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|  <p><b>SOUTH AFRICAN<br/>CIVIL AVIATION<br/>AUTHORITY</b></p> | <p><b>REPUBLIC OF SOUTH AFRICA</b></p> <p><b>CIVIL AVIATION AUTHORITY</b></p> <p>Private Bag x 73<br/>Halfway House<br/>1685</p> | <p><b>AIRAC AIP<br/>SUPPLEMENT<br/>S004/12<br/>12 JANUARY 2012</b></p> |
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**CAPE TOWN (FACA), OCEANIC (FAJO) AND JOHANNESBURG (FAJA) FLIGHT INFORMATION REGIONS**

**MITIGATION AGAINST IMPROPER OR POOR ATS CO-ORDINATION AND NON RECEIPT OF FLIGHT PLANS**

**Validity period:** PERM

**1. INTRODUCTION**

- 1.1 *In order for an automated Air Traffic Control system to function at optimum efficiency, the system needs to be updated with relevant and timely data in the form of a flight plan, which once activated, is presented to the Controller via the surveillance display providing information relating the flight call sign, flight level and speed, together with other relevant data. Should this data not be available to it, the system is unable to identify the particular flight, or recognize the flight as being relevant to the Air Traffic Controller (ATC). As such the ATC system workload is also increased, as once the flight reports on frequency, the ATC must instruct the system to track the flight, by means of creating a flight plan for the flight.*
- 1.2 *In the same manner, should improper or poor co-ordination between adjacent Flight Information Regions (FIR) occur, the quality of the information passed or not communicated at all, for example an incorrect flight level, can affect the safety of that particular flight as well as that of other flights which may be opposing the flight as opposite direction traffic and requiring to climb through the incorrectly reported level. The implication being that while the flight requiring a level higher than that of the opposite direction incorrectly co-ordinated level, together with the ATC concerned, may believe that separation has been achieved but in the mean time the confliction in the climb through may not have been resolved.*

**2. IMPLEMENTATION**

- 2.1 *In order to mitigate against the above mentioned hazards with a view of avoiding at best a reduction in separation between opposing flights, the Johannesburg Flight Information Region (FAJA) requires all flights operating above FL245, other than those originating within the confines of the Cape Town or Johannesburg FIRs, including flights in the Johannesburg Oceanic area of responsibility not utilizing ADS/CPDLC to report on the appropriate Johannesburg R/T frequency at least ten minutes before arriving at the FIR boundary, providing; Call sign, Point of Departure, Destination, Flight level and Estimate for the FIR boundary together with any active transponder code, should one have been issued by the adjacent FIR through which the flight is transiting.*
- 2.2 *Should a transponder code not have been issued by the FIR through which the flight is transiting en route to the Johannesburg FIR, a transponder code will be issued to the flight along with the appropriate joining clearance into the Johannesburg FIR.*
- 2.3 *Operators/Flight Crew are to note that any joining clearance issued prior to the flight crossing into the Johannesburg FIR or control of the flight being transferred to Johannesburg from the adjacent FIR, will only be valid once the flight has entered the Johannesburg FIR. This is also valid for those flights operating in the Johannesburg Oceanic FIR.*