January 2026**

2. OBJECTIVE

- 2.1. To ensure continued safety and orderly flow of air navigation in Dar es Salaam Flight Information Region (FIR) in the event of partial or total disruption of Air Traffic Services (ATS), in accordance with the Civil Aviation (Air Traffic Services) Regulations, 2017, as amended.
- 2.2. To provide standardized ATS procedures and a contingency route structure, primarily based on existing airways, to enable aircraft operators to safely transit the Dar es Salaam FIR during such disruptions.
- 2.3. To establish clear coordination arrangements between TCAA, neighboring FIRs, aircraft operators, Military and other relevant stakeholders to ensure effective implementation of contingency measures.
- 2.4. To ensure timely dissemination of accurate information, including contingency procedures, route availability, and operational limitations, to all affected users through appropriate aeronautical information services (e.g. NOTAM, AIP Supplements, and direct coordination channels).

3. SCOPE OF THE PLAN

- 3.1. The plan is structured to provide contingency measures or procedures to manage the following Level 2 and 3 contingencies:
 - 3.1.1. Breakdown or interruption of ATM system (Communication, Navigation, Surveillance, ATM operations and Human Factors);
 - 3.1.2. Natural Disasters (Volcanic Eruption, Earthquake, Tsunami, Extreme Weather, etc.);
 - 3.1.3. Industrial Action or Labour Unrest affecting Air Navigation Services;
 - 3.1.4. Security Challenges affecting Air Navigation System (Military Conflict, Acts of Unlawful Interference, Conflict Zones, etc.);
 - 3.1.5. Public Health Emergency;

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3.1.6. Facilitate waivers or timely approvals of over-flight permit or clearance during contingency, and

3.1.7. Facilitate the exchange of safety critical or operational information between affected FIRs and users.

4. STATES AND FLIGHT INFORMATION REGIONS AFFECTED

4.1. In the event TCAA activates this Contingency Plan, adjacent States and Civil Aviation Authorities responsible for Air Navigation Services in the adjacent FIRs will be notified in accordance with the Letters of Procedure (LOPs) established between TCAA and adjacent FIRs concerned. The adjacent States, FIRs and ATS units directly affected by this Contingency Plan are as follows.

- (a) State: Kenya
Name of FIR: Nairobi
Name of ACC: Nairobi (Area South) Control
- (b) State: Uganda
Name of FIR: Entebbe
Name of ACC: Entebbe Control
- (c) State: Democratic Republic of Congo (DRC)
Name of FIR: Kinshasa
Name of ACC: Kinshasa Control
- (d) State: Rwanda
Name of FIR: Kigali
Name of ACC: Kigali Control
- (e) State: Burundi
Name of FIR: Bujumbura
Name of unit: Bujumbura Approach
- (f) State: Zambia
Name of FIR: Lusaka
Name of ACC: Lusaka Control
- (g) State: Malawi
Name of FIR: Lilongwe
Name of ACC: Lilongwe Control
- (h) State: Mozambique
Name of FIR: Beira
Name of ACC: Beira Control

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- (i) State: Madagascar
Name of FIR: Antananarivo
Name of ACC: Antananarivo Control
- (j) State: Seychelles
Name of FIR: Seychelles
Name of ACC: Seychelles Control

4.2. Contact information of the Civil Aviation Authorities and Organizations concerned are contained in Appendix A to this Document. These details will be kept up to date in accordance with Letters of Procedures and the Contingency Plan will be updated accordingly.

5. MANAGEMENT OF THE CONTINGENCY PLAN


5.1. The contingency measures set out in this Plan are based on known, foreseeable or probable impact of interruptions in ATS, caused by natural occurrences or other circumstances, which in one way or another may partially or totally disrupt the provision of ATS and/or related support services in the Dar es Salaam FIR or make the airspace unavailable or unsafe for use.

5.2. The following arrangements have been put in place to support management of the Contingency Plan in order to ensure that international flights may continue in a safe and orderly manner through the Dar es Salaam FIR.

5.2.1. Central Coordination Committee (CCC)

5.2.1.1. Whenever circumstances permit, as soon as practicable in advance of, or after a contingency event has occurred, the Director General shall convene the CCC comprising of:

- (a) Director General
- (b) Director Air Navigation Services
- (c) Chief Air Traffic Management
- (d) Chief Safety Management
- (e) Chief Air Navigation Inspector
- (f) Civil Aviation Manager – JNIA
- (g) In-charge ATM – JNIA
- (h) Civil Aviation Manager – Mwanza
- (i) In-charge ATM – Mwanza
- (j) Principal Search and Rescue
- (k) State Security representative

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- (l) Military representative
- (m) ICAO ESAF representative
- (n) IATA regional representative
- (o) Other agencies and stakeholders considered necessary and as may be appropriate (e.g. TAA, TMA, Police, Aircraft Operators, etc.).

5.2.1.2. The CCC shall be responsible for the development and maintenance of Contingency plan, activation and deactivation of Contingency plan, conduct of Contingency plans, as well as formation of an ATM Operational Contingency Group (AOCG).

5.2.1.3. In the event that the Dar es Salaam ACC premises are out of service for extended period, the CCC will authorize the use of Backup ACC located at Mwanza Airport. In the event of unavailability of Both Dar es Salaam and Mwanza ACCs, the CCC will make arrangements for and facilitate the temporary relocation of the Dar es Salaam ACC to a Temporary ACC and the restoration of ATS services. The Terms of Reference (TOR) for the CCC will be determined by Director ANS in consultation with applicable stakeholders and will be updated periodically and circulated to members of the CCC.

5.2.1.4. Contact details of the CCC members are provided in Appendix B to this document.


5.2.2. ATM Operational Contingency Group (AOCG)

5.2.2.1. The AOCG will be convened by the CCC with a primary responsibility to oversee the day-to-day operations under the contingency arrangements and coordinate operational ATS activities 24 hours a day, throughout the contingency period. The terms of reference of the AOCG will be determined by the CCC. The members of AOCG will include the following:

- (a) In-charge ATM JNIA
- (b) In-charge AIM JNIA
- (c) In-charge CNS JNIA
- (d) In-charge MET JNIA
- (e) In-charge ATM Mwanza
- (f) In-charge AIM Mwanza
- (g) In-charge CNS Mwanza
- (h) In-charge MET Mwanza

5.2.2.2. The tasks of the AOCG shall include the following actions

- (a) Review and update of the ATM Contingency Plan as required;

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- (b) Keep up to date reports at all times of the contingency situation;
- (c) Organize contingency teams in each of the specialized areas;
- (d) Keep in touch with and update the ICAO ESAF regional office, operators and IATA regional office;
- (e) Exchange up to date information with adjacent ATS authorities to be affected by the contingency activities;
- (f) Notify the designated ATM organization in Kenya, Uganda, DRC, Rwanda, Burundi, Zambia, Malawi, Mozambique, Madagascar and Seychelles of the contingency situation sufficiently in advance or as soon as practical thereafter; and
- (g) Issue NOTAM according to the corresponding contingency situation related to this plan or as otherwise determined by the particular contingency situation. Where the contingency situation is foreseeable, then the relevant NOTAMs should be issued 48 hours in advance of the contingency events, using templates provided in the appendices contained herein.

5.2.2.3. The AOCG shall also make assessment of risk to civil air traffic due to military conflict or acts of unlawful interference with civil air traffic due to military conflict or acts of unlawful interference with civil aviation as well as a review of the likelihood and possible consequences of natural disasters or public health emergencies and take appropriate preparatory action.

5.2.3. **ATM Contingency Plan Focal Point**


5.2.3.1. Tanzania have appointed a Focal Point and an Alternate Focal Point for the purpose of liaising with adjacent FIR/ACC, ICAO AFI Contingency Coordination Team, ICAO Regional Office as well as IATA or other airline operators.

5.2.3.2. The Focal Point shall serve as representative of the Dar es Salaam FIR in the ICAO AFI CCT.

5.2.3.3. Dar es Salaam FIR ATM Contingency Plan Focal Point shall be as follows;

Focal Point

Name: Margareth Semkiwa
Title: In-charge ATM, Dar es Salaam ACC
Email: margareth.semkiwa@tcaa.go.tz
Tel: +255 22 211 0223
Mobile: +255 713 550 344

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Alternate Focal Point

Name: Martin Dai

Title: Head of ATM Operations, Dar es Salaam ACC

Email: martin.dai@tcaa.go.tz

Tel: +255 22 211 0223

Mobile: +255 713 400 544

6. LEVELS OF ATM CONTINGENCY

6.1. The following are levels of ATM contingencies that determine the planning for the effective management of contingencies;

6.1.1. Level 1 Contingencies

6.1.1.1. Level 1 contingencies refer to partial system failure or degradation of ATM system that can be managed within Dar es Salaam FIR or ATS unit with local contingency plan or facilities. It includes failure of primary CNS or ATM system not requiring intervention for adjacent FIR or State.

