Free Route Airspace in Africa

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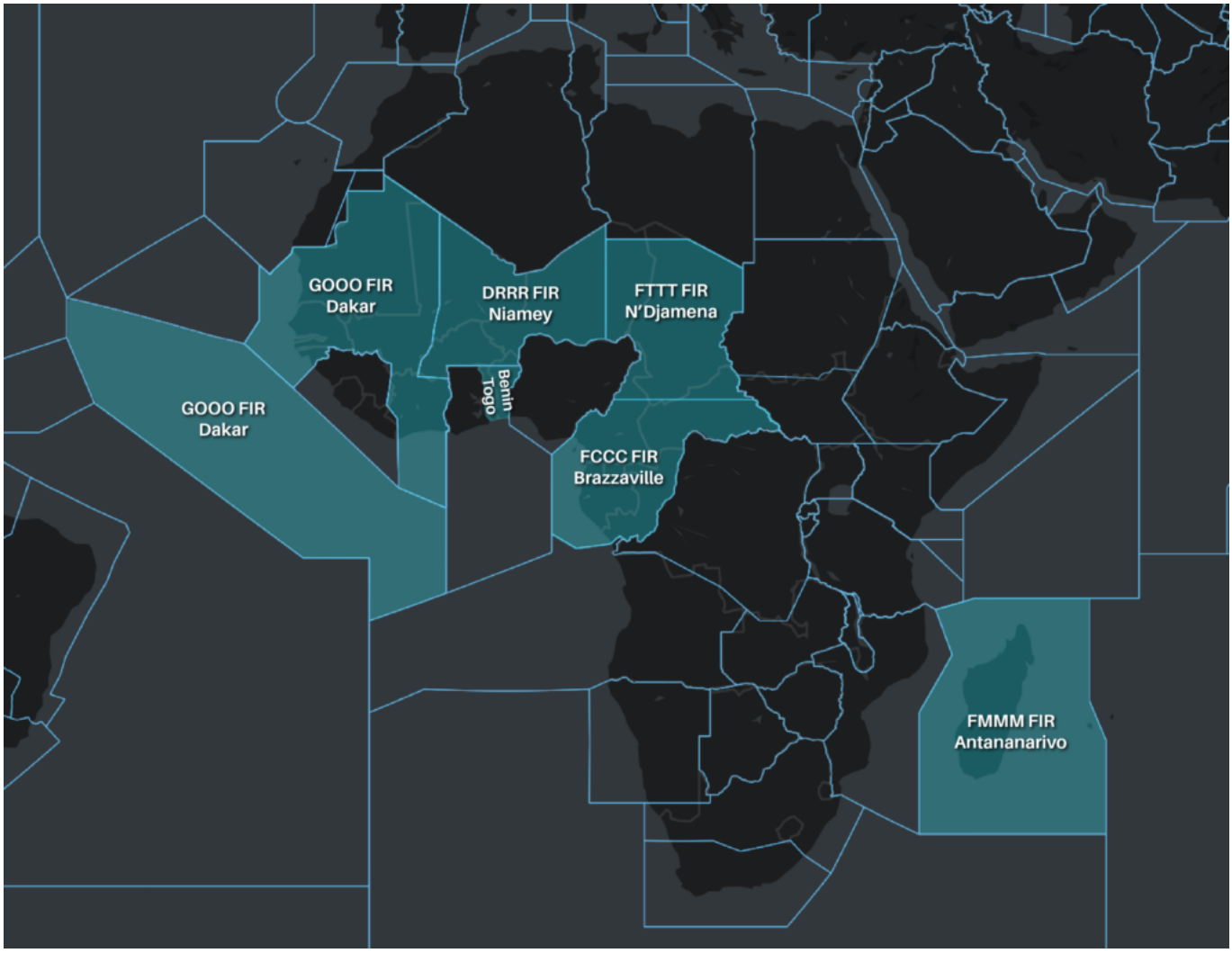
Key Points

- **Free Route Airspace (i.e. you can fly direct between waypoints) is now available across most parts of ASECNA airspace in Africa, FL250 and above, as of 25 Jan 2024.**
- **There are a few other places in Africa where FRA is available too.**
- **There doesn't seem to be a map of where all the FRA regions in Africa are, so we made one (check the map right at the bottom of this article!)**

Where is ASECNA airspace?

Here:



Which parts have Free Route Airspace here?

These UTAs: Nouakchott, Bamako, Ouagadougou, Abidjan, Lome, Niamey, Douala, Libreville, and Brazzaville.

