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BUREAU NOTAM INTERNATIONAL DE L'AFRIQUE CENTRALE
 B.P. 660 BRAZZAVILLE - CONGO

CAMEROUN – CENTRAFRIQUE – CONGO – GABON – GUINEE EQUATORIALE – SAO TOME - TCHAD

BRAZZAVILLE – DAKAR – NIAMEY – NDJAMENA FIR/UIR

STANDARD HAJJ ROUTING SYSTEM “2010-2011 HAJJ OPERATIONS”

Mise en vigueur : <i>Effective date</i> :	October 21 st , 2010
VALIDITE : <i>Validity</i> :	January 12 th , 2010

1. General

Pilgrimage flights *operations and procedures* as a whole shall be called "2010-2011 HAJJ OPERATION".

The present AIP supplement is adapted to ASECNA FIRs from the original ICAO coordinated provision related to Hajj operation in the concerned IFR quoted here bellow in chapter 1.1.2

1.1 Application

1.1.1 Dates

The provisions of this AIP Supplement shall apply from **21 October 2010** at 0001 UTC until **12 January 2011** at 2359 UTC.

1.1.2 Area

The following Flight Information Regions (FIRs) and Upper Flight Information Regions (UIRs) are concerned: ALGER, ACCRA, BRAZZAVILLE, DAKAR, JEDDAH, KANO, KHARTOUM, N'DJAMENA, NIAMEY, and ROBERTS & TRIPOLI.

1.1.3 Method

This AIP Supplement will be published on the AIRAC date of **26 August 2010** and a "trigger" NOTAM issued not later than **23 September 2010** confirming the implementation of the procedures indicated in the AIP Supplement.

1.2 Adherence to the Table of cruising levels

The provisions of the table of cruising levels in Appendix 3 of ICAO Annex 2 shall apply to all routes unless clearly stated otherwise. (cf. para 3. Caution).

1.3 Adherence to AFI Regional Supplementary Procedures Doc. 7030/5

The attention of pilots in command is drawn to the requirement to adhere to the provisions outlined in AFI SUPPLEMENTARY PROCEDURES (SUPPS).

1.4 Safety measures

1.4.1 ATS Route Intersections

Seasonal Pilgrimage traffic is oriented on the East/West axis within the region in which the traffic is normally operating on the North/South axis.

The service providers and service users should exercise particular caution in identifying conflicts and resolving them in good time for a hitch free Hajj operation.

Generally, statistics have shown that North-South traffic operates in the late evening or early morning hours, while the East-West Hajj traffic is concentrated mainly in the daylight hours. This characteristic creates a natural segregation between these two flows thus reducing the opportunity for conflict. Nevertheless, it is possible that during certain peak demand periods aircraft using the North-South RNAV routes would have to operate at lower altitudes, which are normally used by crossing Hajj traffic.

A situation may arise where unusual convergence points are created due to Hajj Operations. Extreme vigilance is necessary from controllers and pilots at places where seasonal pilgrimage routes conflict with the normal North/South ATS routes.

1.4.2 Aircraft required to be equipped with a pressure-altitude reporting transponder/ACAS-II

All aeroplanes shall be equipped with a pressure-altitude reporting transponder/ACAS-II, which operates in accordance with relevant provisions of Annex 10, Volume IV. Pilots should ensure that the equipment is switched on A 2000, if no transponder code is given by the appropriate ATC.

Note: This provision is intended to improve the effectiveness of air traffic services as well as airborne collision avoidance systems.

1.4.3 Application of strategic lateral offset (SLOP)

This procedure as described in ASECNA AIP/SUPP related to the matter and the ICAO Doc 4444 ATM/501 Procedures for Air Navigation Services chapter 16.6 allows pilots to adjust their course to **parallel** the assigned route either 1 NM or 2 NM to the **right** of the airway or course centerline.

The objective is to mitigate the midair collision hazard, which is amplified by the accuracy of modern aircraft navigational technology and onboard flight instruments.

Global Positioning System (GPS) based lateral navigation (left/right) and RVSM quality altimetry (up/down) are each so accurate in their own dimension that opposite direction aircraft which are erroneously flying the same altitude on the same navigational path are very likely to collide.

Pilots apply SLOP under their own responsibility. At no time the responsibility of controllers will be engaged.

