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SUP AIP AIRAC
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BUREAU NOTAM INTERNATIONAL DE L'OUEST AFRICAIN
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BÉNIN –GUINEE BISSAU–BURKINA FASO – CÔTE D'IVOIRE – MALI – MAURITANIE – NIGER – SENEGAL – TOGO

Atlantic Ocean Random Routing RNAV Area (AORRA)

(Phase 2)

EFFECTIVE DATE	December 18th 2008
VALIDITY	Permanent

1 DESCRIPTION OF AORRA AIRSPACE

1.1 The Atlantic Ocean Random Routing RNAV Area (AORRA) is the volume of airspace between FL290 and FL410 inclusive within the Atlantico, Dakar, Comodoro Rivadavia, Ezeiza, Johannesburg Oceanic, Luanda Oceanic and Montevideo FIRs limited by a line joining the following coordinates (See Attached Map):

04 10.0S	006 35.0E
05 30.0S	008 50.0E
05 20.0S	010 00.0E
07 48.0S	011 30.0E (OPAPO)
then via a 120NM arc centred on Luanda to	
09 40.0S	011 24.0E (ONTAR)
17 30.0S	011 13.0E
27 30.0S	015 00.0E
60 00.0S	015 00.0E
60 00.0S	053 00.0W
58 21.06S	053 00.0W
36 45.30S	053 11.47W
34 00.0S	051 33.20W
34 00.0S	050 00.0W
26 45.0S	043 45.0W
19 43.0S	034 55.0W
18 30.0S	038 45.0W

15 34.0S	036 18.0W
11 55.0S	032 53.0W
08 54.0S	031 56.0W
00 00.0	026 34.0W
00 00.0	006 35.0E
04 10.0S	006 35.0E

Dakar Oceanic FIR airspace concerned is limited by following coordinates (see attached map):
 (0°00'00''; 024°35'00''W); (06°21'46''S; 015°59'43''W); (06°21'46''S; 009°59'38''W);
 (11°59'53''S; 009°58'53''W); (09°31'51''S; 002°59'46''W); (0°00'00''; 003°00'00''W).

1.2 Flights operating within the AORRA shall enter and exit AORRA via the following gates:

Johannesburg Oceanic	IBLOK	S18 47 07	E 011 40 06
	NIBEK	S 22 58 05	E 013 12 09
	NIGAM	S 26 33 09	E 014 37 02
	OKTEL	S 28 07 09	E 015 00 05
	UVGOD	S 29 09 07	E 015 00 00
	ALDOV	S 30 37 02	E 015 00 00
	BUXIR	S 32 00 00	E 015 00 00
	OKDOG	S 33 05 00	E 015 00 00
	ITMEK	S 34 12 00	E 015 00 00
	ITLIK	S 35 16 00	E 015 00 00
Luanda	URAPI	S 09 49 07	W 003 48 07
	OSUKO	S 09 01 01	W 001 36 04
	GAPEL	S 08 17 06	E 000 19 00
	TERBA	S 04 47 09	E 000 35 00
	OPAPO	S 07 48 00	E 011 30 00
	ONTAR	S 09 40 00	E 011 24 00
Atlantico	CIDER	S 24 07 08	W 040 16 04
	EKALO	S 22 26 00	W 038 08 08
	GARUP	S18 51 48	W037 40 24
	PORGA	S18 40 48	W038 14 36
	POLVO	S18 35 24	W038 31 12
Montevideo	BIVEN	S 36 35 00	W 053 05 10
Ezeiza	GUXOR	S 37 22 30	W 053 00 00
	BISUL	S 43 31 22	W 053 00 00
Comodoro Rivadavia	EGLAS	S 48 00 00	W 053 00 00
	IRIRO	S 60 00 00	W 053 00 00

1.2.1 In case does not exist established AWY, standard instrument arrival (STAR) or standard instrument departure (SID), soon after the entrance in to/exit from AORRA, which attend origin/destination of a specific flight, ACFT may enter in to/exit from AORRA out of the gates established in item 1.2.