These FIRs: GOOO/Dakar, FTTT/Ndjamena, and FMMM/Antananarivo.

Flights can plan direct between the **reporting points of the boundary of the respective UTA or FIR.**

Unfortunately, there **doesn't seem to be one nice big map** showing exactly where these all are.

We grabbed the waypoints from the ASECNA AIP ENR Section 3. We tried plotting all these on one map, but it quickly became very messy. So here's a turgid list of waypoints for you (sorry!) just in case you want them:

Ouagadougou UTA: OPUGO TAREN DEKAS OXIDU UMOVO NAVON TUMUT NANGA BIGOM TUXID ANIXA EBSUD EDGIB ONUSI TAVOT NUSUR.

Douala UTA: OBUDU TAKUM PONDO KEMOX ARKEV DESAM TAPEK VOLMU ARASI BTA IPOVO GEBRO ARDEX RALIN ILBAS IKROP.

Brazzaville UTA: PONDO GADUV INIGO ASSAM TJN NAMOR NARTU UMOSA EDGUM RULDO NASED MISRU ONUDA KITEK ASKON AMPER BOSKI POGBA MERON OPDAK GOPUR MPK PIPLO AGTOM EMSAT BAMAV AMSIK BZ PIRMI LIKAD ARAKI TIMAK NERUP SEMUL ARKOS GARLA ONLEN EDOTO PILVI TAPIL MOVOD NEBEX MISTI ONKAR TAPEK DESAM ARKEV KEMOX.

Abidjan UTA: BIGOM AMSAT TUSEK ONESI SESIG EGADU ARABA GANKA INAKA RASAD EMTAL URAPI ATANI ARLEM IPEKA DEVLI MEGOT UBUTU AMPAS ERMIT GUREL TUXID.

Libreville UTA: BIPIV GEBRO IPOVO BTA ARASI VOLMU ONKAR MISTI NEBEX MOVOD TAPIL PILVI EDOTO ONLEN VORET ILDAN NURIP AGSIM AGRUB GULEP BOVGA.

Bamako UTA: GUREL VOLNA MOPAL UBATI NEGLO GATAX IPUGA MESER KIMGA ILDES EREMO ONTOL ONIMI ONUSI EDGIB EBSUD ANIXA INPOS.

Nouakchott UTA: NEVDI DEMIL POVIN MOKOD TIPAD ILDES EREMO ONTOL ONIMI POTOL ODATA SBITA BRENA BULIS ECHED MIYEC.

Niamey UTA: TERAS ZAWAT INAMA EREBO ERKEL TOBUK IKTAV RAKOM NAMIS INISA IPANO SABSI RIPOL KORUT RISUB DETAR MOLIT USNAV POMPA NANOS UBEVA DOGON GULEN BOVDA LITAK SIRTO TATAT BATIA GAPAG ENOXO BULSA TAREN OPUGO GALIV NUSUR TAVOT MTI ONIMI ODATA POTOL USRUT IPOBA MOKAT.