6.1.1.2. In level 1 contingency, users may expect to fly within the affected airspace but with limited ATS such as no ATS surveillance services, limited voice communication, increased separation, delay or application ATFM measures.

6.1.2. Level 2 Contingencies

6.1.2.1. Level 2 contingencies refer to total failure of an entire ATM system or air navigation system requiring the assistance or intervention of an ATS unit located in another state for the provision of ATS.


6.1.2.2. In this level, the concerned airspace or FIR is considered safe, but the responsible ATS unit is unable to provide adequate ATS due to contingency events such as industrial action, public health emergency, earthquake, nuclear emergency, etc. Airspace users may expect to fly within the affected airspace but with limited ATS within specified contingency routes or Simplified Route Network (SRN) with the application of Flight Level Allocation Scheme (FLAS).

6.1.3. Level 3 Contingencies

6.1.3.1. Level 3 contingencies refer to total unavailability of the affected airspace or FIR requiring the avoidance of the concerned FIR or portion of airspace.

6.1.3.2. In this level, the airspace is closed and users are required to avoid the affected airspace. Contingencies under this level may include:


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- (a) Airspace Not Safe, due to causal events such as industrial action, earthquake, nuclear emergency etc. affecting the provision of ATS.
- (b) Airspace Not Secure, due to contingency events such as military activity, military conflict, war, terrorist activities, unlawful interference, etc. necessitating the avoidance of such airspace.
- (c) Airspace Not Available, due to causal events such as national security-political decisions, civil unrest, imposition of sanctions, etc. necessitating the avoidance of such airspace.

7. CONTINGENCY ROUTE STRUCTURE

- 7.1. In the event of disruption of the ATS provided by Dar es Salaam ACC, contingency routes will be introduced to ensure safety of flights and to facilitate limited flight operation commensurate with the prevailing conditions. Existing ATS routes from the basis of the contingency routes to be used and a flight level assignment scheme shall be introduced to minimize potential points of conflict and to limit the number of aircraft operating simultaneously in the system under reduced air traffic services, including surveillance.
- 7.2. The contingency route structure for international flights is detailed in Appendix C to this document. Additional contingency routes will be introduced as and when circumstances require, such as in the case of volcanic ash formation.
- 7.3. In regard to domestic operations, if circumstances dictate, all flights shall be temporarily suspended until a full assessment of the prevailing conditions has been determined and sufficient air traffic services restored. A decision to curtail or restart domestic operations will be made by the CCC.
- 7.4. Aircraft on long-haul international flights and special operations (e.g. Search and Rescue, State Aircraft, humanitarian flights etc), shall be afforded priority for levels starting from FL290 and above.
- 7.5. International and domestic operators affected by the suspension of all operation from major airports in Tanzania by the relevant ATS until when operation may be resumed, and flight planning information will be made available pertaining to those airports. International flights which have received such approval may be required to file flight plans via domestic routes to join international contingency routes.
- 7.6. International operators may elect to route around the Dar es Salaam FIR if this will satisfy operational requirements of their companies. In such instances, the contingency route to be used will be provided by States providing air traffic

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services in the adjacent FIRs concerned or as per AFI region avoidance contingency routes (CAR), refer appendix I.

8. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

8.1. Reduced ATS and provision of Flight Information Services

8.1.1. During the contingency critical period, ATS including Air Traffic Control (ATC) may not be available, particularly with regard to availability of communication and ATS surveillance services. In cases where such services are not available, a NOTAM will be issued by TCAA or adjacent ACCs, providing the relevant information, including an expected date and time of resumption of services. The Contingency plan provides for limited flight information and alerting services to be provided by adjacent ACCs.

8.1.2. Flight Information Services (FIS) and flight monitoring will be provided by the designated ATS authorities for the adjacent FIRs on the contingency routes that enter their respective FIRs.


8.1.3. The primary means of air-ground communication will be VHF radio except for aircraft operating controller – pilot data link communication (CPDLC) system where this has been established and is fully operational.

8.2. ATS Responsibilities

8.2.1. During the early stages of a contingency event, the Dar es Salaam ACC may become overloaded which may require tactical action to be taken in order to re-route aircraft on alternative routes that are not included in this Plan.

8.2.2. In the event that ATS cannot be provided within the Dar es Salaam FIR, TCAA shall publish the corresponding NOTAM indicating the following:

- (a) Time and date of the beginning of the contingency measures;
- (b) Airspace available for overflying traffic and airspace to be avoided;
- (c) Details of the facilities and services available or not available and any limits on ATS provision (e.g. ACC, APP, TWR and FIS);
- (d) Duration of the contingency or an expected date of restoration of services if available;
- (e) Flight level allocation scheme (FLAS) if different from those defined in Appendix C and D to this document;
- (f) Information on the provisions made for alternative services
- (g) Any change to the ATS contingency routes contained in this plan;

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- (h) Any special procedures to be followed by neighboring ATS units not covered by this Plan;
- (i) Any special procedures to be followed by pilots; and
- (j) Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

8.3. In the event that the TCAA is unable to issue the NOTAM, the neighboring FIRs of Entebbe or Nairobi will take action to issue the NOTAM pertaining to the closure of the airspace upon notification by ICAO ESAF Regional Office.

8.4. **Aircraft Separation**

8.4.1. Separation criteria will be applied in accordance with the Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444) and the Regional Supplementary Procedures (Doc 7030).

8.4.2. The minimum longitudinal Separation applicable will be 15 minutes.

8.5. **Level restrictions**

8.5.1. Where possible, aircraft on long-haul international flights shall be given priority with respect to cruising levels.

8.6. **Other measures**

8.6.1. Other measures related to the closure of airspace and the implementation of the contingency plan for the Dar es Salaam FIR may be taken as follows

- (a) Suspension of all VFR operations
- (b) Delay or suspension of general aviation IFR operations; and
- (c) Delay or suspension of commercial IFR operations.


8.7. **Aircraft position reporting**

8.7.1. Pilots will continue to make routine position reports in line with normal ATC reporting procedures. Pilots shall also use the IFBP VHF frequency 126.9 MHz when making routine position reports.

8.8. **Procedures to be followed by Dar es Salaam ACC and adjacent ATS units**

8.8.1. Dar es Salaam ACC and adjacent ATS units will follow their emergency operating procedures and activate the appropriate level of contingency procedures in line with operational Letters of Procedures. These procedures shall include the following:

- (a) The Dar es Sallam ACC, on determining that air traffic services may be reduced due to a contingency event, will inform pilots accordingly. In the

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event of incapacitation of the operations room/building, the appropriate emergency procedures will apply and time permitting, controllers will make an emergency evacuation transmission on the radio frequency or frequencies in use providing pilots with alternate means of communication.

- (b) During the period when the contingency procedures are in effect, flight plan messages must continue to be transmitted by operators to the Dar es Salaam ACC, via the AMHS/AFTN using normal procedures;
- (c) On notification of a contingency situation by TCAA, ICAO or the appropriate alternate authority of an adjacent FIR, the ATS authorities operating the ACCs of the adjacent FIRs will activate the contingency procedures in accordance with their respective Letters of Procedures.
- (d) The adjacent ACCs responsible for aircraft entering and transiting the Dar es Salaam ACC, must communicate to concerned ATS units not less than 30 minutes before the estimated time over the Dar es Salaam FIR boundary entry points.
- (e) The adjacent ACCs responsible for aircraft entering the Dar es Salaam ACC, will instruct pilots to maintain the last flight level assigned and speed or as per flight level scheme allocation in force while overflying the Dar es Salaam FIR.
- (f) The adjacent ACCs responsible for aircraft entering the Dar es Salaam FIR will not authorize any change in flight level or speed later than 10 minutes before the aircraft enters the Dar es Salaam FIR, except in the case specified in (h) below;
- (g) The adjacent ACCs responsible for aircraft entering the Dar es Salaam FIR, that they must communicate with the next ATC unit at least 10 minutes before the estimated time over the Dar es Salaam FIR boundary exit points, or as may be agreed by the accepting ATS unit; and
- (h) Operators may also choose to route around the Dar es Salaam FIR, and the controlling authorities of the neighboring FIRs concerned will provide alternative contingency routes as appropriate.

9. TRANSITION TO CONTINGENCY SCHEME

- 9.1. During times of uncertainty when airspace closure seems possible, aircraft operators should be prepared for a possible change in routing while en-route. They should therefore have familiarization of the alternative routes outlined in

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the contingency plan as well as what may be promulgated by a State via NOTAM or AIP.

- 9.2. In the event of an airspace closure that has not yet been promulgated, ATC shall, where practicable, broadcast to all aircraft within the affected airspace the details of the closure and instruct them to standby pending further instructions.
- 9.3. ATS providers should recognize that, following the promulgation of airspace closures, individual airlines may apply different company policies regarding alternative routings. Accordingly, ATC should remain vigilant and be prepared to accommodate aircraft requests, responding in a manner commensurate with safety requirements.
- 9.4. The transfer of control and communication should be at the common FIR boundary between ATS units unless there is mutual agreement between adjacent ATS units.

