PART 2 – EN-ROUTE (ENR)

ENR 0.1 PREFACE – Not Applicable
ENR 0.2 RECORD OF AIP AMENDMENTS – Not Applicable
ENR 0.3 RECORD OF AIP SUPPLEMENTS – Not Applicable
ENR 0.4 CHECKLIST OF AIP PAGES – Not Applicable
ENR 0.5 LIST OF HAND AMENDMENTS TO THE AIP – Not Applicable

ENR 0.6 TABLE OF CONTENTS (PART 2)

ENR 1 – GENERAL RULES AND PROCEDURES

ENR 1.1 – GENERAL RULES

1. In general, en route ATS procedures are in conformity with the ICAO standards and recommended practices and procedures, as laid down in Annex 11 to the Convention on International Civil Aviation and PANS/RAC Doc 4444-RAC/501.

2. All flights at or above FL195 within the Luanda Oceanic FIR shall be in accordance with Instrument Flight Rules (IFR). Consequently, all civil aircraft operating into and out of St Helena must do so in accordance with IFR.

INTENTIONALLY

LEFT

BLANK

ENR 1.2 – VISUAL FLIGHT RULES

1. Visual Flight Rules (VFR) is applied in conformity with Chapter 4 of Annex 2 to the Convention on International Civil Aviation.

2. Visual Circuits should be conducted to the east of RWY 01/19 at 2000FT AMSL.

INTENTIONALLY

LEFT

BLANK

ENR 1.3 – INSTRUMENT FLIGHT RULES

1. GENERAL PROCEDURES

1.1 IFR generally is applied in conformity with Chapter 5 of Annex 2 to the Convention on International Civil Aviation. Separation standards and procedures are in accordance with Manual of Air Traffic Services (MATS) Part 1 (ICAO Doc 4444).

2. SPECIAL PROCEDURES

2.1 Longitudinal separation minima are established and applied by Luanda ATS to aircraft operating enroute to St Helena Airport, in accordance with ICAO standards and recommended practices for oceanic control. Aircraft arriving and departing St Helena Airport within the TMA are provided with an Approach Control service by St Helena ATS.

2.2 Lateral separation minima are established and applied by Luanda ATS to aircraft operating enroute to St Helena Airport, in accordance with ICAO standards and recommended practices for oceanic control. Aircraft arriving and departing St Helena Airport within the TMA are provided with an Approach Control service by St Helena ATS.

INTENTIONALLY

LEFT

BLANK

ENR 1.4 – ATS AIRSPACE AND CLASSIFICATION

1. Classification of airspaces

ATS airspaces are classified and designated in accordance with the following:

i. *Class A*. Not in use.

ii. *Class B*. Not in use.

iii. *Class C*. Not in use.

iv. *Class D*. All controlled airspace GND to FL195.

v. *Class E*. Not in use.

vi. *Class F*. Not in use.

vii. *Class G*. All information airspaces.

INTENTIONALLY

LEFT

BLANK

ENR 1.5 – HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. GENERAL

1.1 Holding, approach and departure procedures are developed in accordance with PansOps design criteria and approved by ASSI. All IFR departure procedures and separation standards in accordance with St Helena MATS. In addition:

1.2 All IFR flights departing St Helena will be issued an ATC clearance including climb instructions obtained from the Angola Oceanic Area Control Centre/FAJO.

1.3 All IFR departures will generally be cleared up to (FL190) and to fly runway heading until given a turn on course by St Helena ATC.

1.4 When congestion of inbound IFR traffic exists, St Helena ATC may instruct a departing aircraft to make an off-course climb for a specific distance and/or to a specific altitude.

2. ARRIVING FLIGHTS

2.1 No SID/STARS, ATC clearance subject Traffic.

3. DEPARTING FLIGHTS

3.1 No SID/STARS, ATC clearance subject Traffic.

INTENTIONALLY

LEFT

BLANK

ENR 1.6 – RADAR SERVICES AND PROCEDURES

1. PRIMARY RADAR

1.1 There is no primary radar service at St Helena. Angola Oceanic Area Control Centre/FAJO will assign specific IFR flight levels or altitudes to non-transponder equipped aircraft or aircraft with an inoperative transponder.

2. SECONDARY SURVEILLANCE RADAR

2.1 There is no secondary surveillance radar service at St Helena.

INTENTIONALLY

LEFT

BLANK

ENR 1.7 – ALTIMETER SETTING PROCEDURES

1. GENERAL

1.1 The altimeter setting procedures in use conform to those contained in ICAO Doc 4444 Procedures for Air Navigation Services - Air Traffic Management and ICAO Doc 8168 Procedures for Air Navigation Services - Aircraft Operations. The altimeter setting will be given in hectopascals (hPa). It will be provided in inches of mercury on request from the pilot.