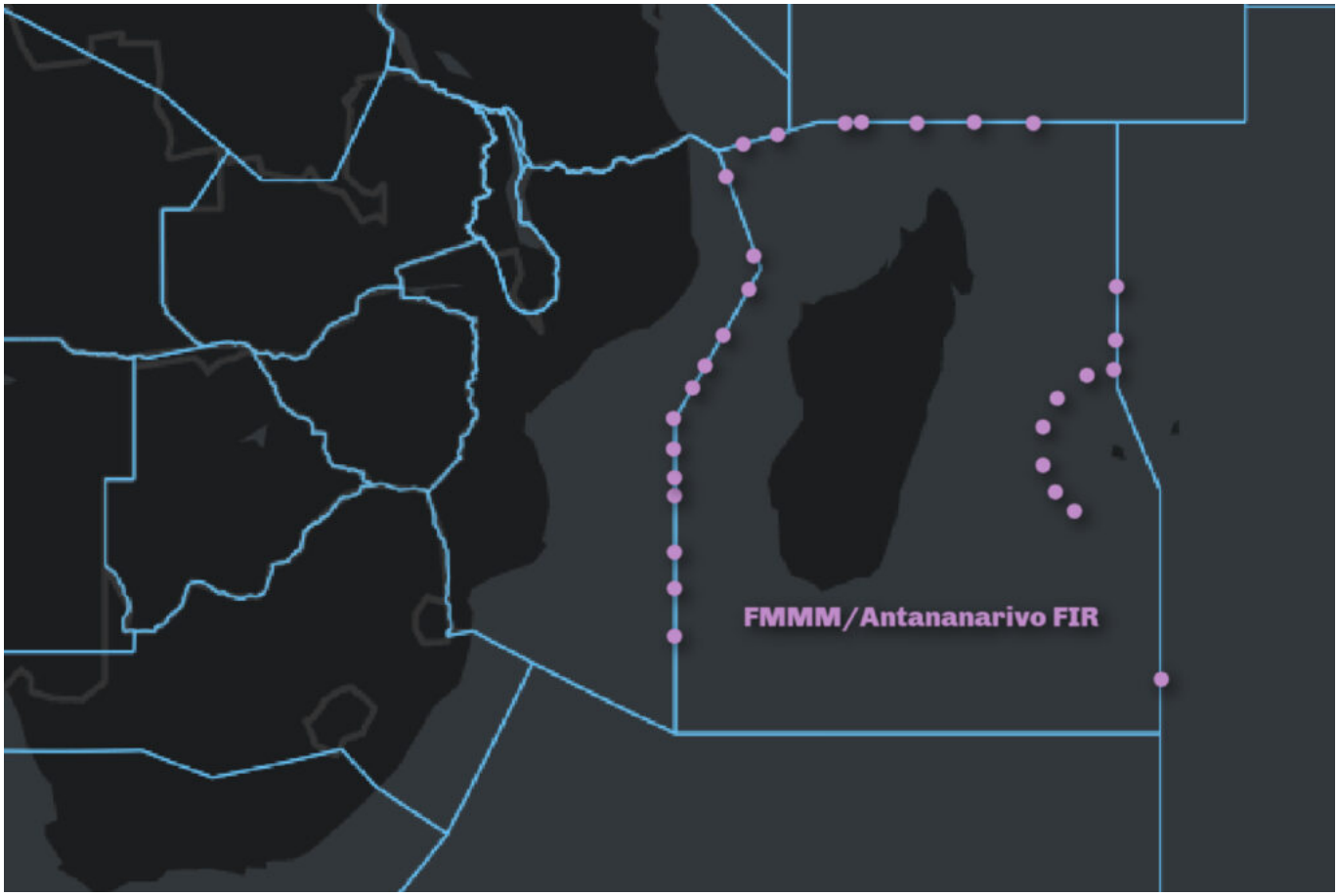
Lome UTA: GAPAG BATIA TATAT SIRTO LITAK NASTO GANDA TENTU SEVAX OPALA TEMSA POLTO KIPSA EPITI GASLO KETAT NEPRO USTIX PAMPA BUDNO IPORI ARLEX TAMIL ENOXO.

FTTT/Ndjamena FIR: IPONO LIGAT TONBA GARIN DEKTU RAKOM NAMIS INISA IPANO SABSI RIPOL ENBUT RAVOT ONTOP SIGAL KELAK MOMIG ONSEV EBIMU ETRIS GATAG INIGO ASSAM TJN NAMOR NARTU UMOSA EDGUM RULDO NASED MISRU ONUDA KAFIA MONAN KISAL KURAM ILBIB GENEI.

GOOO/Dakar FIR: SEPOM LUMPO MOGSA AKDAK BADIA IPUGA NEVDI BIKIS.