10. PILOTS OPERATING PROCEDURES


- 10.1. Aircraft overflying the Dar es Salaam FIR shall follow the following procedures:
 - (a) All aircraft proceeding along the ATS routes established in this Contingency Plan will comply with the instrument flight rules (IFR) and will be assigned and maintain a flight level in accordance with the flight level allocation scheme (FLAS) applicable to the route(s) being flown as specified in Appendix C to this document;
 - (b) Flights are to file flight plans using the Contingency Route specified in Appendix C to this document, according to their airport of origin, routing and destination;
 - (c) Pilots shall maintain a continuous listening watch on the designated contingency radio frequencies as promulgated and transmit position reports and estimates in accordance with standard ATC position reporting procedures, using the English language;
 - (d) Pilots are to maintain, during their entire flight time within Dar es Salaam FIR, the flight level last assigned by the last ACC or ATS unit responsible for the provision of ATC service, prior to the aircraft entering the Dar es Salaam FIR. In the event that the last assigned flight level does not correspond to the flight level allocation scheme (FLAS) applicable to the Dar es Salaam Contingency Plan, the pilot should establish contact with the ATS unit responsible for the provision of service to clarify, and if

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unable, shall adjust to the FLAS as soon as possible once in the contingency airspace. The pilot shall, under no circumstances, change this level and Mach number, except in cases of emergency and for flight safety reasons. In addition, the last SSR transponder code assigned shall be maintained or, if no code has been assigned, transmit on SSR code A2000;

- (e) Aircraft are to reach the flight level last assigned by the responsible ACC at least 10 minutes before entering the Dar es Salaam FIR or as otherwise instructed by the appropriate ATC unit in accordance with the Letters of Procedures;
- (f) Pilots are to include in their last position report prior to entering the Dar es Salaam FIR, the estimated time over the entry point of the Dar es Salaam FIR and the estimated time of arrival over the relevant exit points of the Dar es Salaam FIR;
- (g) Pilots are to contact the next adjacent ACC as soon as possible, and at the latest, 10 minutes before the estimated time of arrival over the FIR boundary exit points;
- (h) Whenever in-flight level assigned for transit of Dar es Salaam FIR, pilots are to climb or descend well to the right of the centerline of the contingency route, and if deviating outside the Dar es Salaam FIR, to immediately inform the ACC responsible for that airspace. Pilots are to make blind transmissions on 121.5Mhz and 126.9MHz of the relevant emergency level change message, indicating the aircraft call sign, the aircraft position, the flight levels being vacated and crossed, etc);
- (i) Recognizing that this Contingency Plan cannot address all possible operational circumstances, pilots shall maintain a high level of vigilance when operating within the Dar es Salaam contingency airspace and take all necessary measures to ensure the safety of flight;

10.2. Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft operate off of normal traffic flows, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2 – Rules of the Air, paragraph 3.8 and Appendix 2, Section 2 and 3 and the requirement of Regulation 45 of the Civil Aviation (Rules of the Air) Regulations, 2017 as amended.


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- 10.3. Pilots should maintain continuous listening watch on emergency frequencies 406 MHz and 121.5 MHz and IFBP frequency 126.9MHz and operate their transponder at all times during flight within the Dar es Salaam FIR. Transponders should be set on a discrete code assigned by ATC or select code A2000 if ATC has not assigned a code.
- 10.4. If an aircraft is intercepted by another aircraft, the pilot shall immediately;
- (a) Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures;
 - (b) Notify, if possible, the appropriate ATS unit;
 - (c) Attempt to establish radio communication with the intercepting aircraft by making a general call on the emergency frequency 121.5 MHz; and
 - (d) Set transponder code A7700, unless otherwise instructed by the appropriate ATS unit.
- 10.5. In the event that any radio instructions received from another source conflict with those issued by the intercepting aircraft, the intercepted aircraft shall immediately request clarification while continuing to comply with the instructions of the intercepting aircraft.

11. COMMUNICATION PROCEDURES

11.1. Procedures for Reduced/Loss of Radio Communication

- 11.1.1. When operating within the contingency airspace of Dar es Salaam FIR, pilots should use normal radio communication procedures where ATS are available or as otherwise notified by NOTAM.
- 11.1.2. In the event that communication is lost on the normally assigned ATS frequency, pilots should attempt to establish contact on the next applicable frequency (for example, if en-route communication is lost, the next appropriate handover frequency should be used).
- 11.1.3. If pilots are unable to establish two-way radio communication on other frequencies, they should make periodic attempts to re-establish contact on the frequency where communication was originally lost.
- 11.1.4. In all cases, when two-way communication with ATC cannot be established, pilots shall continue to transmit routine position reports on the appropriate frequencies and broadcast their positions on the designated contingency frequencies.

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11.2. Communication frequencies

11.2.1. A list of frequencies to be used for the contingency routes and the ATS units providing flight information service (FIS) and air-ground communication monitoring for the Dar es Salaam FIR is detailed at Appendix F to this document.

12. OVERFLIGHT APPROVAL

12.1. Aircraft operators should obtain over flight approval from TCAA for flights operating through DAR FIR during contingency activation. However, in a contingency situation, flights may be rerouted at short notice and it may not be possible for operators to give the required advance notice in a timely manner to obtain approval.

12.2. TCAA will consider making special arrangements to expedite flight approvals in these contingency situations.

13. ATS SUPPORT SERVICES

13.1. Aeronautical Information Services (AIS)

13.1.1. NOTAM services will be used optimally to mitigate against loss of radio and other forms of communication in Dar es Salaam FIR. NOTAMs will be used as necessary to support coordination and operational procedures that would be established before, during and after any contingency phase.

13.2. Aeronautical Meteorological Services (MET)


13.2.1. It is expected that the aeronautical MET services provided by Tanzania Meteorological Agency would continue to be available in the event of an ATS contingency situation. However, should ATS for the Dar es Salaam FIR be withdrawn, timely MET information may not be immediately available to aircraft in flight. Alternative means of obtaining up to date MET information concerning the Dar es Salaam FIR will be provided to the extent possible through the adjacent ATS authorities.

14. SEARCH AND RESCUES SERVICES

14.1. Notification and Coordination

14.1.1. The SAR authority responsible for the Dar es Salaam SRR is:

Tanzania Civil Aviation Authority
P.O. Box 2819

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Dar es Salaam, Tanzania.
Telephone: +255 (22) 2198 100/196
AFTN: HTDQYAYA
E-mail: tcaa@tcaa.go.tz

14.1.2. The SAR Point of Contact (SPOC) is

Ms. Devotha Kaijage
Mob: +255 754 480 194
Email: devotha.kaijage@tcaa.go.tz

14.2. In the event that the Dar es Salaam ACC is not available to coordinate a given SAR operation, the responsibility for coordination will revert to Nairobi ACC or Entebbe ACC.

15. CONTINGENCY UNIT


15.1. The national ATM contingency unit, designated as the Contingency Coordination Committee (CCC), is responsible for monitoring developments that may necessitate the activation of the Contingency Plan and for coordinating all related contingency arrangements. The CCC is based at the Tanzania Civil Aviation Authority (TCAA), with the following contact details:

Tanzania Civil Aviation Authority
P.O. Box 2819
Dar es Salaam, Tanzania.
Telephone: +255 (22) 2198 100/196
AFTN: HTDQYAYA
E-mail: tcaa@tcaa.go.tz


15.2. During a contingency situation, the National Contingency Unit will liaise with the involved FIRs through the ICAO ESAF Regional Office.

15.3. The ICAO ESAF office will:

- (a) Closely monitor the situation and coordinate with all affected states/territories/international organization and the IATA regional office, so as to ensure Air Navigation Services are provided to international aircraft operation in the AFI Region;
- (b) Take note of any incidents reported and take appropriate action;
- (c) Provide assistance as required on any issue with the Civil Aviation Administration involved in the contingency plan; and

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- (d) Keep the President of ICAO Council, the Secretary General, Director Air Navigation Bureau and Chief Air Traffic Management at ICAO Headquarters continuously informed on developments, including activation of the contingency plan.

