



**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
THIRTEENTH MEETING (APIRG/13)
(Sal, Cape Verde, 25-29 June 2001)**

Agenda Item 4.7 : Information on Asmara FIR

(Presented by the State of Eritrea)

SUMMARY

The State of Eritrea became a member of APIRG during June, 1999 at the twelfth meeting of APIRG in Tunis. Ever since, the ICAO Council approved the establishment of Asmara FIR on 08 March, 2000. Eritrea has implemented the Cairo/Asmara AFTN circuit link according to the ICAO/AFI AFTN Routing Directory of December, 1999. Moreover, Eritrea continued to participate as an active member of APIRG subsidiary bodies. At present, Eritrea is contributing as a Rapporteur of the Airspace Management Task Force that was mandated to continue by the Dakar ATS/AIS/SAR Sub-group 6 meeting held in June, 2000. Therefore, the State of Eritrea wishes to appreciate the recognition and co-operation received from the ICAO secretariat and APIRG members towards its achievement. In addition Eritrea has updated AIP Eritrea as of 31 December, 2000 in line with ICAO format requirements.

1. Introduction

1.1 The State of Eritrea is strategically located as a bridge between the AFI and MEA region at the eastern Horn of Africa. Incidentally, it is within the Eritrean Sovereign airspace and Asmara FIR that AR-3 and AR-9 of AFI Region traverse the AR-2 of MEA region in the global ICAO CNS/ATM system plan. As a result, the State of Eritrea is logically motivated to invest for the introduction and implementation of modern satellite aided technology in the aviation infrastructure in order to match with the existing/future facilities/services of adjacent States and FIRs.

1.2 It is noteworthy to recall that the State of Eritrea became a member of ICAO on 17 November, 1993 immediately after it became a Sovereign States on 24 May, 1993. In light of that the status of Asmara and Assab International Airports were included in Doc 9702 AFI/7 RAN document. The relevant specifications are published in AIP Eritrea for international distribution. At present, the Massawa international airport is under construction and would soon be finalized for inauguration to start international service during the first quarter of 2002.

2. Status of Facilities/ Services implementation

2.1 ATS/DS circuit link between Asmara ACC/RCC of Asmara FIR and Jeddah/Sanaa/Khartoum ACCs and Djibouti TMA control are operational in line with **AFI/7 RAN**

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Conclusions and Decisions including APIRG notices. However, the Asmara/Addis Ababa ATS/DS circuit link is suspended unilaterally by Ethiopia as of 05 June, 1998 and we are using conference communication 11300KHZ to safeguard flight safety for ATS co-ordination. Moreover, Eritrea has installed the latest model automatic communication recorder to ensure integrity.

2.2 The Cairo/Asmara AFTN/SITA circuit link is operational in line with the latest ICAO AFI/AFTN Routing Directory of December, 1999. The Cairo/Asmara AFTN/VSAT system will be operational during September, 2001.

2.3 The Asmara FIR/SRR is provided with SAR Service in accordance with ICAO specifications. Moreover, co-operation has been established between COSPAS/SARSAT and Asmara ACC/RCC as of August, 1994. The details of facilities available and SPOC are included in AIP Eritrea and registered with COSPAS/SARSAT. Besides, the establishment of Search and Rescue organization in Eritrea was reviewed and included in DOC 9702 AFI/7 RAN meeting at Abuja, Nigeria during May 1997.

2.4 The Asmara FIR is covered by VHF 1207MHZ and ER-VHF 129.5MHZ. The installation of VSAT for AFTN service is also under consideration to utilize the VSAT capacity to strengthen ground-to-air voice communication service. Therefore, it should be noted that Eritrea is contributing towards minimizing HF congestion in the AFI 3 region as reported by IATA and IFALPA to the COM-Sub group meeting in Dakar, Senegal that adopted there on.

2.5 The implementation of WGS84 co-ordinate system is overdue as a result of technical and financial constraints. The State Eritrea has expressed its requirement for assistance to the ICAO Secretariat in line with ALLPIRG/3 **Conclusion 3/8 and 3/9**. Eritrea would therefore welcome any ICAO sponsored assistance to implement WGS84 co-ordinate system as soon as possible. The technical specification of our requirements can be availed at any time and such considerations are highly appreciated.

2.6 The ICAO Secretariat and APIRG members have shared the effort and contribution of the State of Eritrea towards modernizing the provision of a safe, economical and secure service to international air navigation in the region. As a result of such a recognition, Eritrea was honoured to serve as a **Rapporteur** in the airspace management task force, the mandate of which will be considered at the APIRG/13 meeting.

3. **Action required**

3.1 Note information and update publications accordingly.

3.2 Consider to develop technical assistance project to implement WGS84 co-ordinate system in shortcoming/deficiency areas.