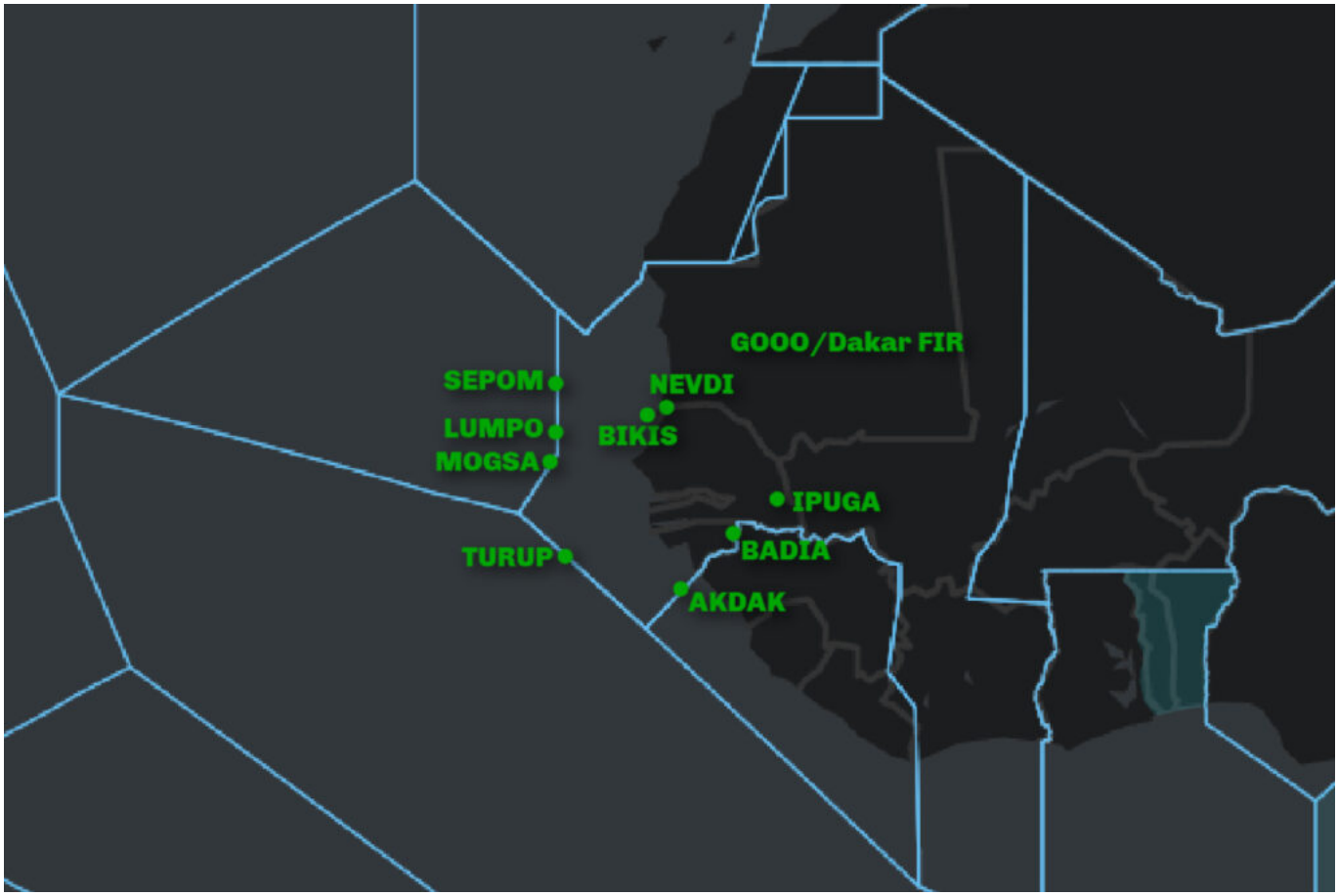
FMMM/Antananarivo FIR: ETGUN TETRO SUNIR EROPA EGMAD NERUL IXEMA IMKIB ETLEG GADNO ETLOP ENDEL SOLAL KINAN TABNO BERIL ATOLA NESAM DENLI ANKOR MIROV RUPIG AMBOD IBMAT APKOT APLEM UVENA DOBUT EGLIP UNKIK GERAG GETIR.

We did make a little map of the **FMMM/Antananarivo (Madagascar)** ones, cos they’re kinda funky:



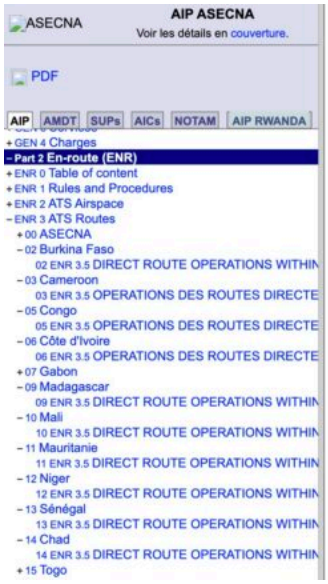
That weird little curve is the CTA boundary for FMEE/Reunion airport – no FRAing allowed there!

