



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)

REVIEW OF THE AIR ROUTE STRUCTURE AND ITS IMPLEMENTATION

(Presented by the International Air Transport Association (IATA))

SUMMARY

This paper calls for an international project to review and rationalise the air route structure in the AFI Region. It also recommends the establishment of an AFI Task Force to address air route requirements in a timely manner.

Action by the meeting is in paragraph 2.

1. INTRODUCTION

1.1 In order to accommodate traffic demand in the AFI Region, and with a view to identify possible savings through rationalisation of the air route structure, the AFI Planning and Implementation Regional Group (APIRG) has adopted a number of conclusions related to the implementation of air routes. The Appendix to this paper reproduces APIRG Conclusions 14/19, 15/27, 15/28 and 16/46. To date, with some exceptions, most of the recommended air routes are not yet implemented. At the same time additional requirements have been identified by airlines. This paper calls for a review of the air route structure in the AFI Region.

Need to review AFI air route structure

1.2 While analysing the AFI air route structure, APIRG identified the need to establish an internationally funded project in the AFI Region to review and rationalise the air traffic services (ATS) route structure (APIRG Conclusion 15/27 refers). The immediate focus of the project would be to include area navigation (RNAV) routes, parallel routes where required, and the connection of major city pairs in the air navigation plan (ANP). This action would enhance planning for implementation of supporting facilities and services and identify any further possible savings in flight times for users, which would translate directly into financial savings and environmental benefits. It was understood that once these tasks had been completed, regional agreement could be reached at a following AFI RAN meeting, as proposed by the African Civil Aviation Commission (AFCAC), or through the ANP amendment process.

1.3 For a number of reasons, at the time of this Special AFI RAN meeting a project to review the AFI air route structure has not yet been realised. It is urged that this meeting be

instrumental in setting up arrangements for the conduct of such a project. In so doing, due account should be taken of the introduction of performance-based navigation (PBN) operations in the region, pursuant to Resolution A36-23.

1.4 Currently, with the aviation industry experiencing an unprecedented crisis, there are still several routes agreed but not yet implemented in the region, in addition to user requirements for new air routes, for example from the Gulf area through continental Africa to the Atlantic Ocean Random Routing Area (AORRA). In this connection, it had been expected that the already agreed routes would have been implemented by the concerned States no later than 3 July 2008 as per APIRG Conclusion 16/46.

Need for an APIRG Task Force to address air route implementation requirements

1.5 Considering the slow pace at which agreed Air Navigation Plan (ANP) requirements for air routes are implemented in the AFI Region, there is an urgent need to establish an APIRG Task Force to ensure effective and timely implementation and address all related aspects.

Recommendation 6/x — Planning for overall air traffic management and air route structure improvements in the AFI Region

That ICAO develop a comprehensive planning document for overall air traffic management and air route structure improvements in the AFI Region, and that through an appropriate mechanism the document be used as the basis for obtaining necessary contributions from donor States and organizations to fund the project.

Recommendation 6/x — AFI Air Route Implementation Task Force

That APIRG establish an AFI Air Route Implementation Task Force to review and update the ANP and a process is put in place to ensure timely implementation of air route requirements.

2. ACTION BY THE MEETING

2.1 The meeting is invited to:

- a) note the contents of this paper; and
- b) adopt the recommendation at paragraph 1.5 above.

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APPENDIX

CONCLUSION 14/19: IMPLEMENTATION OF THE NON-IMPLEMENTED ROUTES INCLUDING RNAV ROUTES

That States that have not yet done so, implement, as soon as possible and in any case not later than the AIRAC date of 10 June 2004 ATS routes in their FIR as shown in Appendix E to this report.

CONCLUSION 15/27: AIR TRAFFIC MANAGEMENT AND AIR ROUTE STRUCTURE IMPROVEMENTS

That ICAO develop a comprehensive planning document for overall ATM and air route structure improvements in the AFI Region; through the special implementation project (SIP) mechanism, use the planning document as the basis for obtaining the funds from the donor organizations to fund the project.

CONCLUSION 15/28: FUEL EFFICIENCY MEASURES

That States:

- a) identify, with IATA and local airlines, actions that would provide fuel efficiency;
- b) establish and promulgate a program to implement fuel efficiency measures; and
- c) nominate a “fuel champion” who would liaise with IATA, airlines, ANS providers and other stakeholders to ensure that all possible fuel conservation strategies are evaluated and implemented.

CONCLUSION 16/46: IMPLEMENTATION OF THE NON-IMPLEMENTED ROUTES INCLUDING RNAV ROUTES

That States concerned implement the ATS routes at Appendix I as soon as possible, but not later than AIRAC date of 3 July 2008.

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