1.4.4 IATA In - Flight Broadcast Procedures (IFBP)

IATA In-Flight Broadcast Procedures (IFBP) shall be applicable during 2010-2011 Hajj Operations Season. Pilots should maintain a listening watch on frequency 126.9 MHZ.

1.5 Possible derogations

On request, and if prior coordination between ATS Units concerned establishes that traffic conditions permit, flights may be granted a different route or flight level in the event of restrictions being imposed.

1.6 Flight Schedules

Aircraft operating agencies participating in Hajj Operations shall forward to the Chiefs of the ACCs concerned, their Hajj flight schedules at least 10 days before the beginning of the season, specifying the itineraries foreseen in each FIR/UIR as well as the type of aircraft to be used and RVSM approval status. Operators that do not abide by these provisions may expect delays. These schedules shall include the address of the agency responsible for air navigation charges.

1.6.1 Flight planning and coordination requirements for Hajj Pilgrimage Flights prior to entering Saudi Arabian Airspace.

NOTE: 1 All Hajj Flights to Saudi Arabia must provide complete flight planning data prior to entering Saudi Arabian Airspace. In this regard co-ordination with respect to altitude, code allotment plan and communications, must be completed and the appropriate approvals received from the Saudi Arabian Air Traffic Authorities.

NOTE: 2 All inbound flights are requested to call ATC at least 5 minutes before entering Saudi Airspace, FPL requirements should be completed and transmitted 10 hours prior to departure and all pilots are required to be familiar with the area and procedure structure as well as the airport layout.

NOTE: 3 Aircraft movement to King Abdul Aziz International Airport in Jeddah for both the inbound and Outbound phases will commence as per the provision of the AIP Supplement at paragraph 1.1.1 above.

NOTE: 4 If other means of communications fail, Pilots / ATC Centres should use Jeddah ACC HF Frequency 11300 KHZ to pass FPLs and ATS Messages at least one hour prior to transfer of control point (TCP).

NOTE: 5 All Operators of Hajj flights must comply with the Rules and Regulations governing the Carriage of Pilgrims by Air. A copy could be acquired from the Saudi Arabian "Air Transport Department of the Civil Aviation Authority", or the Internet website www.pca.gov.sa.

NOTE: 6 Airlines shall not operate any flight without allocation of the required slot number and obtaining the required clearance from the Air Transport Department as well as fulfilling all other operational conditions stated in the Rules and Regulations.

NOTE: 7 Application for obtaining the slot allocation shall be filed without delay to the Saudi Air Transport Department of the Civil Aviation Authority.

1.7 Table of pilgrimage flight routes

Note: For ease of reference the following routes will operate as indicated below during the 2010-2011 HAJJ OPERATION.

ATS route	Route Orientation	Flight Level	Remark
UG 622	one way main track-Westbound	EVEN	Khartoun (Sudan) - Zinder (Niger)
UG 854	one way main track-Westbound	EVEN	Zinder (Niger) - Niamey (Niger)
UG660	one way main track-Eastbound	ODD	Niamey (Niger) - Khartoun (Sudan)
UG625- UG 620	two way track	EVEN/ ODD	Bangui-Libreville / N'djamena-BOSSO
UG617 - UG616 - UG619	one way link	EVEN	GAMUS-N'djamena/RIPOL-Kano/USPOK-Maiduguri
UG 727-TJR-UG624	one way link	ODD	Maiduguri - Bangui
UG626	two way link	EVEN/ ODD	Jos - Maiduguri

2. Pilgrimage routes

2.1 Basic tracks

For 2010-2011 Hajj operations, a pair of two main ATS routes will be used between NIAMEY and KHARTOUM. These tracks will take into account airspace restrictions and will permit operators to circumnavigate affected areas with the least amount of penalties possible. The tracks are designated as follows:

DT = Departure Track to Jeddah; and
RT = Return Track from Jeddah.

- a) **DT:** NIAMEY-SOKOTO-KANO - MAIDUGURI - N'DJAMENA - GENEINA - EL FASHER-El-Obeid/Khartoum/Port Sudan/Jeddah

Note: Traffic overflying Khartoum FIR inbound to Jeddah should route PSD (Port Sudan) G660 - BOGUM-JEDDAH.

- b) **RT:** KHARTOUM - UG622 to ZINDER-UG854 to NIAMEY

Note: Traffic departing Jeddah intending to overfly Khartoum FIR should route B407- MAHDI- PSD (PORT SUDAN) - UG622 -Zinder - UG854 - Niamey

CAUTION: Crews are requested to carefully monitor the accuracy of their navigation at or below FL 280 in the vicinity of Khartoum due to the proximity of HSP1.

