



ASECNA

Agence pour la Sécurité de la Navigation Aérienne en Afrique et à Madagascar

**Troisième réunion de l'équipe de gestion du projet d'Etat (PMT) de l'espace aérien avec libre choix de routes (FRA) de la région Afrique-Océan indien (AFI FRA PMT/3) et atelier de sensibilisation
du 6 au 7 juillet 2022.**

**Expérience de l'ASECNA sur la mise en œuvre du
concept "Direct Route"**



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FREE ROUTE AIRSPACE IN ASECNA

BACKGROUND

First PHASE

Since April 23rd 2020 , tacking in accompt:

- the rate of equipped aircrafts operating in ASECNA airspace, on the one hand, and
- the concern to support those aircraft operators for lower fuel consumption, on the other hand,

ASECNA implements, in a first phase, the concept of “DIRECT ROUTE”



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FREE ROUTE AIRSPACE IN ASECNA

BACKGROUND

WHAT WE LEARNT

Some direct route requests could not be authorized due to:

1. lack of prior coordination with other concerned FIR which are not under the responsibility of ASECNA;
2. direct Route crossing prohibited area;
3. final point of Direct Route located outside of an airspace that is not under the responsibility of ASECNA (route crossing FIR boundary).



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CURRENT IMPLEMENTATION

TO SOLVE THE POINT 1

ASECNA proposes to

- Carry out an assessment of the infrastructure of each state and report on the agreed scorecard**
- Develop regional action plans (inter-FIR) to sign letters of agreement between concerned states.**

In this stage, GAP ANALYSIS proposed by ICAO is is an appropriate mean.



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CURRENT IMPLEMENTATION

TO SOLVE THE POINT 1

- ASECNA conducts the survey of GAP ANALYSIS**
- The results are presented in the table below**



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	Published Direct Routing Operations (DRO)	Unpublished direct segments	Free Routing Airspace (FRA)	VHF	CPDLC	HF	ADS B (ground/space)	ADS/C	SSR	MILAT	Conflict Alert	Area Proximity (STCA/MTCA)	Conflict Detection and Resolution (CD/R)	ATS/Aeronautical Message Handling System (AMHS)	Occurrence of missing flight plans: 1=negligible, 5=frequent
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Benin	NO	NO	NO	Yes	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	3		
Burkina Faso	No	No	No	Yes	No	No	Yes		Yes	No	Yes	Yes	Yes	Yes	Yes	2		
Cameroon	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	1		
CAR	Yes	No	No	Yes	No	No	No	No	No	No	No	No	No	Yes	Yes	2		
Chad	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	2		
Congo	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	2		
Cote d'Ivoire	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1		
Equatorial Guinea	No	No	No	Yes	No	Yes	No	No	No	No	No	No	No	Yes	Yes	3		
Gabon	Yes	Yes	No	Yes	No	Yes	No	No	No	No	No	No	No	Yes	Yes	2		
Guinea Bissau	No	No	No	Yes	No	No	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	1		
Madagascar	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	2		
Mali	Yes	No	No	Yes	No	Yes	Yes	No	Yes	No	Yes	Yes	No	Yes	Yes	1		
Mauritania	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No		Yes	Yes	3		
Niger	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	2		
Togo	Yes	Yes	No	Yes	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	2		



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CURRENT IMPLEMENTATION

TO SOLVE THE POINT 2

- In order to assist airspace users to perform “direct route operations” through a prohibited area, ASECNA took the resolution to negotiate with the concerned States to determine times and date that those areas are activated and then published it in certain forms (Airspace Availability).

THIS IS IN PROGRESS



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CURRENT IMPLEMENTATION

TO SOLVE THE POINT 3

To solve this point ASECNA proposes two steps:

The first step:

To replace the current AIC. The most important change will be the requirement for users to indicate « DIRECT ROUTE » in the Flight plan. The concept will move from « DIRECT ROUTE » to « DIRECT ROUTE PLANNABLE ».



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CURRENT IMPLEMENTATION

TO SOLVE THE POINT 3

The Second step:

To propose a meeting between KANO-KINSHASA and NDJAMENA FIR with the aim of being able to implemente FREE ROUTE AIRSPACE by removing all fixed route in BRAZZA FIR.



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THANK YOU

AFI FRA PMT/3