



WORKING 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 ATS ROUTES IN THE AFI REGION

(Presented by Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Equatorial Guinea, France, Gabon, Guinea-Bissau, Madagascar, Mali, Mauritania, Niger, Senegal, Togo, ASECNA Member States)

SUMMARY

This paper looks at the implementation of ATS routes in ASECNA regions in recent years. As well, in light of past experience, it proposes a more effective method of introducing new routes. This method involves harmonious coordination between States and ATS providers and a shorter response time than in the past.

Action by the meeting is in paragraph 4.

1. INTRODUCTION

1.1 Previous endeavours to implement ATS routes have revealed coordination difficulties in the implementation of ATS routes between neighbouring centres. To wit: the example of UM 114, which, despite APIRG/13 (held in Sal, Cap Verde in June 2001) Conclusion 13/27 and despite several exchanges between the ATS centres concerned, will only be implemented in 2006.

1.2 Thus, to avoid such difficulties and to integrate the risk assessment which has been an implementation requirement since the Eleventh Air Navigation Conference, ASECNA, which had been approached by IATA, sought ICAO's coordination to expedite the implementation of ATS routes in the AFI Region. As this practice turned out to be effective, this paper proposes that this mechanism be formalized so as to facilitate the implementation of RNAV/RNP and PBN routes in the AFI Region.

2. DISCUSSION

2.1 Several difficulties (political problems, wars, areas with special status, lack of resources) hinder the implementation of ATS routes in the AFI Region. If the Special AFI RAN Meeting does not address these problems, the introduction of performance-based navigation (PBN) is likely to be hampered.

2.2 In accordance with the provisions of APIRG/15 (held in Nairobi, Kenya, from 26 to 30 September 2005) Conclusion 15/47, we requested and obtained from ICAO coordination for the realignment of RNAV/RNP10 routes UM 731 and UM 998. While these routes were already implemented in ASECNA airspace, they ended at the boundaries of this airspace, which made their use by aeroplanes impossible.

2.3 Thus, through a series of teleconferences between ICAO (the Dakar and Nairobi Regional Offices and Montreal Headquarters), IATA, ATNS, ASECNA and the States affected by this implementation, we succeeded in implementing the following throughout the entire region concerned:

- a) two RNAV/RNP/10 routes: UM 731 and UM 998, designated Red Carpet I in 2006; and
- b) two RNAV/RNP/10 routes: UM 214 and UM 215, designated Red Carpet II in 2007.

In view of the successful implementation carried out by the group, the RVSM TF/14 requested it coordinate its PMT Switchover Plan. This made coordinated RVSM implementation possible.

2.4 The twelfth meeting of APIRG, held in Tunis in 1999, formulated Conclusion 12/19, Implementation of ATS routes. Notably, paragraph b) of the conclusion established that implementation of ATS routes passing through contiguous FIRs should be discussed within the framework of informal consultations and meetings with adjacent States and States concerned.

2.5 However, Decision 12/24, Establishment of an Airspace Management Task Force (ASM/TF), was also formulated at the same APIRG/12 Meeting held in Tunis. The objective of this task force was to explore ways and means of finding solutions to some pressing problems affecting the safety of air navigation in the region and to propose appropriate solutions.

3. CONCLUSION

3.1 In light of the group's success and the boost provided by the APIRG/12 decision, and given the need to deal with the complicated navigation programmes to come, it would be advisable for the Special AFI RAN Meeting to formally establish the aforementioned task force.

3.2 The region will thus have an implementation mechanism which is more effective than APIRG meetings, the conclusions of which tend to fall short as regards the matter.

4. ACTION BY THE MEETING

4.1 In view of the above and based on its analysis, the meeting is invited to:

- a) note the preceding information; and
- b) establish the task force as recommended in this paper.

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