2.2 Joining the basic tracks

For normal operations, predetermined routes will be used to connect the different aerodromes to the basic tracks.

2.2.1 West African aerodromes: BAMAKO, BANJUL, CONAKRY, DAKAR, FREETOWN, NOUAKCHOTT, OUAGADOUGOU.

Departures and/or Returns will use the following routes to/from NY VOR (Niamey) where they will join/leave the basic track:

- a) BAMAKO (BKO) : NY A/UA600D BKO
- b) BANJUL (ND) : NY - A/UA600D - BKO - A/UA601 - TD - ND
- c) CONAKRY (GIA) : NY G/UG854D GIA
- d) DAKAR (YF) : NY UM974 YF
- e) FREETOWN (LG) : NY - A/UA600D - BKO - B/UB727 - LGI
- f) NOUAKCHOTT (KC) : NY UM974 MTI UW15 KC
- g) OUAGADOUGOU (OG) : NY - G/UG854 - OG

2.2.2 South-West African Aerodromes (ABIDJAN, ACCRA, COTONOU, LOME.)

Departures and/or Returns will use regular ATS routes to LAGOS (LG VOR) where they will join/leave the predetermined routes specified in paragraph 2.2.4.6 below.

2.2.3 North Central African Aerodromes: GAROUA, N'DJAMENA, NIAMEY

2.2.3.1 GAROUA (TJR)

Departures will use ATS route G/UG857 to intercept UG660 at FL VOR.

Returns will leave UG622 at GAMUS and use **UG617** to FL VOR thence G/UG857.

Note: *It is suggested that departing aircraft do not climb above FL230 and arriving aircraft do not descend below FL260 until radio contact has been established with the appropriate ATS unit.*

2.2.3.2 N'DJAMENA (FL)

Departures will use UG660.

Returns will use UG622 up to GAMUS and proceed via **UG617** to FL VOR

2.2.3.3 NIAMEY (NY)

Departures will use UG660, and

Returns will use UG622 to ZINDER-UG854 to Niamey.

Note: *Unless prior coordination has been effected, it is suggested that departing aircraft do not climb above FL290 until initial radio contact has been established with the appropriate ATS unit.*

2.2.4 Nigerian Aerodromes: ABUJA, GOMBE, ILORIN, KADUNA, KANO, KATSINA, LAGOS, MAIDUGURI, MINNA, PORT HARCOURT, SOKOTO, YOLA.

2.2.4.1 ABUJA (ABC)

Departures will establish on radial 055°M of Abuja VOR to intercept BD -Jos track and proceed on this track to Jos VOR (JO) - **UG626**-Maiduguri VOR (MU) - UG660

Returns will use UG622 up to RIPOL and proceed via UG616 to Kano thence UR778 to Kaduna - V/UV456-Abuja VOR (ABC)

2.2.4.2 GOMBE

Departures shall route direct to POSIB on UG626 (Track 359°M) distance 26NM and proceed on UG626 to Maiduguri.

Returns will use UG622 up to USPOK and proceed via UG619 to Maiduguri and join UG626 to POSIB and fly direct on Track 179°M to GOMBE distance 26NM

2.2.4.3 MINNA (MNA)

Departures shall route to Kano VOR via R778 thence join UG660 to Maiduguri VOR (MIU) and to N'D'jamena.

Returns will use UG622 up to RIPOL and proceed via **UG616** to Kano VOR (KAN), establish on direct track 223°m, distance 107NM to Kaduna VOR (KDA) to GEDKI on V/UV377 and proceed direct to Minna VOR (MNA) on track 205°m distance 35NM KDA)

Note: Vertical separation must be established between aircraft on direct routing Kano VOR (KAN) and Kaduna VOR (KDA) on V/UV377 up, till 15NM south of KDA VOR and traffic on router/UR778

2.2.4.4 ILORIN (IL)

Departures will proceed on track 072°M direct to BIDA VOR then join UR778 to Kano VOR (KAN), thereafter proceed to Maiduguri VOR and N'djamena via UG660.

Returns will use UG622 up to RIPOL and proceed via **UG616** to Kano (KAN), then continue on direct track 223°M distance 107NM to Kaduna VOR (KDA) and thereafter join V/UV377 route to ILORIN VOR.