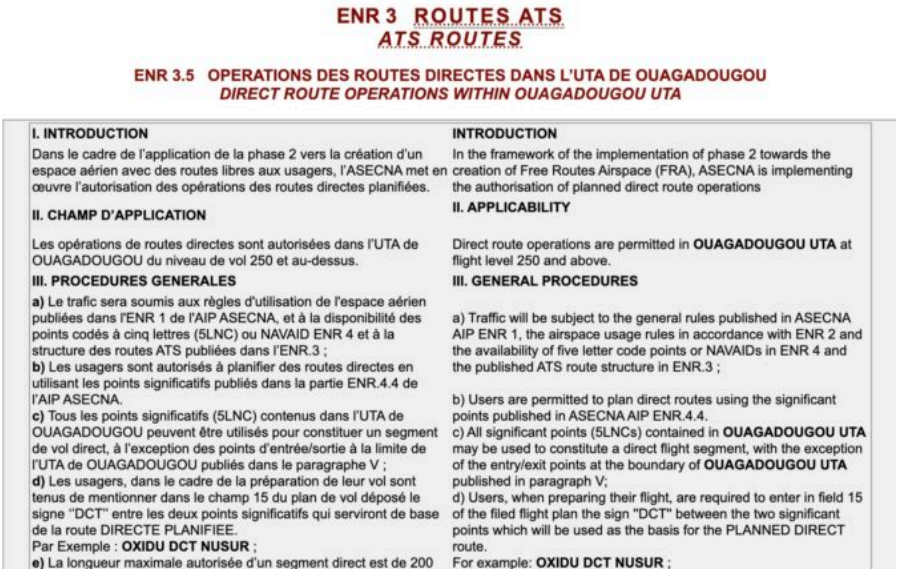
And we made this little map of the **GOOO/Dakar (Senegal)** ones too, just because the airspace covers a massive area (and there's also the Dakar Oceanic FIR too) but **you can only plan direct within a very small area:**



In the GOOO/Dakar FIR, you can only fly direct via these green points.

For more info, check the full details in the ASECNA AIP ENR 3.5 sections.





ENR 3 ROUTES ATS
ATS ROUTES

ENR 3.5 OPERATIONS DES ROUTES DIRECTES DANS L'UTA DE OUAGADOUGOU
DIRECT ROUTE OPERATIONS WITHIN OUAGADOUGOU UTA

I. INTRODUCTION

Dans le cadre de l'application de la phase 2 vers la création d'un espace aérien avec des routes libres aux usagers, l'ASECNA met en œuvre l'autorisation des opérations des routes directes planifiées.

II. CHAMP D'APPLICATION

Les opérations de routes directes sont autorisées dans l'UTA de OUAGADOUGOU du niveau de vol 250 et au-dessus.

III. PROCEDURES GENERALES

a) Le trafic sera soumis aux règles d'utilisation de l'espace aérien publiées dans l'ENR 1 de l'AIP ASECNA, et à la disponibilité des points codés à cinq lettres (5LNC) ou NAVAID ENR 4 et à la structure des routes ATS publiées dans l'ENR.3 ;
b) Les usagers sont autorisés à planifier des routes directes en utilisant les points significatifs publiés dans la partie ENR.4.4 de l'AIP ASECNA.
c) Tous les points significatifs (5LNC) contenus dans l'UTA de OUAGADOUGOU peuvent être utilisés pour constituer un segment de vol direct, à l'exception des points d'entrée/sortie à la limite de l'UTA de OUAGADOUGOU publiés dans le paragraphe V ;
d) Les usagers, dans le cadre de la préparation de leur vol sont tenus de mentionner dans le champ 15 du plan de vol déposé le signe "DCT" entre les deux points significatifs qui serviront de base de la route DIRECTE PLANIFIEE.
Par Exemple : **OXIDU DCT NUSUR** ;
e) La longueur maximale autorisée d'un segment direct est de 200

INTRODUCTION

In the framework of the implementation of phase 2 towards the creation of Free Routes Airspace (FRA), ASECNA is implementing the authorisation of planned direct route operations

II. APPLICABILITY

Direct route operations are permitted in **OUAGADOUGOU UTA** at flight level 250 and above.

III. GENERAL PROCEDURES

a) Traffic will be subject to the general rules published in ASECNA AIP ENR 1, the airspace usage rules in accordance with ENR 2 and the availability of five letter code points or NAVAIDs in ENR 4 and the published ATS route structure in ENR.3 ;

b) Users are permitted to plan direct routes using the significant points published in ASECNA AIP ENR.4.4.
c) All significant points (5LNCs) contained in **OUAGADOUGOU UTA** may be used to constitute a direct flight segment, with the exception of the entry/exit points at the boundary of **OUAGADOUGOU UTA** published in paragraph V;
d) Users, when preparing their flight, are required to enter in field 15 of the filed flight plan the sign "DCT" between the two significant points which will be used as the basis for the PLANNED DIRECT route.
For example: **OXIDU DCT NUSUR** ;

Where else in Africa has Free Route Airspace?

