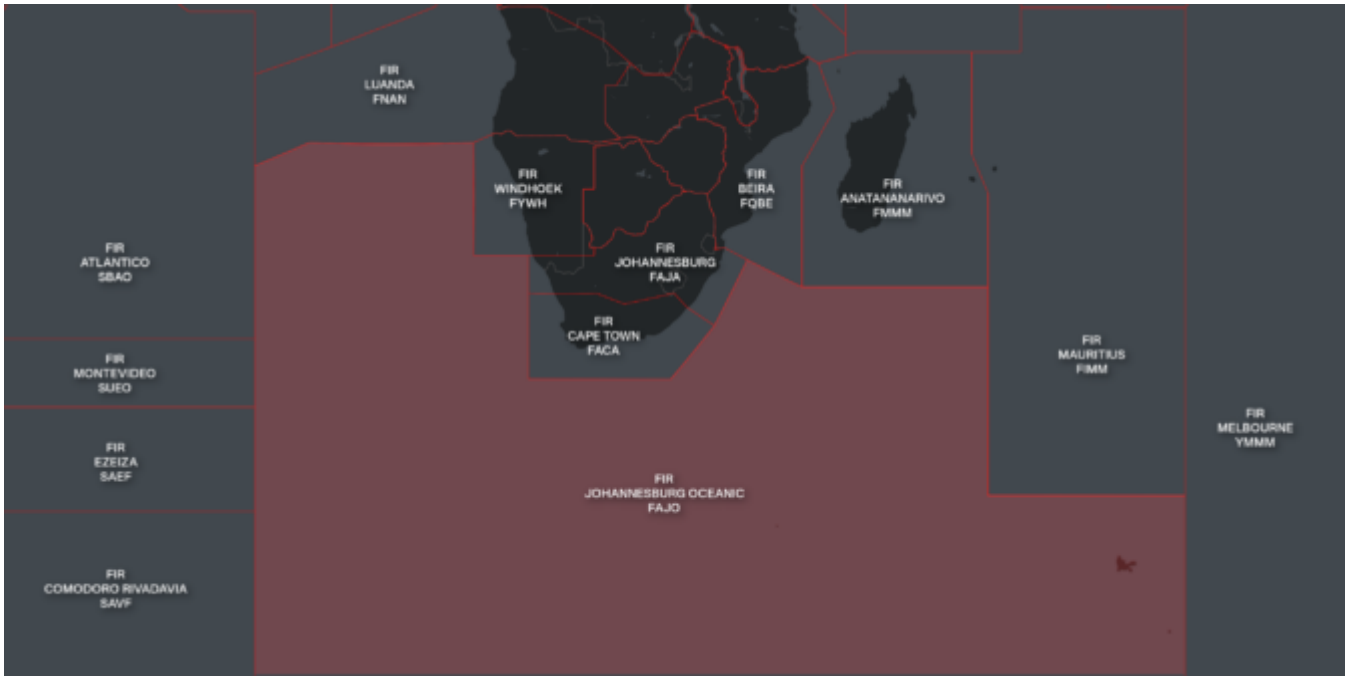
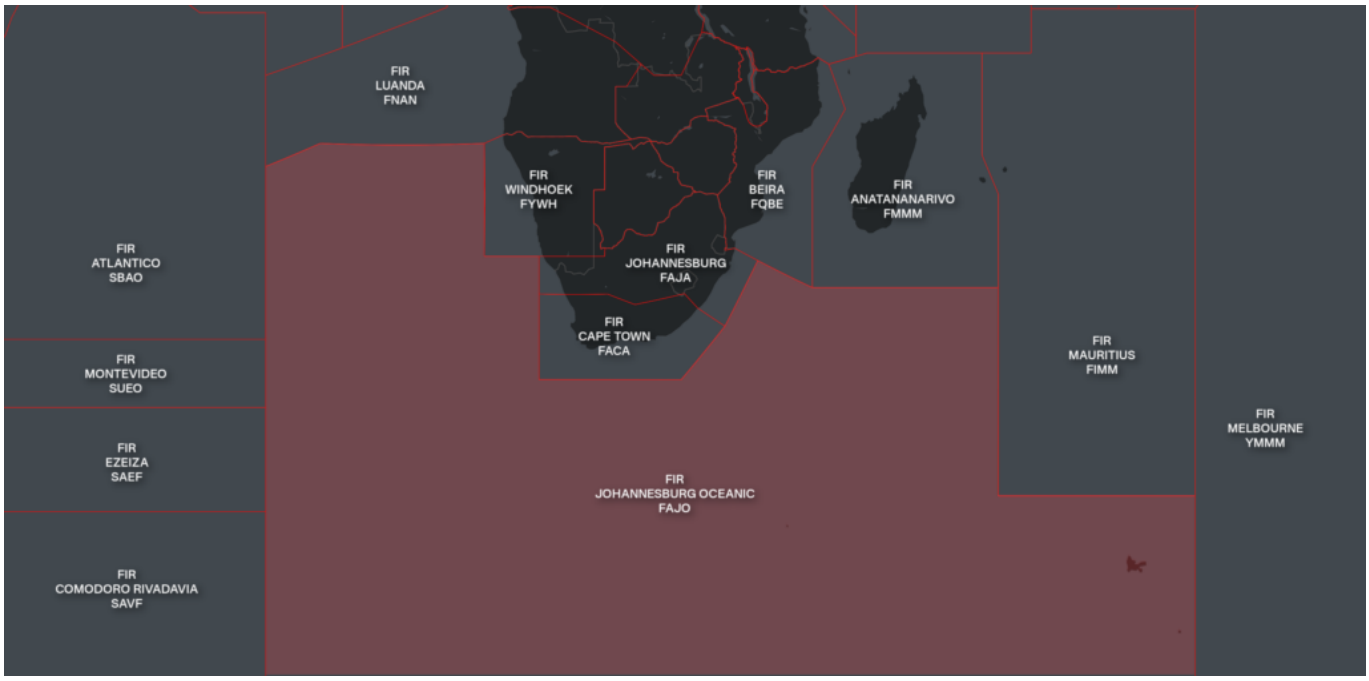
ATC radio outage in Johannesburg Oceanic