1.2 QNH altimeter setting is made available to aircraft in the routine take-off and climb instructions.

1.3 Aircraft operating below 6000 feet AMSL shall maintain the St Helena QNH.

1.4 Aircraft operating above 6000 feet MSL shall maintain an altimeter setting of 1013 hectopascals (hPa).

2. VERTICAL DISPLACEMENT OF AIRCRAFT

2.1 Responsibility for the vertical displacement of aircraft rests with the airspace controlling authority.

a) The vertical displacement of aircraft, when at or above the transition level is expressed in terms of flight level, and the displacement at or below the transition altitude are expressed in terms of altitude.

b) While passing through the transition level, vertical separation is expressed in terms of altitude when descending and in terms of flight level when ascending.

3. CRUISING LEVELS

3.1 Cruising levels in the St Helena TMA are as established for the Luanda/FAJO FIR.

4. REGIONAL QNH

4.1 The aerodrome QNH at St Helena Airport serves as the St Helena TMA QNH. Aircraft required to maintain vertical position by reference to a QNH altimeter setting must use the aerodrome QNH.

INTENTIONALLY

LEFT

BLANK

ENR 1.8 – REGIONAL SUPPLEMENTARY PROCEDURES

1. GENERAL

1.1 Aircraft arriving and departing St Helena operate in the Luanda FIR.

INTENTIONALLY

LEFT

BLANK

ENR 1.9 – AIR TRAFFIC FLOW MANAGEMENT (ATFM)

1. GENERAL

1.1 There are no Air Traffic Flow Management (ATFM) procedures in place for flights to or from St Helena.

INTENTIONALLY

LEFT

BLANK

ENR 1.10 – FLIGHT PLANNING

1. GENERAL

1.1 Procedures for the submission of a flight plan

All information concerning IFR flight planning procedures for aircraft operating into and out of St Helena, through the St Helena CTR, TMA and Angola airspace are contained in appropriate charts and publications.

1.1.1 Methods of filing a flight plan

Flight plans shall be filed by one of the following methods with the St Helena ATC:

a) Telephone number : +290 22112 / +290 22182 (St Helena TWR)
b) AFTN : FHSHZTZX
c) Facsimile : NIL

NOTE: When filing flight-plans via fax it is requested that:

i. Black ink is used when completing the flight-plan form for transmission as other colours do not always transmit successfully,
ii. Legible uppercase letters are used throughout the flight-plan,
iii. Where ZZZZ is used in the text of the flight-plan the plain language explanation is given in field 18 of the flight-plan,
iv. Flight-plans are to reach the St Helena ATC not less than 1 hour before the intended EOBT.

INTENTIONALLY

LEFT

BLANK

ENR 1.11 – ADDRESSING OF FLIGHT PLAN MESSAGES

1. GENERAL

1.1 Flight movement messages relating to traffic into St Helena via the Luanda FIR shall be addressed as stated below in order to warrant correct relay and delivery.

Category of flight (IFR, VFR or both)	**Route** (into FIR and/or via TMA)	**Message Address**
1	2	3
IFR	Into or via Luanda FIR	FNLUZQZX / FNLUZPZX
IFR	Into or via Johannesburg Oceanic FIR	FAJOZQZX
All flights	St Helena TMA/CTR	FHSHZTZX

Note: Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (ICAO PANS-ATM, Doc 4444 refers)

INTENTIONALLY

LEFT

BLANK

ENR 1.12 – INTERCEPTION OF CIVIL AIRCRAFT

1. GENERAL

1.1 There are no established procedures for the interception of civil aircraft by St Helena.

INTENTIONALLY

LEFT

BLANK

ENR 1.13 – UNLAWFUL INTERFERENCE

1. GENERAL

1.1 An aircraft which is being subjected to unlawful interference shall endeavour to notify the appropriate ATS Unit of this fact, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the ATS Unit to give priority to the aircraft and to minimize conflict with other aircraft, and shall take such action as is necessary to expedite the conduct of all phases of the flight.