2.2.4.5 KADUNA (KU)

Departures will use UR778 up to Kano and proceed via UG660

Returns will use **UG622** up to RIPOL - proceed via **UG616** to Kano (KAN) continue on direct track 223°M distance 107NM to Kaduna VOR (KDA) at the new airport

2.2.4.6 KANO (KAN)

Departures will use UG660.

Returns will use **UG622** up to RIPOL and proceed via UG616 to KANO.

Note: *Aircraft are requested to establish contact with N'Djamena ACC as soon as possible after takeoff and before passing Maiduguri VOR*

2.2.4.7. KATSINA

Departures to route direct to Kano VOR/DME 'KAN' on track 141°M distance 76 NM to join UG660.

Returns will use UG622 to Zinder and join UG854 to GANLA and proceed direct to Katsina Track 224°M distance 61NM.

2.2.4.8 LAGOS (LAG)

Departures will use UR778 up to Kano and thereafter join UG660.

Returns will use **UG622** up to RIPOL and proceed via **UG616** to Kano thence intercept direct track 223°M distance 107NM to Kaduna VOR (KDA) and proceed on V/UV377 to Lagos.

2.2.4.9 MAIDUGURI (MIU)

Departures will use UG660

Returns will use UG622 up to **USPOK** and proceed via **UG619** to MAIDUGURI.

NOTE: *Aircraft are requested to establish contact with N'Djamena ACC as soon as possible after takeoff.*

2.2.4.10 **PORT HARCOURT (POT) (Not used for 2010-2011 hajj season)**

Departures will use UV456 to Abuja VOR (ABC) and establish on radial 055°M of Abuja VOR to intercept BIDA-JOS Track to JOS VOR (JO)-**UG626**-Maiduguri VOR (MU) - UG660

Returns will use UG622 to RIPOL proceed via UG616 to Kano thence UR 778 to Kaduna - V/UV456 - Port Harcourt VOR (POT)

2.2.4.11 **SOKOTO (SK)**

Departures will use UG660

Returns will use UG622 to Zinder thence UG854 up to POMPA - direct track 235°M, distance 73NM to SOKOTO VOR, (SOK).

2.2.4.12 **YOLA (YO)**

Departures will proceed via V472 to Maiduguri VOR (MU) - UG660.

Returns will use UG622 to **USPOK** thence to Maiduguri VOR (MU) -V472-to Yola VOR (YOL)

2.2.5 Central African Aerodromes: BANGUI, BRAZZAVILLE, DOUALA, LIBREVILLE

CAUTION: Aircraft are requested to fly above FL280 between El Obeid and Kafia due to the proximity of HSP7.

2.2.5.1 **BANGUI, BRAZZAVILLE, DOUALA**

Departures and/or Returns will use regular ATS routes.

2.2.5.2 LIBREVILLE (LV)

Departures and/or Returns will use UG625 via MOROS (02°48'24"N-015°42'55"E) to Bangui.

3. North/South transit routes

CAUTION:

i) On the segment DIRKOU, BOSSO of ATS route UG727, aircraft should maintain odd flight level southbound and even flight level northbound, (ref. ASECNA AIP Specifications page ENR 3.2-58.

ii) UR778 (uni-directional segment: Kano-RISUB-DELIS-) will be used for north-east bound traffic only.

Note: Traffic departing Kano and utilizing UR778 should cross UG622 at FL290 and to cross DELIS at FL290.

iii) UR778 (bi-directional segment: DELIS-THONBA-KUFRA-BOMOR) will be a bi-directional route.

Note: South-west bound traffic utilising UR778 will maintain FL280 when requested by N'Djamena and should cross DELIS at FL 280, and RIPOL at FL280.

iv) UG858 (Sebha -ADEKIL/ITHAD-DETAR-Kano) will be used for southbound flights only.

Note: Traffic utilizing UG858 should cross UG622 at FL280 or below.

