



Agenda Item 6: Other matters

Amendments to the International Route Network

(Presented by the Secretariat)

SUMMARY	
This working paper informs the States about the existence of some erroneous practices that have a negative impact on safety.	
References:	
<ul style="list-style-type: none">• Annex 15 to the Convention on International Civil Aviation• Multilateral SAM/AIM meetings	
ICAO strategic objectives:	<i>A - Safety</i> <i>B - Air navigation capacity and efficiency</i> <i>E - Environmental protection</i>

1 Background

1.2 With the implementation of PBN, many States are planning and introducing major changes to both the route network and the terminal areas or to holding, approach, arrival, and departure procedures.

2 Discussion

2.2 Some Administrations have made changes to international air routes without notifying ICAO so that it may proceed with the amendment procedure established for changes, deletions and additions to the Regional Air Navigation Plan.

2.3 Prior to the publication by aeronautical information units of changes, deletions or additions to the international air route network, both in the upper and lower airspace, it is deemed advisable for the unit concerned to request the approval of ICAO of the proposed route change.

2.4 For the time being, until the regulations are modified, any change in the international/regional route network requires an amendment process that starts at the corresponding Regional Office and is approved by the President of the Council, on its behalf, following an internal process at Headquarters whereby several sections adjust maps and data according to the changes.

2.5 Another negative impact on the system involves the Letters of Operational Agreement and the Contingency Plans. When changes are made to the route network, the requesting unit must state whether such changes affect the Letter of Agreement and/or the Contingency Plans agreed with adjacent units, since essential or critical information on these procedures is also published in the AIPs. In this sense, the airspace planning unit should be required to inform if there is any need to modify the Letters of Operational Agreement or the Contingency Plans, the most critical and essential parts of which are reproduced in the AIPs, as well as some contingency-related letters.

3. **Suggested action**

3.1 The Meeting is invited to:

- a) review the information contained in this working paper and take the corresponding steps in each AIM unit to make sure that safety is preserved when deleting, changing or introducing new airspace procedures or designs or international routes that affect each FIR.

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