



SAM/IG/1
WP/23
18/04/08

**International Civil Aviation Organization
South American Regional Office**

**FIRST WORKSHOP/MEETING OF THE SAM IMPLEMENTATION GROUP
(SAM IG/1)
REGIONAL PROJECT RLA/06/901**

Lima, Peru, 21 to 25 April 2008

Agenda Item 1: Optimization of the ATS routes structure in Terminal and en-route airspace and implementation of performance based navigation (PBN) in the SAM Region.

DESTINATION ALTERNATE REQUIREMENTS

(Presented by IATA)

SUMMARY

This paper reviews the issue of destination alternate airport requirements.

1. Background

1.1 According to the operational specifications of numerous operators, they make use of the procedure that permits in the operative flight plan as well as in the ATS flight plan to operate international flights without any destination alternate aerodrome, according to **ICAO Annex 6 (4.3.4.3)**:

4.3.4.3 Destination alternate aerodromes

For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the operational and ATS flight plans, unless

a) the duration of the flight and the meteorological conditions prevailing are such that there is reasonable certainty that, at the estimated time of arrival at

the aerodrome of intended landing, and for a reasonable period before and after such time, the approach and landing may be made under visual meteorological conditions; or

b) the aerodrome of intended landing is isolated and there is no suitable destination alternate aerodrome.

2. Discussion

2.1 Numerous airlines are authorized by their civil aviation authority through national procedures and regulations to operate without any destination alternate airport. The ability to not place a destination alternate airport has permitted airlines to operate within their civil aviation operations specifications and maximize the passenger and cargo payload and reduce the fuel required thereby making the operations more fuel efficient and cost effective.

3. Conclusion

3.1 Destination alternate airport can play a vital role in the operation of aircraft and airlines fuel efficiency and the environment. The crisis in the price of fuel increases the need that all States incorporate in their national procedures and regulations the fulfillment of what is indicated in Annex 6, para. 4.3.4.3.

4. Action requested

- a) That the meeting take note of information provided, and
- b) Request the States that have not yet adopted the procedure indicated in **Annex 6, para 4.3.4.3** to adopt it.
