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**Agenda Item 7: Other Air Navigation Matters**

**DESTINATION ALTERNATE REQUIREMENTS**

(Presented by IATA)

<b>SUMMARY</b>
This paper reviews the issue of destination alternate airport requirements.
Strategic Objective: D

**1. Background**

1.1 According to the operational specifications of numerous operators, they are authorized to operate international flights without having to include an alternate aerodrome, according to ICAO Annex 6 (4.3.4.3):

1-2 For a flight to be conducted in accordance with the instrument flight rules (IFR), at least one destination alternate airport shall be selected and specified in the operational and ATS flight plan, unless:

- a. The duration of the flight and the meteorological conditions prevailing are such that there is reasonable certainty that, at the estimated time of arrival at the aerodrome of intended landing, and for a reasonable period before and after such time, the approach and landing may be made under visual meteorological conditions; or
- b. The airport of intended landing is isolated and there is no suitable destination alternate airport.

**2- Discussion**

2.1 Numerous airlines are authorized by their civil aviation authority to operate without any destination alternate airport. The ability to not place a destination alternate airport has permitted airlines to operate within their civil aviation operations specifications and maximize the passenger and cargo payload and reduce the fuel required thereby making the operations more fuel efficient and cost effective.

**3. Conclusion**

3.1 Destination alternate airport can play a vital role in the operation of aircraft and airlines fuel efficiency and the environment. The crisis in the price of fuel exaggerates these inefficiencies and government action is required.

**4. Action requested**

1. Take note of information provided.
2. States recognize **ICAO Annex 6 (4.3.4.3)**

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