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APPENDIX A

Contact details for all concerned States, IATA and accredited ICAO Regional Office

State/ Organization	Point of Contact	Telephone	E-mail
Kenya	Kenya Civil Aviation Authority	+254 20 682 7470 – 5 +254 72 860 6586 +254 20 682 7556	info@kcaa.or.ke jomo@kcaa.or.ke
Uganda	Uganda Civil Aviation Authority	+256 414 320 906 +256 414 352 000 +256 414 321 401 +256 414 320 571	aviation@caa.co.ug
DRC	Directorate of Civil Aviation	+243 81 11 37 602 +243 81 50 19 663 +243 880 2257	aacrdc@yahoo.fr info@aacrdc.org
Rwanda	Rwanda Civil Aviation Authority	+250 25 258 5845 +250 25 258 2609	info@caa.gov.rw
Burundi	Burundi Civil Aviation Authority	+257 22 224 239 +257 22 254 150 +257 22 37 07 +257 22 223 428	rsa@rsa.bi
Comoros	ASECNA	+269 773 0948 +269 334 5108 +269 773 8003 +269 775 2266 +269 773 0943	dg@anacm-comores.com
Zambia	Zambia Civil Aviation Authority	+260 211 31 49 +260 211 251 861 +260 211 251 841	civil.aviation@caa.co.zm
Malawi	Civil Aviation Authority	+265 1 770 577 +265 1 772 886 +265 1 774 215	aviationhq@malawi.net civil-aviation@sdp.org.mw
Mozambique	Institute for Civil Aviation of	+258 21 465 416 +258 21 465 682	iacm@tvcabo.co.mz

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State/ Organization	Point of Contact	Telephone	E-mail
	Mozambique	+258 21 465 728 +258 21 465 915 +258 21 466 032 +258 21 465 415	
Madagascar	ASECNA	+261 20 22 581 25 +261 20 22 286 64 +261 20 22 639 49 +261 20 22 224 38 +261 20 22 247 26 +261 20 22 581 15	acm@acm.mg
Seychelles	Seychelles Civil Aviation Authority	+248 438 4000 +248 438 4011 +248 438 4009 +248 432 4537	atcc@scaa.sc secretariat@scaa.sc gfaure@scaa.sc
IATA	Seda Protus Otieno	+27 152 32737	sedap@iata.org
	Lindi-Lee Kirkman	+271 1523 2732	Kirkmanl@iata.org
ICAO	Lucy Mbugua Regional Director	+254 20 7622395 +254 20 7622396	icaoesaf@icao.int
	Ms. Kezia Ogutu RO ATM/SAR	+254 20 7622395 +254 20 7622396	icaoesaf@icao.int kogutu@icao.int

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APPENDIX B

Contact details of the CCC members

Organization	Point of Contact	Telephone	E-mail
TCAA	Salim Msangi Director General	+255 22 219 8100 +255 22 219 8196 +255 754 329 881	salim.msangi2@tcaa.go.tz
TCAA	Flora Alphonse Director Air Navigation Services	+255 766 442 405	flora.mwanshinga@tcaa.go.tz
TCAA	Shukuru Nziku Chief ATM	+255 754 819 963	shukuru.nziku@tcaa.go.tz
TCAA	Tumaini Mgaya Chief Safety Management	+255 655 436 463	tumaini.mgaya@tcaa.go.tz
TCAA	Rashid Khamis Chief Air Navigation Inspector	+255 754 779 674 +255 716 669 252	rashid.khamis@tcaa.go.tz
TCAA	Ludovick Ndumbaro CAM JNIA	+255 758 890 000 +255 737 890 000	ludovick.ndumbaro@tcaa.go.tz
TCAA	Margareth Semkiwa In-charge ATM JNIA	+255 713 550 344	margareth.semkiwa@tcaa.go.tz
TCAA	Pius Ernest CAM Mwanza	+255 715 188 155	pius.ernest@tcaa.go.tz
TCAA	Benjamini Massery In-Charge ATM Mwanza	+255 767 806 565	benjamin.massery@tcaa.go.tz
TCAA	Devotha	+255 754 480 194	devotha.kaijage@tcaa.go.tz

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Organization	Point of Contact	Telephone	E-mail
	Kaijage Principal SAR		
TCAA	Douglas Raphael Bushiri Security Representative	+255 713 233 283	douglas.bushiri2@tcaa.go.tz
TPDF	Oscar Bwatiti Military Representative	+255 718 967 335	obwatiti@gmail.com
IATA	Seda Protus Otieno	+27 152 32737	sedap@iata.org
	Lindi-Lee Kirkman	+271 1523 2732	Kirkmanl@iata.org
ICAO/ESAF	Lucy Mbugua Regional Director	+254 20 7622395 +254 20 7622396	icaoesaf@icao.int
	Kezia Ogutu RO ATM/SAR	+254 20 7622395 +254 20 7622396	icaoesaf@icao.int kogutu@icao.int

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APPENDIX C

Contingency Route Structure and Flight Level Allocation Scheme (FLAS) during Partial availability of Dar es Salaam FIR - Level 2 Contingencies

CR No.	Route	Inbound Point	Outbound Point	West Bound Levels	East Bound levels	Remarks
CR 1	UA401	KINAN	GABSO	360	350	
CR 2	UM310	BONAP	ELAVA	340	330	
CR 3	UM315	UTINA	LOSIN	380	370	
CR 4	UG424	GESAT	ELAVA	320	310	
CR 5	UG656	MB	APNAD	340,400	330,390	
CR 6	UT252	ESRES	MAGAD	360	350	
CR 7	UB527	TUPIR	GAVDA	340	350	
CR 8	UB531/ UL434	DATAN	AVUNO	320	310	
CR 9	UL442/ UB532	BOSAD	APLOG	300	290	

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APPENDIX D

Contingency Route Structure and Flight Level Allocation Scheme (FLAS) during Total Unavailability of Dar es Salaam FIR - Level 3 Contingencies

DIRECTION OF FLIGHT	ROUTE	ROUTE NO.	FLAS	COM	FIR	REMARKS
FROM EAST TO WEST AND WEST TO	SOLAL-UR782-DVL	CAR ...	FPL FL	AS PER LOP	FMMM, FQBE, FWLL	
FROM NORTH TO SOUTH AND SOUTH TO NORTH	DVL-UR984-MOMAX-UA618-APOXO	CAR ...	FPL FL	AS PER LOP	FZZA, FLFI, FWLL	
FROM EAST TO WEST AND WEST TO EAST	APOXO-UL434-NN-UL433-NV-ATUDU-Q135-EGVOM-MOV-UL433-NIDED	CAR ...	FPL FL	AS PER LOP	HUEC, HKNA	
FROM NORTH TO SOUTH AND SOUTH TO NORTH	NIDED-DCT-SOLAL	CAR ...	FPL FL	AS PER LOP	HKNA, FMMM	

APPENDIX E


SAMPLE NOTAM

DAR ES SALAAM FIR CONTINGENCY NOTAM FOR PARTIAL AVAILABILITY OF THE AIRSPACE

NOTAM.....WEF.....TO..... DAR ES SALAAM AIRSPACE ALL FLIGHTS SHALL COMPLY WITH THE REQUIREMENT TO SELECT SPECIFIC CONTINGENCY ROUTES AND FLIGHT LEVELS APPLICABLE TO THE CONTINGENCY ROUTES AS DETAILED HERE BELOW. ADJACENT AREA CONTROL CENTRES OF NAIROBI, ENTEBBE, KINSHASA, KIGALI, BUJUMBURA, LUSAKA, LILONGWE, BEIRA, ANTANANARIVO, AND SEYCHELLES WILL ALLOCATE ONLY THE CONTINGENCY ROUTES AND FLIGHT LEVELS SPECIFIED AS FOLLOWS:

A) CR1 (**UA401**) KINAN – DV – GABSO EASTBOUND FL350, WESTBOUND FL360, MINIMUM LONGITUDINAL SEPARATION APPLICABLE IS 15 MINUTES.

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- B) CR2 (**UM310**) BONAP – DV – ELAVA EASTBOUND FL330, WESTBOUND FL340, MINIMUM LONGITUDINAL SEPARATION APPLICABLE IS 15 MINUTES
- C) CR3 (**UM315**) UTINA – DO – LOSIN EASTBOUND FL370, WESTBOUND FL380, MINIMUM LONGITUDINAL SEPARATION APPLICABLE IS 15 MINUTES
- D) CR4 (**UG424**) GESAT – DV – ELAVA EASTBOUND FL310, WESTBOUND FL320, MINIMUM LONGITUDINAL SEPARATION APPLICABLE IS 15 MINUTES
- E) CR5 (**UG656**) MB – APNAD EASTBOUND FL330/390, WESTBOUND FL340/400, MINIMUM LONGITUDINAL SEPARATION APPLICABLE IS 15 MINUTES
- F) CR6 (**UT252**) ESRES – MAGAD EASTBOUND FL350, WESTBOUND FL360, MINIMUM LONGITUDINAL SEPARATION APPLICABLE IS 15 MINUTES
- G) CR7 (**UB527**) TUPIR – GAVDA EASTBOUND FL350, WESTBOUND FL340, MINIMUM LONGITUDINAL SEPARATION APPLICABLE IS 15 MINUTES
- H) CR8 (**UB531/UL434**) DATAN – AVUNO EASTBOUND FL310, WESTBOUND FL320, MINIMUM LONGITUDINAL SEPARATION APPLICABLE IS 15 MINUTES
- I) CR9 (**UL442/UB532**) BOSAD – APLOG EASTBOUND FL290, WESTBOUND FL300, MINIMUM LONGITUDINAL SEPARATION APPLICABLE IS 15 MINUTES


Pilots who have been assigned a flight level that does not conform to the Flight Level Allocation Scheme (FLAS) should attempt to establish contact with the ATS unit responsible for providing the service for clarification. If this is not possible, they shall adjust to the appropriate FLAS as soon as practicable upon entering the contingency airspace.