Southbound routes

3.1.1 The following two routes funnel traffic to MIU VOR (Maiduguri):

- a) UM998 (Bordj Omar Driss-TOBUK-INISA (UM998)-Maiduguri)
- b) UG727 (Dirkou - Maiduguri)

3.1.2 Over MIU VOR, traffic will use one of the following two routes, for southbound destination:

- a) Maiduguri - UG727/UM998 - Brazzaville
- b) Maiduguri - UG 727-TJR-UG624- Bangui

3.1.3 From Djanet, one of the following routes may also be used to funnel southbound traffic routing via FL VOR, depending on destination:

- a) DIRKOU UA607/UM731 FL VOR then EITHER UA607 MPK VOR or-UA403/UM731-BT-UA403 - Brazzaville
- b) TUMMO UA403 FL VOR then EITHER UA607 MPK VOR or - UA 403/UM731-BT-UA403 - Brazzaville

3.2 Northbound

3.2.1 The following two routes will funnel traffic to FL VOR (N'Djamena) :

- a) Brazzaville - UA403-BT-UA403/UM731 - NDjamena
- b) BANGUI-UA607-N'DJAMENA

3.2.2 The following route will funnel traffic to MIU VOR (Maiduguri) :

- a) BRAZZAVILLE - UG727/UM998 - MAIDUGURI

3.2.3 Over FL VOR, traffic will use one of the following two routes depending on destination:

- a) N'DJAMENA-UA607/UM731-DIRKOU-UB730-DJANET
- b) N'DJAMENA-UA403-AMDIR-TUMMO

3.2.4 Over MU VOR, traffic will use the following route to destination:

- a) MAIDUGURI - UG727 - DIRKOU

3.3 N'Djamena Departures and/or Arrivals

(See paragraph 3.1.3 for Southbound overflying flights intending to route via N'Djamena)

3.3.1 Traffic between BANGUI and N'DJAMENA will use UA607.

3.3.2 Traffic between Brazzaville and N'Djamena will use the following route.

Brazzaville -UA403-BT-UA403-N'DJAMENA
Brazzaville -UA410-USKAV-UM731-N'DJAMENA

3.3.3 Northbound Departures will use the routes specified in paragraph 3.2.3 and 3.2.4.

Arrivals from the north will use UM731/UA607 from DIRKOU; or UA403 from TUMMO to N'DJAMENA

3.4 Northbound traffic from Kano (Departures and overflights)

a) Traffic will use UA604 and shall cross UG854 at GANLA (13°45.05'N 008°19.46'E) levelled and in conformity with the provisions of the table of cruising levels specified in Appendix 3 to Annex 2..

b) KANO - UR778 : - RISUB - SABSI - BUNLU - TONBA - KUFRA

Note : Uni-directional segment : Kano-RISUB-DELIS will be used for north-eastbound traffic only. Traffic departing Kano and utilizing UR778 should cross UG622 at FL290 and DELIS at FL290.

3.5 Southbound traffic to Kano (Arrivals and over flights)

3.5.1 Traffic will use UA604 from AGADES to KANO and shall cross UG854 at GANLA in level flight and in conformity with the provisions of the table of cruising levels specified in Appendix 3 to Annex 2..

3.5.2 Southbound traffic utilizing UR778 from TONBA to KANO will maintain FL 280 when requested by N'Djamena and should cross DELIS at FL 280, and RIPOL at FL 280.

3.5.3 UG858 :-Sebha - DEKIL/ITHAD'' - DETAR - Kano

Note : One way route Southbound only. Traffic utilizing UG858 should cross UG622 at FL280 or below.

3.6 Traffic over flying SOKOTO (North and Southbound)

Traffic operating on the GWASERO-SOKOTO-AGADES segment of UB731 shall cross UG660.and UG622 in level flight and in conformity with the provisions of the table of cruising levels specified in Appendix 3 to Annex 2 of ICAO.

4. One way routes

4.1 The ATS Routes that are not used in both directions during Hajj operations are as follows:

	ATS ROUTES	SEGMENTS	REMARKS
1	UG622	Khartoum-RIPOL-Zinder	WESTBOUND ONLY
2	UG660	NIAMEY-SOKOTO-KANO - MAIDUGURI - N'DJAMENA - GENEINA -EL FASHER-EL-Obeid/Khartoum/Port Sudan/Jeddah	EASTBOUND ONLY
3	UG854	ZINDER - N'DJAMENA	WESTBOUND ONLY
4	UG858	SEBHA-DEKIL/ITHAD-DETAR-KANO	SOUTHBOUND ONLY. Traffic utilizing UG858 should cross UG622 at FL280 or below.
5	UR778	KANO - RISUB-DELIS	NORTHEAST BOUND TRAFFIC ONLY. Traffic departing Kano and utilizing UR778 should cross UG622 at FL290 and cross DELIS at FL290

THIS SUPPLEMENT INCLUDES 9 PAGES

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