David Mumford
7 December, 2022



CPDLC has been fixed in the FAJO/Johannesburg Oceanic FIR following yesterday's outage. That's the only thing ATC have currently got to communicate with aircraft, as their radios have been out of action since November.

The FAJO/Johannesburg Oceanic FIR covers a pretty big chunk of airspace:

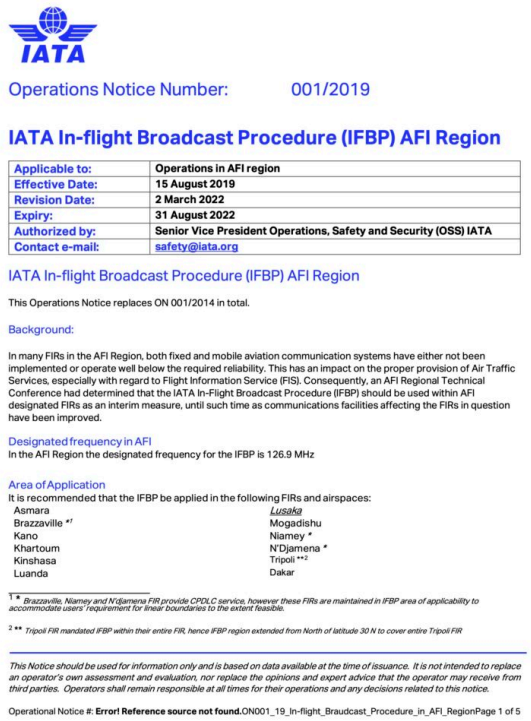


Aircraft not equipped with CPDLC will have to broadcast on the emergency **In-Flight Broadcast Procedure** (IFBP) VHF frequency 126.9, and maintain a continuous listening watch on 123.45. Here's the Notam for that:

A3931/22 - TRANS AND REC U/S. PRI COM IS CPDLC. ACFT NOT CPDLC/ADS-C EQUIPPED

MUST BCST
AND MNT IFBP (IATA IN-FLIGHT BROADCAST PROCEDURE) ON 126.9 MHZ.
11 NOV 17:57 2022 UNTIL 31 DEC 23:59 2022 ESTIMATED. CREATED: 11 NOV 18:06 2022

You can check IATA's doc for a quick summary of IFBP here:



IATA

Operations Notice Number: 001/2019

IATA In-flight Broadcast Procedure (IFBP) AFI Region

Applicable to:	**Operations in AFI region**
Effective Date:	**15 August 2019**
Revision Date:	**2 March 2022**
Expiry:	**31 August 2022**
Authorized by:	**Senior Vice President Operations, Safety and Security (OSS) IATA**
Contact e-mail:	**safety@iata.org**

IATA In-flight Broadcast Procedure (IFBP) AFI Region

This Operations Notice replaces ON 001/2014 in total.

Background:

In many FIRs in the AFI Region, both fixed and mobile aviation communication systems have either not been implemented or operate well below the required reliability. This has an impact on the proper provision of Air Traffic Services, especially with regard to Flight Information Service (FIS). Consequently, an AFI Regional Technical Conference had determined that the IATA In-Flight Broadcast Procedure (IFBP) should be used within AFI designated FIRs as an interim measure, until such time as communications facilities affecting the FIRs in question have been improved.