APPENDIX F

FREQUENCIES TO BE USED FOR THE CONTINGENCY ROUTES AND THE ATS UNIT

Frequencies to be used for the Contingency Routes and the ATS unit providing Flight Information Service (FIS) and air – ground communication monitoring for the Dar es Salaam FIR are 129.6 MHz for ACC EAST and 132.1 MHz for ACC WEST.

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APPENDIX G

ATM VOLCANIC ASH CONTINGENCY PLAN FOR DAR FIR

1. Introduction


1.1. The purpose of Air Traffic Management (ATM) Volcanic Ash Contingency Plan is to set out standardized guidelines and procedures for the provision of information to airlines and en-route aircraft before, during and after volcanic eruption. Volcanic contaminations, of which volcanic ash is the most serious, may be a hazard for flight operations; the issue cannot be resolved in isolation but through Collaborative Decision Making (CDM) involving all entities concerned. During an eruption, volcanic contamination can reach and exceed the cruising altitudes of turbine-powered aircraft within minutes and spread over vast geographical areas within a few days. Encountering with volcanic ash may result in one or more of the following and associated problems:

- (a) The malfunction, or failure, of engine(s) leading not only to reduction, or complete loss of thrust but also to failures of electrical, pneumatic and hydraulic systems;
- (b) Blockage of pitot and static sensors resulting in unreliable airspeed indications and erroneous warnings;
- (c) Partial or complete opaque rendering of windscreens;
- (d) Smoke, dust and/or toxic chemical contamination of cabin air requiring crew use of oxygen masks, thus impacting communications; electronic systems may also be affected;
- (e) Corrosion of external and internal aircraft components;
- (f) Reduced electronic cooling efficiency leading to a wide range of aircraft system failures;
- (g) Aircraft to be manoeuvred in an abnormal manner;
- (h) Deposits of volcanic ash on a runway which degrades braking performance, most significantly if the ash is wet. In extreme cases this can lead to runway closure.

1.2. Volcanic ash can also affect the operation of aircraft at an aerodrome.

1.3. Ash deposited at aerodrome (s), even in very small amount, can result in closure of the aerodrome until all the ash has been removed, In extreme cases aerodromes (s) might no longer be available for use, resulting in loss of ATM infrastructure / system and economy.

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- 1.4. It should be noted that some aircraft types or engine technologies are more vulnerable to volcanic ash contaminants; any specific measures to be applied would therefore have to take into account these variances. Considering that an aircraft travels about 150 km (80 NM) in 10 minutes and that volcanic ash can rise to flight levels commonly used by turbine-engine aircraft in half that time, a timely response to reports of volcanic ash is essential.
- 1.5. It is imperative that information on the volcanic activity is disseminated as soon as possible. In order to assist staff in expediting the process of originating and issuing relevant AIS and/or MET messages a series of steps is available for different stages of the volcanic activity at the International NOTAM office with volcano name, number and nominal position.
- 1.6. In order to ensure the smooth implementation of the volcanic ash contingency plan in case of an actual volcanic eruption, regular volcanic ash exercises (VOLCEX) will be conducted.

2. TERMINOLOGIES

2.1. Accountable executive


The individual within a CAA – approved organization who is accountable to that CAA for ensuring that the safety standards required by regulation, and any additional standards specified by the organization, are met on an ongoing basis by the organization.

2.2. Affected area

A volume of airspace, an aerodrome or another area on the ground, identified by VAA/VAG and/or SIGMET as being affected by known or forecast volcanic cloud contamination.

2.3. Aircraft Operator

In the context of this document, references to the (aircraft) operator refer to those operators subject to ICAO Annex 6 – Operation of Aircraft, Parts I, II and III being operators of aeroplanes or helicopters authorized to conduct international commercial air transport operations or involved in international general aviation.

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2.4. Danger area

In the context of volcanic ash cloud contamination, a volume of airspace identified by NOTAM as being affected by levels of known or forecast volcanic cloud contamination which States judge merit publication to operators.

2.5. Service provider

In the context of this document, includes approved training organizations, aircraft operators and approved maintenance organizations, organization responsible for type design and/or manufacture of aircraft, air traffic service providers, aerodromes, MWOs and VAACs.

2.6. State of Registry

The State on whose register the aircraft is entered.

2.7. State of the Operator

The State in which the operator’s principal place of business is located or, if there is no such place of business, the operator’s permanent residence.

2.8. Volcanic ash


Comprised of minerals unique to the volcanic eruption. Minerals common to most volcanic ash are silica together with smaller amounts of the oxides of aluminium, iron, calcium and sodium. The glassy silicate material is very hard and extremely abrasive. Its melting point is below jet engine burner temperature which introduces additional hazards. (Refer to Section 2.1 of ICAO’s Manual on Volcanic Ash, Radioactive Materials and Toxic Chemical Clouds (Doc 9691).

2.9. Volcanic cloud

The sum of the material ejected from a volcano into the atmosphere and transported by winds aloft. It comprises volcanic ash, gases and chemicals information on areas of observed and/or forecast volcanic ash in the atmosphere is provided by means of appropriate MET messages in accordance with Annex 3 – Meteorological Service for International Air Navigation.

3. VOLCANIC EVENT

3.1. The response to a volcanic event that effects air traffic has been divided into four distinct phases (Pre-Eruption Phase, Start of Eruption Phase, Ongoing

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Eruption Phase, and Recovery Phase) as set out in Doc 9974 (Flight Safety and Volcanic ash). The four phases cover an actual event only and do not describe ATM activities that need to be performed before or after a volcanic event.

3.2. Flight crews shall report observations of volcanic activity by means of a special air-report (Special AIREP).

3.3. Volcanic events information (both from the scientific community and pilots) shall be transferred without delay to the aeronautical meteorology station for subsequent action.

3.4. Phases of an event

3.4.1. **Pre-eruption phase (when applicable):** The initial response, “raising the alert”, commences when a volcanic eruption is expected.

3.4.2. **Start of eruption phase (when applicable):** The start of eruption phase commences at the outbreak of the volcanic eruption and entrance of volcanic ash into the atmosphere and mainly pertains to aircraft in flight.

3.4.3. **Ongoing eruption phase:** The ongoing eruption phase commences with the issuance of the first Volcanic Ash Advisory (VAA) after completion of reactive responses.


3.4.4. **Recovery phase:** The recovery phase commences with the issuance of the first Volcanic Ash Advisory (VAA) containing a statement that “NOT VA EXP” (i.e. no volcanic ash expected”) which normally occurs when it is determined that no volcanic ash is expected in the atmosphere and the volcanic activity has reverted to its pre-eruption state.

3.5. PRE-ERUPTION PHASE

3.5.1. General

3.5.1.1. Where flight operations are planned in areas that are susceptible to volcanic eruptions, ATM may expect to receive from pilots the ICAO Volcanic Activity Report (VAR) from (published in the procedures for Air Navigation Services – Air Traffic Management (PANS-ATM. Doc 4444) Appendix 1).

3.5.1.2. The focus of this phase is to gain early recognition of volcanic events. This phase is frequently characterized by a very limited availability of information on the potential extent and severity of the upcoming eruption.

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3.5.1.3. The priority is to ensure the safety of aircraft in flight and there is therefore a requirement to promulgate information as a matter of urgency. Regardless of the extend of information available, the pre-eruption phase actions should be carried out for every expected eruption.

3.5.1.4. Initial awareness of the event can be by means of a Special AIREP/Volcanic Activity Report and/or meteorological or volcanological agencies.

3.5.1.5. TCAA Air Traffic Management in collaboration with the designed volcano observatories, meteorological agencies will ensure that alerting information is provided expeditiously by the most appropriate means to ensure safety of flight.

3.5.1.6. Emphasis is placed on raising awareness of the hazard and to protect aircraft in flight.

3.5.1.7. Aircraft are expected to clear or avoid the affected area based on standard operating procedures.


3.5.1.8. Appropriate AIS and MET messages may be issued in accordance with Annex 15 and Annex 3, respectively, and disseminated to affected aircraft in flight by the most expeditious means.

3.5.1.9. In the event that volcano erupts unexpectedly without any alert being raised the pre-eruption phase will be omitted.