1.3 Aircraft may track via a flight plan preferred track between these gates. Prior to entering or after exiting the AORRA at a particular gate, aircraft are to comply with the fixed route

structure associated with that particular entry or exit point or as instructed by ATC, and are required to flight plan accordingly.

1.3.1 Prior to entering or after exiting the AORRA from / to Luanda Oceanic airspace, operators are to plan a flight so as to cross the Luanda Oceanic FIR boundary at the significant point established on the FIR boundary and which is associated with the fixed route on which they intended operating while in that airspace.

2. Automatic Dependent Surveillance and Control Pilot Data Link Communications (ADS/CPDLC)

2.1 ADS/CPDLC will be utilized in AORRA airspace by suitably equipped service providers to provide this kind of communication and/or surveillance to aircraft equipped with FANS 1/A Functionalities. Operators are to note that in some sectors of the random routing airspace, ADS/CPDLC is the primary form of communication, with HF as secondary means of communication.

3. Required Navigation Performance (RNP) 10 procedures for aircraft operations within the AORRA

3.1. No aircraft shall flight plan to operate in the AORRA airspace unless it is RPN10 certified to operate in this airspace by the State of Registry or the State of operator, as the case may be, except in the following circumstances:

3.1.1. The aircraft is being initially delivered to the State of Registry or the State of the operator;

3.1.2. The aircraft is certified but experienced navigation degradation and is being flown back to base or to a maintenance facility for repairs;

3.1.3. The aircraft is engaged on a humanitarian or mercy flight;

3.1.4. State aircraft.

4. Approval of Airworthiness/Operations

4.1. RNP 10 Approval – The operators operating or intending to operate in AORRA airspace shall obtain RNP 10 approval from the State's registry or State's Operator as appropriate, in accordance with the following conditions:

a) The aircraft satisfies specifications of "Minimum aircraft system performance specifications" (MASPS) of the State's registry.

b) The aircraft is operated under the conditions indicated in the RNP 10 operational approval issue by the user's State.

5. Flight Plans

5.1. When it is intended to operate an aircraft in AORRA airspace, RNP10 compliance shall be indicated placing an "R" in box 10 of the flight plan form.

5.2. Flight plans shall contain entry and exit point to AORRA and the estimated time for every 5° of longitude.

5.3. In the case of repetitive flight plans RNP10 compliance shall be indicated placing an “R” in box Q of the RPL, as follows: EQPT/R.

5.4. Those operators operating under the circumstances stipulated in paragraph 4.1 shall insert STS/ NON RNP10, in field 18 of the ICAO FPL.

6. Operational Procedures before entering to AORRA airspace

6.1. Before entering to AORRA airspace the RNP10 certified aircraft pilot-in-command shall verify that the required equipment to fly within AORRA airspace is normally operating and verify with the greatest possible accuracy the position of the aircraft through external air navigation aids.

6.2. If any equipment is not operating normally, the pilot should notify the ATC before entering the AORRA airspace.

6.3. Whilst operating within the defined area of the AORRA flight levels will comply with the table of cruising levels as reflected in Annex 2 Appendix 3(b). No RVSM operations are envisaged within the AORRA until further notice.

6.4. RVSM transition procedures should be taken into consideration from/to RVSM airspace in the FIRs where RVSM transition areas are defined.