Designated frequency in AFI
In the AFI Region the designated frequency for the IFBP is 126.9 MHz

Area of Application
It is recommended that the IFBP be applied in the following FIRs and airspaces:

Asmara	*Lusaka*
Brazzaville *[1]	Mogadishu
Kano	Niamey *
Khartoum	N'Djamena *
Kinshasa	Tripoli **[2]
Luanda	Dakar

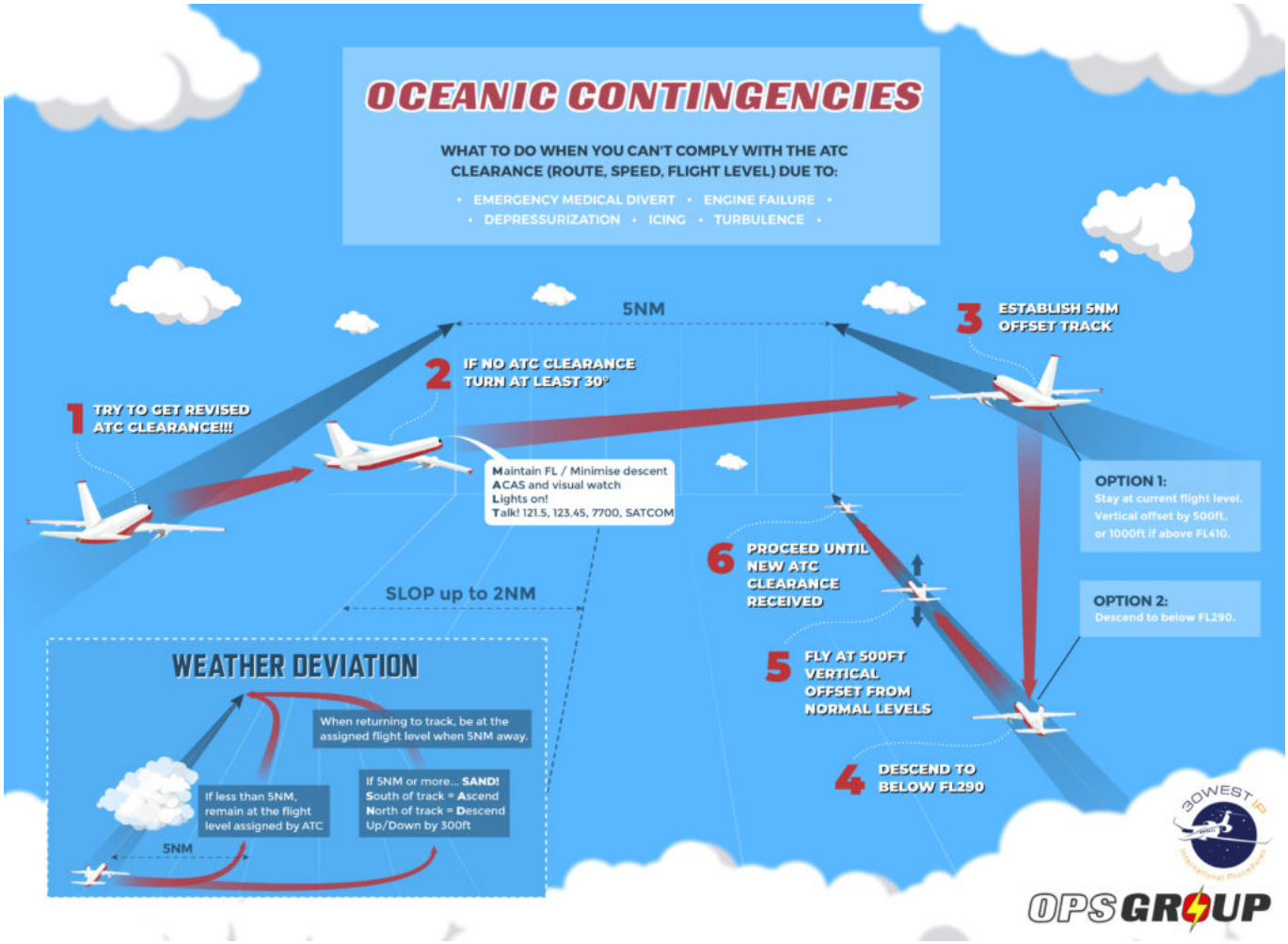
[1] * *Brazzaville, Niamey and N'djamena FIR provide CPDLC service, however these FIRs are maintained in IFBP area of applicability to accommodate users' requirement for linear boundaries to the extent feasible.*

[2] ** *Tripoli FIR mandated IFBP within their entire FIR, hence IFBP region extended from North of latitude 30 N to cover entire Tripoli FIR*

This Notice should be used for information only and is based on data available at the time of issuance. It is not intended to replace an operator's own assessment and evaluation, nor replace the opinions and expert advice that the operator may receive from third parties. Operators shall remain responsible at all times for their operations and any decisions related to this notice.

As far as we can tell, South Africa hasn't published its own Contingency Plan to help us work out what to expect when we're flying through their oceanic airspace and we can't reach ATC.

But ICAO harmonized the contingency procedures for all oceanic airspace worldwide back in 2020. The basic rule is this: **turn from the route by at least 30°, offset by 5 NM, stay at your current level or descend below FL290, then apply a cheeky little vertical offset.**



A bit more info on what to do.

Power Outages

Power outages are an ongoing issue in South Africa. **Airports remain unaffected, directly**. However, yesterday's CPDLC outage coincided with a breakdown of several ESKOM powerplants. We aren't sure whether this was a coincidence on not.

The continued power outage crisis may lead to delays with certain services which have a knock on effect on your operation. The likelihood of civil unrest is also growing so caution on the ground in the country is recommended at this time.