1.1.1 St Helena ATC shall:

a) Transmit, and continue to transmit, information pertinent to the safe conduct of the flight, without expecting a reply from the aircraft;
b) Monitor and plot the progress of the flight with the means that are available, and co-ordinate transfer of control with adjacent ATS units or sectors without requiring transmissions or other responses from the aircraft, unless communication with the aircraft remains normal;
c) Inform and continue to keep informed, appropriate ATS units and sectors, including those in adjacent FIRs, which may be concerned with the progress of the flight;

Note: In applying this provision, account must be taken of all the factors, which may affect the progress of the flight, including fuel endurance and the possibility of sudden changes in route and destination. The objective is to provide, as far in advance as is practicable in the circumstances, each ATSU or sector with appropriate information as to the expected or possible penetration of the aircraft into its area of responsibility.

d) Notify:
   i. The operator or its designated representative;
   ii. The appropriate rescue co-ordination centre in accordance with appropriate alerting procedures;
   iii. The designated security authority;

Note: It is assumed that the designated security authority and/or the operator will in turn notify other parties concerned in accordance with pre-established procedures.

a) Relay appropriate messages, relating to the circumstances associated with the unlawful interference, between the aircraft and designated authorities.

1.1.2 Pilot in command Shall

a) If an aircraft is subjected to unlawful interference, the pilot- in-command shall attempt to land as soon as practicable at the nearest suitable aerodrome or at a dedicated aerodrome assigned by the appropriate authority unless considerations aboard the aircraft dictate otherwise.

b) The pilot-in-command of any aircraft experiencing unlawful interference within the St Helena Terminal Control Area or Control Zone is to report it to St Helena Tower, followed by a written report to the Senior Air Traffic Controller and the Governor of St Helena outlining all details of the incident.

ENR 1.14 – AIR TRAFFIC INCIDENTS

1. AIR TRAFFIC INCIDENTS IN ST HELENA AIRSPACE

1.1 Any air traffic incident that occurs within the St Helena TMA or CTR is to be reported to Air Safety Support International and the Governor of St Helena.

INTENTIONALLY

LEFT

BLANK

ENR 2 – GENERAL RULES AND PROCEDURES

ENR 2.1 – GENERAL RULES

Name **Lateral limits** **Upper limit / Lower limit** **Class of airspace**	**Unit providing service**	**Call sign** **Languages** **Area and conditions of use** **Hours of operating**	**Frequency/ Purpose**	**Remarks**
1	2	3	4	5
St Helena TMA				
A circle radius 60 NM centred on VOR centred at S155658.70 W0053920.50 FL195 / 3800FT ALT Class D	St Helena	St Helena APP English	119.5 MHz	

INTENTIONALLY

LEFT

BLANK

ENR 2.2 – OTHER RELATED AIRSPACE

1. GENERAL

1.1 There is no other St Helena - related airspace.

INTENTIONALLY

LEFT

BLANK

ENR 3 – ATS ROUTES

ENR 3.1 – LOWER ATS ROUTES

1. GENERAL

1.1 Information concerning ATS routes, including Area Navigation Routes serving St Helena, is contained in the Angolan AIP.

Route designator Name of significant points Coordinates	VOR/DME IDENT BRG & DIST ELEV DME Antenna	Track Distance	Upper limit Lower limit Airspace classification	Direction of cruising levels		REMARKS
				ODD	EVEN	
1	2	3	4	5		6
Nil	Nil	Nil	Nil	Nil		Nil
Nil	Nil	Nil	Nil	Nil		Nil

INTENTIONALLY

LEFT

BLANK

ENR 3.2 – UPPER ATS ROUTES

1. GENERAL

1.1 Information concerning ATS routes, including Area Navigation Routes serving St Helena, is contained in the Angolan AIP.

Route designator Name of significant points Coordinates	VOR/DME IDENT BRG & DIST ELEV DME Antenna	Track Distance	Upper limit Lower limit Airspace classification	Direction of cruising levels		REMARKS
				ODD	EVEN	
1	2	3	4	5		6
Nil	Nil	Nil	Nil	Nil		Nil
Nil	Nil	Nil	Nil	Nil		Nil

INTENTIONALLY

LEFT

BLANK

ENR 3.3 – AREA NAVIGATION ROUTES

1. GENERAL

1.1 Information concerning ATS routes, including Area Navigation Routes serving St Helena, is contained in the Angolan AIP.

Route designator Name of significant points Coordinates	VOR/DME IDENT BRG & DIST ELEV DME Antenna	Track Distance	Upper limit Lower limit Airspace classification	Direction of cruising levels		REMARKS
				ODD	EVEN	
1	2	3	4	5		6
Nil	Nil	Nil	Nil	Nil		Nil
Nil	Nil	Nil	Nil	Nil		Nil

INTENTIONALLY

LEFT

BLANK

ENR 3.4 – HELICOPTER ROUTES

1. GENERAL

1.1 As instructed by ATC

INTENTIONALLY

LEFT

BLANK

ENR 3.5 – OTHER ROUTES

1. GENERAL

1.1 For scenic flights around the island, Pilots shall fly at 1000 FT or greater above mean sea level and more than 600 M seawards of the coastline. No aircraft is permitted to overfly St Helena Island below 4000 FT AMSL.