7. Operational Procedures after Entering the AORRA Airspace

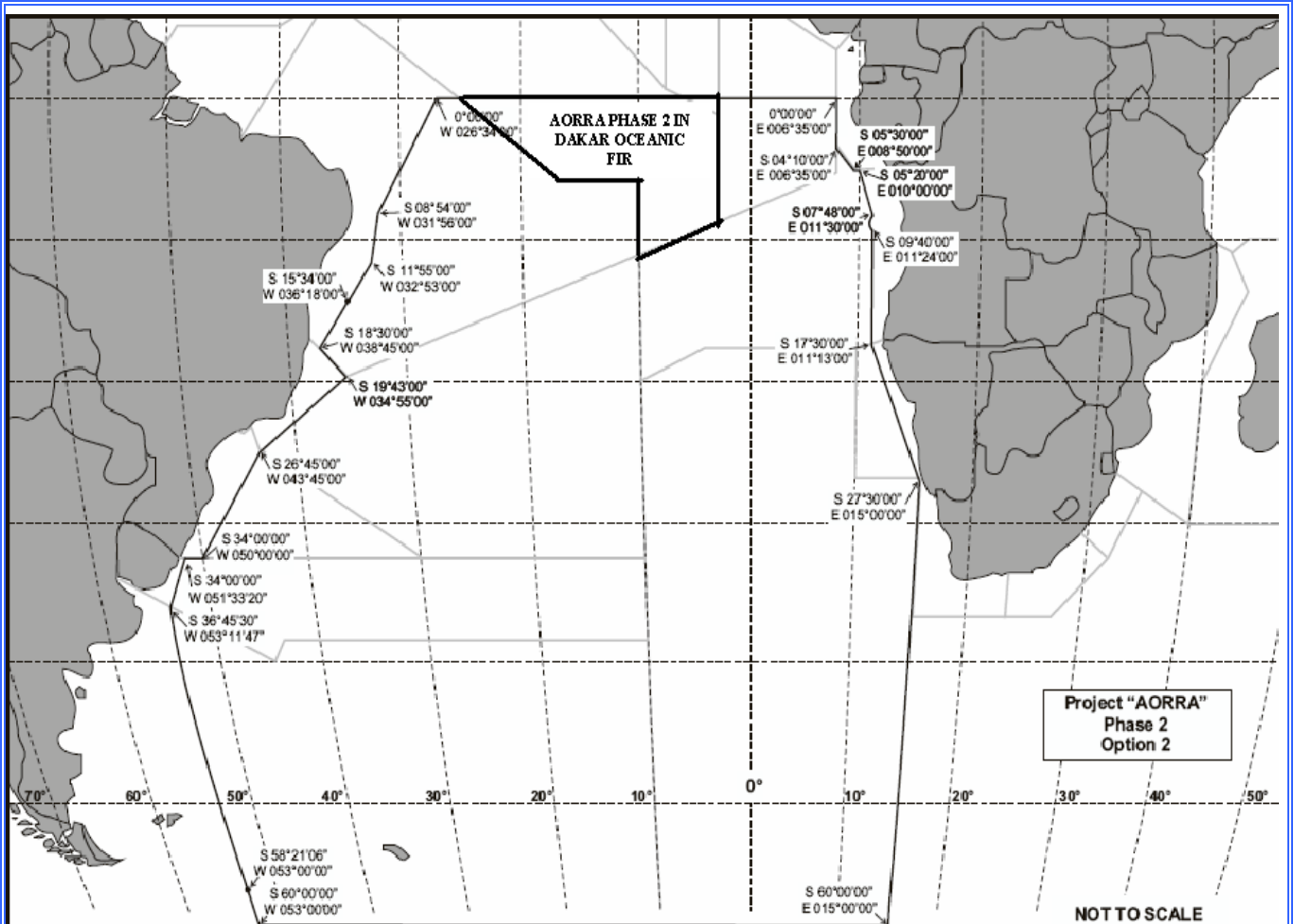
7.1. General Procedures

7.1.1. If an aircraft cannot continue the flight in compliance with the ATC clearance issued and/or cannot maintain the precision required for the specified navigation performance in the airspace, ATC will be advised immediately.

7.2. Position reporting shall be required at Entry/Exit gate.

05E
10E
15E
00 E/W
05W
10W
15W
20W
25W
30W
35W
40W
45W
50W

As well as any other position required by ATC.



END.