Good question! We think it's just these places:

Morocco: FL195-FL460 in the Agadir CTA (currently only available between 2200-0600z)

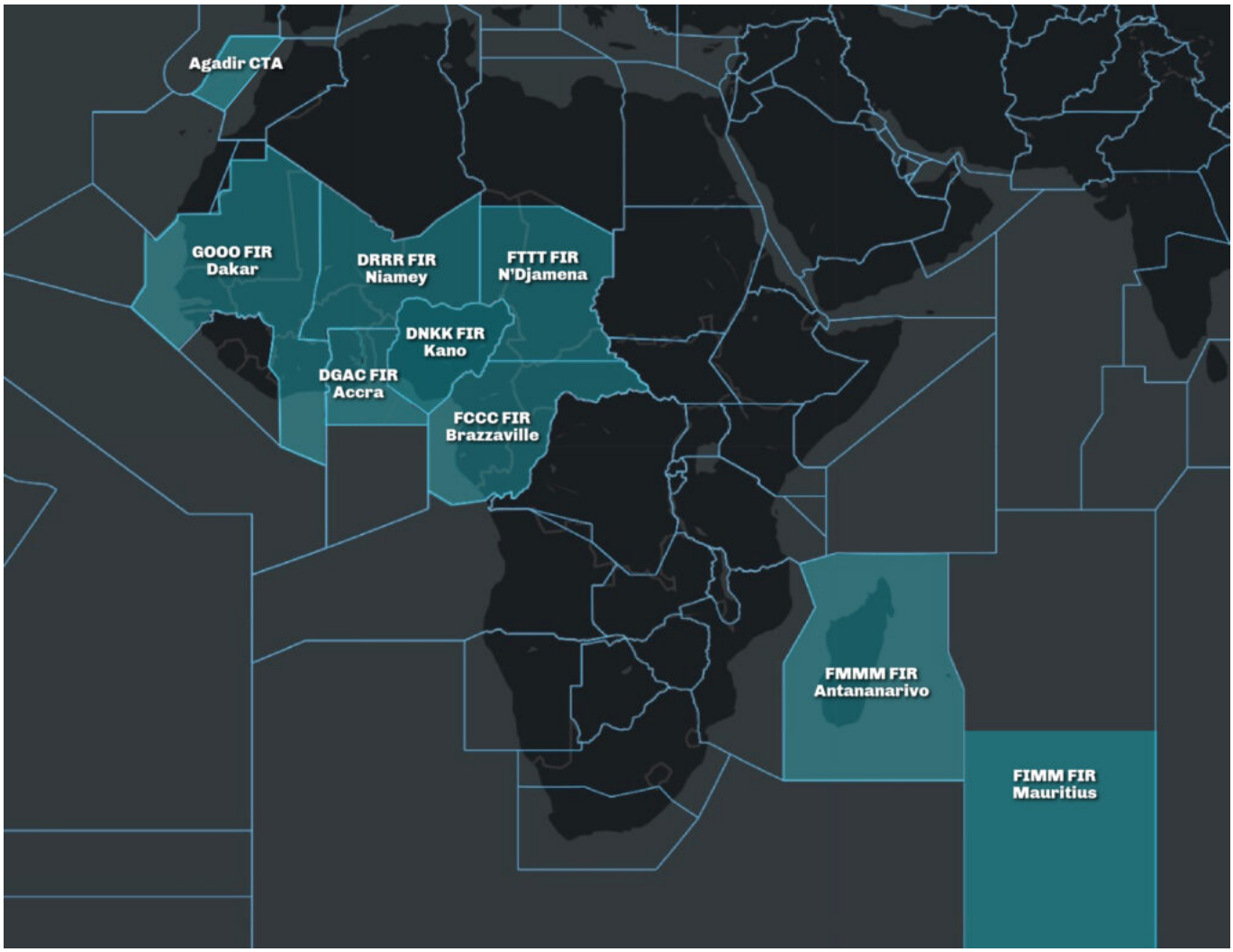
Ghana: FL290-FL460 in the DGAC/Accra FIR between latitudes 2N and 11N.

Nigeria: FL245 and above in the DNKK/Kano FIR.

Mauritius: FL245-FL460 in the southern part of the FIMM/Mauritius FIR South of 25S.

So, putting that all together on one map (which is the thing we really wanted in the first place)...

Here are all the places in Africa which now have Free Route Airspace!



Phew, we made it there in the end.

If you know of any more places which should be added to this map (FIRs, UTAs, CTAs, etc), let us know: news@ops.group