3.5.2. The Dar es Salaam Flight Information Region – Area Control Centre actions:

3.5.2.1. In the event of significant pre-eruption volcanic activity, eruption of volcanic or a volcanic ash cloud being reported which could pose a hazard to aviation, the Area Control Centre (ACC) on receiving such information, shall carry out the following:

- (a) Define an initial, precautionary danger area in accordance with established procedures. The size of the danger area shall be a circle with a radius of (15 Nm) centered on focal or estimated location of activity (e.g. Ol Doinyo Lengai – coordinates (02 45 52S 035 54 58E).
- (b) Alert flight already within the danger area by providing with all necessary information required to make safe and efficient decisions in dealing with the hazards in the defined area and offer assistance to enable them to exit the area in the most expeditious and appropriate manner.
- (c) Aircraft hat are close to the danger area should be offered assistance to keep clear of the area.


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- (d) Tactically re-clear flights which would penetrate the danger area onto routes that will keep them clear.
- (e) Continue to provide normal services. It is the responsibility of the pilot-in-command to determine the safest course of action. Dar ACC will not initiate a clearance through a danger area.
- (f) Inform the associated MET service in accordance with national and regional arrangements (unless the initial notification originated from either of these entities).
- (g) Immediately notify adjacent ACCs of the event and the location and dimensions of the danger area.
- (h) The ACC should also negotiate any re-routings necessary for flights already coordinated but still within adjacent flight information regions (FIRs) and provide any information on potential implication on traffic flow and its capability to handle the expected traffic.
- (i) It is also expected that adjacent ACCs will be asked to re-route flights not yet coordinated to keep them clear of the danger area.
- (j) It should be noted that pilots may make the decision not to completely avoid the danger area based on e.g. visual observations.
- (k) Implement flow management measures if necessary to maintain the required level of safety.
- (l) Ensure that appropriate AIS messages are originated and disseminated in accordance with Annex 15.
- (m) The information must be as precise as is available regarding the activity of the volcano.
- (n) In order to assist staff in expediting the process of composing the AIS messages, a template on volcanic activity message is provided in Attachment B
- (o) In addition to sending the relevant AIS message to the normal distribution list, it will be sent to the relevant meteorological agencies.

3.5.3. Adjacent ACC actions

3.5.3.1. During the pre-eruption phase ATC will not normally initiate clearances through the danger area; however, it will inform aircraft about the potential hazard and continue to provide normal services.

3.5.3.2. Any ash contamination would be expected to be contained within a limited area and disruption to traffic should not be excessive.

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3.5.3.3. Adjacent ACCs should take the following action to assist:

- (a) When advised, re-clear flights to which services are being provided and which will be affected by the danger area.
- (b) Unless otherwise instructed, continue normal operations;
- (c) If one or more routes are affected by the danger area, suggest re-routing to the affected aircraft onto routes clear of the danger area; and
- (d) Maintain awareness of the affected area.

3.5.4. ATFM unit/ACC actions

3.5.4.1. The ATFM unit or ACC and the associate Volcanic Ash Advisory Centre (VAAC) will determine how their initial communications will take place on the basis of bilateral agreements

3.5.4.2. Upon reception of preliminary information on volcanic activity from the lead VAAC, the ATFM unit/ACC should initiate action in accordance with its procedures to ensure exchange of information in order to support CDM between Air Navigation Service Providers (ANSPs), Meteorological Watch Offices (MWOs), VAACs and aircraft operators concerned.

3.6. START OF ERUPTION PHASE

3.6.1. General


3.6.1.1. The phase commences at the outbreak of volcanic eruption.

3.6.1.2. The focus of the processes in this phase is to protect aircraft flight and on aerodromes from the hazards of the eruption; to collect relevant information; and to combine the information available into reliable information about the volcanic cloud.

3.6.1.3. In addition to relevant actions described under the pre-eruption phase, major activities of the start of eruption phase are: issuance of relevant AIS and MET messages in accordance with Annex 15 and Annex 3; and

3.6.1.4. Provision of information and assistance to airborne traffic.

3.6.1.5. As appropriate, danger areas will be notified via NOTAM. This phase will last until such time as the ongoing eruption phase can be activated.

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3.6.2. DAR ACC actions


3.6.2.1. DAR ACC will inform flights about the existence, extent and forecast movement of volcanic ash and provide information useful for the safe and efficient conduct of flights.

3.6.2.2. If necessary, re-routing of traffic should commence immediately or may be in progress if the alerting time has been sufficient to facilitate activation of the pre-eruption phase. The DAR ACC will assist in re-routing aircraft around the danger area as expeditiously as possible. Adjacent ACCs are also expected to take the danger area into account the give similar assistance to aircraft as early as possible.

3.6.2.3. During the start of eruption phase, although ATC will not normally initiate a clearance through a danger area, it will inform aircraft about the hazard and will continue to provide normal services. It is expected that aircraft will attempt to remain clear of the danger area; however, it is the responsibility of the pilot-in-command to determine the safest course of action.

3.6.2.4. During the start of eruption phase the ACC should:

- (a) Ensure that a NOTAM is originated to define the danger area. The area is delineated cautiously so as to encompass a volume of airspace in accordance with the limited information available. In determining the area, information on upper winds should be taken into account, if available. The purpose is to ensure safety of flight in the absence of any prediction from a competent authority of the extent of contamination.
- (b) Maintain close liaison with MET service providers, who should issue appropriate MET messages in accordance with Annex 3.
- (c) Based on these forecasts and in collaboration with aircraft operators and the adjacent ACCs using the CDM process, ATFM measure should be devised and updated when necessary to ensure safety of flight operations.
- (d) Ensure that reported differences between published information and observations (pilot reports, airborne measurements, etc) are forwarded as soon as possible to the appropriate authorities to ensure its dissemination to all concerned.
- (e) Begin planning for the ongoing eruption phase in conjunction with the aircraft operators, the appropriate ATFM unit and ACCs concerned.
- (f) Should significant reductions in intensity of volcanic activity take place during this phase and the airspace no longer is contaminated by volcanic

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ash, appropriate AIS message should be issued in accordance with Annex 15. Otherwise, begin CDM planning for the ongoing eruption phase in conjunction with aircraft operators, the appropriate ATFM unit and the affected ACCs.

3.6.2.5. Appropriate AIS and MET messages may be issues as appropriate in accordance with Annex 15 and Annex 3, respectively and a danger area may be declared by NOTAM. Normally, clearances will not be issued through the danger area unless explicitly requested by the flight crew.

3.6.3. Adjacent ACC actions

3.6.3.1. During the start of eruption phase adjacent ACCs should take the following actions:

- (a) Maintain close liaison with the appropriate ATFM unit and the originating ACC to design, implement and keep up to date ATFM measures which will enable aircraft to ensure safety of flight operations
- (b) In the event that tactical measures additional to those issued by the appropriate ATFM unit are required, the adjacent ACC should, in collaboration with the originating ACC and aircraft operators, impose such measures.
- (c) Maintain plotting of the affected area.
- (d) Begin planning for the ongoing eruption phase in conjunction with the aircraft operators, the appropriate ATFM unit and ACCs concerned.


3.6.4. ATFM unit/ACC actions

3.6.4.1. During the start of eruption phase, depending on the impact of the volcanic ash, the appropriate ATFM unit/ACC should organize the exchange of latest information on the developments with the associated VAACs, ANSPs, MWOs and operators concerned in order to support CDM.

3.7. ONGOING ERUPTION PHASE

3.7.1. The ongoing eruption phase commences with the issuance of the first complete VAA by the lead VAAC in accordance with Annex 3. Note that volcanic ash advisory information in graphical format (VAG) may be issued by the VAAC, containing the same information as its text-based VAA equivalent.

3.7.2. The VAA/VAG should be used to:

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- (a) Publish appropriate MET and AIS messages in accordance with Annex 3 and Annex 15; and
- (b) Plan and apply appropriate ATFM measures.

3.7.3. Volcanic contamination may affect any combination of airspace, therefore it is impossible to prescribe measures to be taken for any particular situation nor is it possible to detail the actions to be taken by any particular ACC. The following guidance may prove useful during the ongoing eruption phase but should not be considered mandatory;


- (a) ACCs affected by the movement of the ash should ensure that appropriate AIS message are originated in accordance with Annex 15. ACCs concerned and the appropriate ATFM unit should continue to publish details on measures taken to ensure dissemination to all concerned.
- (b) Depending on the impact of the volcanic ash, the appropriate ATFM unit may take the initiative to organize teleconferences to exchange latest information on the developments, in order to support CDM, with the VAACs, ANSPs and MWOs and operators concerned.
- (c) ACCs and ATFM units should be aware that for the purpose of flight planning, operators could treat the horizontal and vertical limits of the contaminated area to be over-flown as they would mountainous terrain.
- (d) Any reported differences between published information and observations (pilots reports, airborne measurements, etc.) should be forwarded as soon as possible to the appropriate authorities.

