



REPORT
OF THE FIFTH
AFRICA-INDIAN OCEAN
REGIONAL AIR NAVIGATION MEETING

Rome, 10 January - 2 February 1973

This Report contains the recommendations of a Regional Air Navigation Meeting. For details of the action taken on the Report by the Council of ICAO, refer to the Supplement.

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ity of the Secretary General

and eastern boundaries of the proposed Aden FIR. With regard to the northern and western boundaries, however, the Meeting did not find itself in a position to make a firm recommendation. In the absence of detailed proposals by the Yemen Arab Republic regarding the precise lateral limits of a Sana'a FIR and the associated changes required to be made to other parts of the air navigation plan, and in the absence of a firm up-to-date statement by the Y.A.R. concerning its intentions to delegate the responsibility for the provision of flight information service to one or the other adjacent State pending implementation of a Sana'a FIR, the Meeting concluded that the western and northern boundaries of the Aden FIR (west of about 4500E) would have to be left for determination at a later stage. Likewise, it was concluded that the northern boundary of the Aden FIR east of about 4500E would have to be left undetermined for the time being as the Meeting was not able to evaluate fully the domestic requirements involved and as the delegates of the two States concerned (People's Democratic Republic of Yemen and Saudi Arabia) had opposing views on the subject.

7.8.6 In this context, the Meeting found it necessary to emphasize, with reference to the provisions of Annex 11, paragraph 2.7 and Assembly Resolution A18/13, Appendix P, that a State delegating to another State the responsibility for providing air traffic services within airspace over its sovereign territory does so without derogation of its national sovereignty. It was also emphasized that the FIR boundaries recommended by the Meeting represented solely a delineation of areas of responsibility for providing air traffic services and should not be construed as being related to national boundaries, except where specifically stated.

7.8.7 Notwithstanding the conclusions mentioned in para. 7.8.5 above, the Meeting did reach agreement on the common boundary between the Addis Ababa FIR and the FIRs covering the territories of Saudi Arabia, Yemen Arab Republic and the People's Democratic Republic of Yemen. It was agreed that this boundary should be so located over the Red Sea that the Djibouti-Assab-Jeddah segments of ATS route R39 would fall entirely within the Addis Ababa and Jeddah FIRs.

7.8.8 A proposal that the Aden FIR be introduced with an upper limit of FL 245 failed to receive the support of the Meeting for the reasons given in paragraph 7.8.3

Inclusion of the airspace of Rwanda in the East Africa FIR

7.9 Rwanda proposed that the common boundary between the East Africa and Kinshasa FIRs be modified so as to encompass the airspace over Rwanda within the East Africa FIR. It was emphasized in this regard that this change will have no harmful effect on the ATS route structure in the area since most of the traffic from and to Rwanda is with the East African Community, and that both Burundi and Rwanda