



INFORMATION PAPER

SPECIAL AFRICA-INDIAN OCEAN (AFI) REGIONAL AIR NAVIGATION (RAN) MEETING

Durban, South Africa, 24 to 29 November 2008

Agenda Item 6: Development of a set of comprehensive work programmes in the air navigation field, aimed at improving efficiency of the air navigation system (Efficiency Committee)

IMPLEMENTATION OF RANDOM RNAV ROUTING AREA

(Presented by Senegal)

SUMMARY

This working paper presents the implementation of Random RNAV Routing areas over the South Atlantic (in particular, the concerned part of airspace within the Dakar Oceanic FIR).

1. INTRODUCTION

1.1 At the SAT/11 meeting which was held in 2001 in Johannesburg, the Member States of the Informal Group for the improvement of air traffic services over the South Atlantic (SAT) adopted, particularly through conclusions 11/9 and 11/10, the introduction of Random RNAV Routing in the EUR/SAM Corridor (AR1/HA2) and AFI/NAT/SAM Interface (AR2/HA8).

1.2 After discussions, the involved States agreed on phased implementation (4 phases) within these airspaces (AORRA).

1.3 The main objective of the random routing implementation in these areas was to improve the flexibility of the air traffic management within these airspaces.

2 DISCUSSION

2.1 Phase 1 of AORRA was implemented in 2007 and did not involve the part of airspace under the control of the Dakar regional control centre.

2.2 With regard to Senegal, phase 2 involves the part located at the extreme South-East of the Dakar Oceanic FIR.

2.3 The phase 2 is planned to be implemented at 18th December 2008. In this respect, an AIP supplement (SUP AIP NR 12/A/08GO) was published by Senegal the 23rd October 2008, in conformity with the conclusion SAT14/-2, as well as an implementation NOTAM (NOTAM N° A0990/08).

2.4 Phases 3&4 will be implemented by the Dakar ACC by 17 December 2009, in conformity with the conclusion SAT14-2, and in cooperation with all regional adjacent control centres involved.

2.5 For the Dakar ACC, the implementation of the last two (02) phases will be facilitated by the establishment of functionalities related to the automatic flight data processing, traffic visualization, automatic dependant surveillance (ADS mode contract) and data link (CPDLC).

2.6 Moreover, the pre-operational implementation of these functionalities is effective since the 30th October 2008 (ref. AIC NR 13/A/08GO and NOTAM N°A1006/08). The air traffic controllers of the Dakar ACC have been trained on the ADS-C/CPDLC system.

3. CONCLUSION

The meeting is invited to note the information provided in this paper

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