3.7.4. Appropriate AIS and MET messages may be issued as appropriate in accordance with Annex 15 and Annex 3 respectively.

3.8. RECOVERY PHASE

3.8.1. The recovery phase commences with the issuance of the first VAA/VAG containing a statement the “NO VA EXP” (i.e. no volcanic ash expected”) which normally occurs when it is determined that the volcanic activity has reverted to its non-eruption state and the airspace is no longer affected by volcanic ash contamination. Consequently, appropriate AIS messages should be issued in accordance with Annex 15.

3.8.2. ACCs and ATFM units should revert to normal operations as soon as practical.


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3.9. ATFM procedures

- 3.9.1. Depending on the impact of volcanic ash and in order to support CDM, the appropriate ATFM unit/ACC should organize the exchange of latest information on the developments with the associated VAACs, ANSPs, MWOs and operators concerned.
- 3.9.2. The ATFM unit/ACC will apply ATFM measures on request of the ANSPs concerned. The measures should be reviewed and updated in accordance with updated information. Operators should also be advised to maintain watch for relevant AIS and MET messages for the area.

3.10. Air traffic control procedures

- 3.10.1. If volcanic ash is reported or forecast in the FIR for which DAR ACC provide services, it will do the following procedures:
- (a) Relay all available information immediately to pilots whose aircraft could be affected to ensure that they are aware of the horizontal and vertical extend of the ash contamination;
 - (b) If requested, suggest appropriate re-routing to assist flights to avoid areas of known or forecast ash contamination;
 - (c) When appropriate, remind pilots that volcanic ash cannot be detected by ATC radar systems;
 - (d) Normally, ATC will not initiate a clearance through a danger area during the pre-eruption phase and the start of eruption phase; however, on the explicit request of a flight crew, a clearance could be provided. The existence of a danger area due to the presence of volcanic ash indicates the presence and extent of the hazard, hence ATC will inform aircraft about hazard and will continue to provide normal services. It is then the responsibility of the pilot-in-command to determine the safest course of action in accordance with the operator's SRA;
 - (e) Will provide assistance to enable an aircraft to exit a danger area in the most expeditious and appropriate manner should be provided; and
 - (f) If the ACC has been advised by an aircraft hat it has entered an area of ash contamination and indicates that a distress situation exists;
 - (i) Shall consider the aircraft to be in an emergency situation;
 - (ii) Shall not initiate any climb clearances to turbine-powered aircraft until the aircraft has exited the area of ash contamination; and
 - (iii) Shall not attempt to vector aircraft without pilot concurrence.

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- (g) Solicit pilot reports for the characteristics of the ash cloud including cloud base, top, layers and the presence of Sulphur. Disseminate special AIREPs in accordance with established procedures.


3.10.2. The recommended escape manoeuvre for an aircraft which has encountered volcanic ash is to reverse its course and begin a descent (if terrain permits). However, the final responsibility for this decision rests with the pilot.

Attachment A

ANTICIPATED PILOT ISSUES WHEN ENCOUNTERING VOLCANIC ASH

1. ATCOs should be aware that flight crews will be immediately dealing with some or all of the following issues when they encounter volcanic ash:
 - (a) Smoke or dust appearing in the cockpit which may prompt the flight crew to don oxygen masks (could interfere with the clarity of voice communications);
 - (b) Smell acrid odour similar to electrical smoke;
 - (c) Multiple engine malfunctions, such as stalls, increasing exhaust gas temperature (EGT), torching, flameout, and thrust loss causing an failure to maintain assigned altitude/flight level;
 - (d) On engine restart attempts, engines may accelerate to idle very slowly, especially at high altitudes (could result in inability to maintain altitude or Mach number);
 - (e) At night, St. Elmo's fire/static discharges may be observed around the windshield, accompanied by a bright orange glow in the engine inlet(s);
 - (f) Possible loss of forward visibility due to ash abrasion on cockpit windows. Windscreen may become cracked or discolored and markedly reduce visibility for approach and landing. Visibility may limited to that which is available through the side windows.
 - (g) Sharp distinct shadows cast by landing lights as compared to the diffused shadows observed in clouds (this affects visual perception of objects outside the aircraft).

2. Simultaneously, ATC can expect pilots to be executing contingency procedures such as the following;
 - (a) If possible, the flight crew may immediately reduce thrust to idle;

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- (b) Exit volcanic ash cloud as quickly as possible. The shortest distance/time out of the ash may require an immediate, descending, 180 degree turn (terrain permitting);
- (c) Put flight crew oxygen masks on at 100 percent (if required);
- (d) Monitor airspeed and pitch attitude. If unreliable airspeed is suspected, or a complete loss of airspeed indication occurs (volcanic ash may block the pitot system), the flight crew will establish the appropriate pitch attitude;
- (e) Land at the nearest suitable airport; and
- (f) On landing, reverses may be used as lightly as feasible.

Attachment: B


ASHTAM

YUDD SIGMENT 2 VALID 211100/211700 YUSO –YUDD SHANLON FIR/UIR VA ERUPTION MT ASHVAL PSN S1500 E07348 VA CLD OBS AT 1100Z APRX 220KM BY 35KM S1500 E07348 – S1530 E07642 FL310/450 MOV SE 65KMH FCST 1700Z VA CLD APRX S1506 E07500 – S1518 E08112 – S1712 E08330 – S1824 E07836

Meaning:

The message is valid from 1100UTC to 1700UTC on the 21st of the month; volcanic ash eruption of Mount Ashval* located at 15degrees south and 73 degrees 48 minutes east; volcanic ash cloud observed at 1100UTC in an approximate area of 220km by 35km between 15 degrees south and 73 degrees 48 minutes east, and 15 degrees 30 minutes south and 76 degrees 42 minutes east;

Between flight levels 310 and 450 the volcanic ash cloud is expected to move south eastwards at 65 kilometers per hour, at 1700UTC; the volcanic ash cloud is forecast to be located approximately in an area bounded by the following points; 15 degrees 6 minutes south and 75 degrees east, 15 degrees 18 minutes south and 81 degrees 12 minutes east, 17 degrees 12 minutes south and 83 degrees 30 minutes east, and 18 degrees 24 minutes south and 78 degrees 36 minutes east.

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APPENDIX H

1. HEALTH EMERGENCY PREPAREDNESS PLAN

1.1. The plan aims to mitigate the risk from pandemic at a population level, to reduce risk of spread on board aircraft travelers (passengers and crew) and mitigate the financial impact from an outbreak or pandemic, business continuity models;

1.2. This plan has been prepared utilizing the Template provided by ICAO CAPSCA Project, Tanzania national health emergency plan, together with other guidance material that is referenced in the text.

1.3. Responsibility for mitigating the risk from pandemic

1.3.1. The responsibility for management of the risk to infectious agent to the air travelling community rests with the ministry responsible for Public health and supported by airport operators.

1.4. Communication

1.4.1. In-charge ATM will be the focal contact point at the airport and will flexibly make decision as to whether the information needs to be communicated to TCAA Headquarters or not, He/she will also be an ATM representative to Crisis Management Team where established.

1.5. Activation and deactivation Process

1.5.1. The activation and deactivation of healthy measures will be initiated by the ministry responsible for Public health.

1.6. Role of ATM in the plan


1.6.1. In the event that a pilot in command suspects a passenger/crew to contract a pandemic disease on board the aircraft, he/she shall inform the ATSU in contact, who in turn will notify the airport operator.

1.6.2. This information shall at least be passed to;

- (a) Airport Duty Manager
- (b) Marshaller
- (c) PABX
- (d) Airline concerned

1.6.3. Depending on the seriousness and nature of the epidemic as judged by ATS personnel on duty it might be necessary directly inform the airport in charge of

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health unit about the presence of passenger with communicable disease on board.

1.7. Form of information


1.7.1. The following basic information, with some addition depending on the prevailing situation, shall be passed in brief and concise manner:

- (a) Code 11 emergency, passenger suspected to have communicable disease transmittable by air/contact
- (b) Aircraft type
- (c) Flight number
- (d) Operator
- (e) Number of persons on board
- (f) Location of passenger seat
- (g) Estimated time of arrival
- (h) Any additional information

1.8. Parking of the affected aircraft


1.8.1. The duty marshaller is expected to designate the parking area of the affected aircraft taking into consideration of access to emergency vehicles, medical personnel and other general aircraft services.

1.8.2. This position shall be passed to ATSU in charge of the airport. However, if the information is not passed, the Duty ATS personnel shall endeavor to establish the position.