INTENTIONALLY

LEFT

BLANK

ENR 3.6 – EN-ROUTE HOLDING

Facility	Inbound Heading /radial	MAX FL / MIN FL	Remarks
1	2	3	4
NIL	NIL	NIL	NIL

INTENTIONALLY

LEFT

BLANK

ENR 4 – RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 – RADIO NAVIGATION AIDS – EN-ROUTE

Name of station	ID	Frequency (CH)	Hours of operation	Co-ordinates	Elevation DME antenna	Remarks
1	2	3	4	5	6	7
St Helena DVOR	SH	112.9 MHz	H24	155733.21S 0053851.92W	_	Coverage 165NM The coverage of the DVOR is severely restricted from 210° - 010°
St Helena DME	SH	Ch 76X	H24	155733.36S 0053852.38W	1047FT	Freq paired with DVOR

INTENTIONALLY

LEFT

BLANK

ENR 4.2 – SPECIAL NAVIGATION SYSTEMS

1. GENERAL

1. Information concerning special navigation systems (if applicable) is contained in appropriate charts and publications.

INTENTIONALLY

LEFT

BLANK

ENR 4.3 – GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)

1. GENERAL

1.1 To be developed

INTENTIONALLY

LEFT

BLANK

ENR 4.4 – NAME CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates	ATS route or other route
1	2	3
CB027	S 16 18 19.22 W 004 41 03.33	TMA ENTRY/EXIT

INTENTIONALLY

LEFT

BLANK

ENR 4.5 – AERONAUTICAL GROUND LIGHTS – EN-ROUTE

Name	Type	Intensity	Light Colours	Coordinates	Remarks
1	2	3	4	5	6
Nil	Nil	Nil	Nil	Nil	Nil

INTENTIONALLY

LEFT

BLANK

ENR 5 – NAVIGATIONAL WARNINGS

ENR 5.1 – PROHIBITED, RESTRICTED AND DANGER AREAS

1.1 There are no Prohibited, Restricted and/or Danger Areas in St Helena

IDENTIFICATION/ LATERAL LIMITS	UPPER LIMIT LOWER LIMIT	OPERATING HOURS	REMARKS
1	2	3	4
PROHIBITED AREA	Nil	Nil	Nil
RESTRICTED AREA	Nil	Nil	Nil
DANGER AREA	Nil	Nil	Nil

INTENTIONALLY

LEFT

BLANK

ENR 5.2 – MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE

1.1 There is no St Helena ADIZ.

IDENTIFICATION /LATERAL LIMITS	UPPER LIMIT LOWER LIMIT	OPERATING HOURS / CONTROLLING AGENCY	Remarks
1	2	3	4
Nil	Nil	Nil	Nil

INTENTIONALLY

LEFT

BLANK

ENR 5.3 – OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

1. There is a daily launch of a Radiosonde balloon from the MET Station at Bottom Woods. This occurs on Monday – Saturday at 11:15 UTC.

2. The prevailing winds will normally blow the balloon to the south east of the airport once it has climbed above 5,000ft.

INTENTIONALLY

LEFT

BLANK

ENR 5.4 – AIR NAVIGATION OBSTACLES (AREA 1)

A complete list of Aerodrome Obstacles for area 1 are available upon request from the St Helena Aerodrome Manager (Accountable Manager).

INTENTIONALLY

LEFT

BLANK

ENR 5.5 – AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1.1 There are no sporting and recreational activities within St Helena

NAME / ACTIVITY	UPPER LIMIT LOWER LIMIT	COORDINATES	OPERATING HOURS	Remarks
1	2	3	4	5
Nil	Nil	Nil	Nil	Nil

NOTE: For scenic flights around the island, Pilots shall fly at 1000 FT or greater above mean sea level and more than 600 M seawards of the coastline. No aircraft is permitted to overfly St Helena Island below 4000 FT AMSL.

INTENTIONALLY

LEFT

BLANK

ENR 5.6 – BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

1. There are no significant bird migratory routes over St Helena.

2. Certain birds nest in the cliffs to the east of the airport. These are rarely known to flock in large numbers.

3. Bird scaring activities are undertaken as required.

INTENTIONALLY

LEFT

BLANK

ENR 6 – EN-ROUTE CHARTS

1.1 En-route charts are not produced by St Helena as it falls within the Luanda FIR.

INTENTIONALLY

LEFT

BLANK