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APPENDIX I
NEIGHBORING FIRS' ATM CONTINGENCY ROUTES FOR AVOIDANCE
ACTION – LEVEL3 CONTINGENCIES

DIRECTION OF FLIGHT	ROUTE	ROUTE NO.	FLAS	COM	FIR	REMARKS
UNAVAILABILITY OF HKNA (NAIROBI) FIR – EXCLUDING AIRSPACE OVER HIGH SEAS						
FROM MIDDLE EAST TO SOUTH AFRICA	MOGDU-UB400-DV	CAR...	FPL FL	AS PER LOP	HCSM, HTDC	
FROM WEST AFRICA TO ASIA AND THE EAST	B535-SAGBU-JUB-APKOD-GWZ	CAR...	FPL FL	AS PER LOP	HUEC, HSSS, HAAA	
FROM THE EAST TO THE WEST	RAGGS-UB400-DV	CAR...	FPL FL	AS PER LOP	HCSM, HTDC, HUEC	
FROM THE SOUTH TO THE NORTH	MB-UG656-NN-UG656-JUB	CAR...	FPL FL	AS PER LOP	HTDC, HUEC, HSSS	
FROM SOUTH EAST TO NORTH WEST	DV-NN	CAR...	FPL FL	AS PER LOP	HTDC, HUEC	
UNAVAILABILITY OF HUEC (ENTEBBE) FIR						
FROM EAST TO WEST AND WEST TO EAST	NV-KNM-DCT - GOM-KGI	CAR 1	FPL FL	AS PER LOP	HKNA, HTDC	
FROM NORTH TO SOUTH AND SOUTH TO NORTH	NV-NAK-LOV-DCT-TAPOS	CAR 2	FPL FL	AS PER LOP	HKNA, HAAA, HSSS	
FROM NORTH TO SOUTH AND SOUTH TO NORTH	JUB-SAGBU-DCT-EDGOX-DCT-GOM	CAR 3	FPL FL	AS PER LOP	HSSS, FZZA, HTDC	
NORTH WARDS	KGI-JUB	CAR 4	FPL FL	AS PER LOP	FZZA, HSSS	
UNAVAILABILITY OF HRYR (KIGALI) FIR						
FROM EAST TO WEST AND WEST TO EAST	NN-MEVAR	CAR...	FPL FL	AS PER LOP	FZZA, HUEC	
FROM EAST TO WEST AND WEST TO EAST	MV-UG450-BJA	CAR...	FPL FL	AS PER LOP	HTDC	

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DIRECTION OF FLIGHT	ROUTE	ROUTE NO.	FLAS	COM	FIR	REMARKS
FROM NORTH TO SOUTH AND SOUTH TO NORTH	NN-DCT-GETAB	CAR...	FPL FL	AS PER LOP	HUEC, HTDC	
UNAVAILABILITY OF HBBA (BUJUMBURA) FIR						
FROM NORTH TO SOUTH AND SOUTH TO NORTH	KNM-BKV-UA618	CAR...	FPL FL	AS PER LOP	FZAA, HUEN	
FROM EAST TO WEST AND WEST TO EAST	MV-KNM-BKV	CAR...	FPL FL	AS PER LOP	HTDC, FZZA	
FROM NORTH TO SOUTH AND SOUTH TO NORTH	DIMKO-DCT- KMI	CAR...	FPL FL	AS PER LOP	HTDC, FZZA	
UNAVAILABILITY OF FLFI (LUSAKA) FIR						
FROM SOUTH TO EAST AFRICA	MNV-UA404-VSB-UL437-DVL-UW601-VKA-DCT-MB-DCT-BJA	CAR...	FPL FL	AS PER LOP	FBGR, FVHF, FWLL, HTDC	
EAST AFRICA TO ANGOLA	BJA-UM306/UG450F-VNA	CAR...	FPL FL	AS PER LOP	HTDC, FZZA, FNAN	
SOUTH TO WEST AFRICA	MNV-UT941-VNA	CAR...	FPL FL	AS PER LOP	FBGR, FNAN	
UNAVAILABILITY OF FWLL (LILONGWE) FIR						
EAST AFRICA TO SOUTH	DV-UM310-VBR	CAR...	FPL FL	AS PER LOP	HTDC, FQBE	
NORTH SOUTH	KMI-UA408/UL432-VSB	CAR...	FPL FL	AS PER LOP	FZZA, FVHF, FLFI	
EAST AFRICA TO SOUTH WEST	MAGAD-UT252-LUB (OR) OKLOM-UN308/UB530-VND	CAR...	FPL FL	AS PER LOP	HTDC, FLFI	
UNAVAILABILITY OF FMMM (ANTANANARIVO) FIR EXCLUDING THE AIRSPACE OVER THE HIGH SEAS						
FROM THE NORTH AND EAST AFRICA TO REUNION	UL433-ATOLA-UL433-BIRAL-IXEBU-UN304-SDG	CAR...	FPL FL	AS PER LOP	FSSS, FMMM	

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DIRECTION OF FLIGHT	ROUTE	ROUTE NO.	FLAS	COM	FIR	REMARKS
FROM THE NORTH AND EAST AFRICA TO MAURITIUS	UL433-ATOLA- UL433-BIRAL- IXEBU-TSARA- UA665-PLS	CAR...	FPL FL	AS PER LOP	FSSS, FMMM, FIMM	
FROM THE NORTH AND EAST AFRICA TO THE SOUTH EAST OF THE INDIAN OCEAN	ANY ENTRY POINT FROM SOLAL SOUTHWARDS- DCT-KEDOM- DCT-AXOTA- DCT-TO ANY OTHER POINT EAST	CAR...	FPL FL	AS PER LOP	FMMM, FIMM	
UNAVAILABILITY OF REUNION AIRSPACE EXCLUDING THE AIRSPACE OVER THE HIGH SEAS						
FROM SOUTHERN AFRICA TO SOUTH EAST ASIA AND AUSTRALIA	PASAR - UA402- GETIR-DCT- KINIX-DCT-TO ANY EXIT POINT INTO UPR	CAR...	FPL FL	AS PER LOP	FMMM, FIMM, YMMM- UPR	TANA TO CONFIRM
FROM EASTERN AFRICA TO SOUTH AUSTRALIA/ NEW ZEALAND	TNV-UA400- PLS-DCT-TO ANY EXIT POINT INTO UPR	CAR...	FPL FL	AS PER LOP	FMMM, FIMM, YMMM- UPR	TANA TO CONFIRM
UNAVAILABILITY OF COMOROS AIRSPACE EXCLUDING THE AIRSPACE OVER THE HIGH SEAS						
FROM SOUTHERN AFRICA TO ASIA	UG465/UM703- ENDEL-DCT- SOAVI-DCT- NESAM-UG465	CAR...	FPL FL	AS PER LOP	FMMM, FSSS	TANA TO CONFIRM
	UG465/UM703- ENDEL-DCT- SOAVI-DCT- MIROV-UB459	CAR...	FPL FL	AS PER LOP	FMMM, FSSS	TANA TO CONFIRM
FROM EASTERN AFRICA TO ANTANANARIVO, REUNION, MAURITIUS, AUSTRALIA AND	KINAN-DCT- MAROF-UG661- PLS-DCT-TO ANY EXIT POINT INTO THE UPR ZONE	CAR...	FPL FL	AS PER LOP	FMMM, FIMM	TANA TO CONFIRM

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DIRECTION OF FLIGHT	ROUTE	ROUTE NO.	FLAS	COM	FIR	REMARKS
NEW ZEALAND	KINAN-DCT-ENDEL-DCT-SDG-DCT-TO ANY EXIT POINT INTO THE UPR ZONE	CAR...	FPL FL	AS PER LOP	FMMM, FIMM	TANA TO CONFIRM
UNAVAILABILITY OF FZZA (KINSHASA) FIR						
FROM EAST AFRICA TO SOUTH WEST	VND-DCT-IXATA-UA400/UA400F-VNA-UA400-ARAKI	CAR...	FPL FL	AS PER LOP	FLFI, FNAN	
FROM SOUTH EAST TO NORTH	VLS-DCT-MB-NN-JUB-MLK	CAR...	FPL FL	AS PER LOP	FLFI, HTDC,	
					HUEC, HSSS	
NORTH SOUTH	VNA-ARAKI-DCT- LIKAD	CAR...	FPL FL	AS PER LOP	FNAN, FCCC,	
FROM SOUTH WEST TO NORTH	FRV-MOROS-ERNEV-UQ583-KITEK-DCT- MLK	CAR...	FPL FL	AS PER LOP	FCCC, HSSS	
UNAVAILABILITY OF FSSS (SEYCHELLES) FIR EXCLUDING THE AIRSPACE OVER THE HIGH SEAS						
FROM EAST AFRICA TO THE	CLAVA DCT OTKIR	CAR...	FPL FL	15 MIN	HKNA, VABF	
FROM NORTH SOUTH	AXINA-UR401-IMKOT-DCT-ATUTI-DCT-ALRAN	CAR 3	FPL FL	15 MIN	HCSM, FIMP	
FROM SOUTH AFRICA TO MIDDLE EAST	MIROV-DCT-OTKIR	CAR 4	FPL FL	15 MIN	FMMM, VABF	