



International Civil Aviation Organization
Western and Central African Office

**Fifth Meeting of the Performance Based Navigation Route Network
Development Working Group (PRND WG/5)
(Dakar, Senegal, 17 to 20 February 2015)**

Agenda Item 3: Implementation Coordination of ATS route trajectories

ADVANCING WORK OF THE PRND WORKING GROUP

(Presented by the Secretariat)

SUMMARY

This paper presents calls for development of ATS routes with the objective of completing the work assigned to the Working Group, and to identify the way forward towards within the framework of ASBU Module B0-FRTO.

Action by the meeting is at **paragraph 3**.

REFERENCES

APIRG/19 Report

This Working Paper is related to Strategic Objective: **A and B**

1. INTRODUCTION

1.1 The Fourth Meeting of the PRND Working Group (PRND WG/4) convened in Nairobi, Kenya, 1-3 April 2014 considered and developed over 70 new trajectories proposed by users to support airspace optimization and PBN implementation in the AFI Region, taking into consideration the AORTA concept as endorsed by the APIRG/19 Meeting.

2. DISCUSSIONS

2.1 The meeting will recall that the objective of establishing the Working Group, as reflected in its ToR, was update the AFI ATS Route network, and that this was to be achieved in the context of the implementation of PBN.

2.2 While agreeing that there will, for near future, always be new requirements for ATS routes or amendments of existing ones in order to meet various dynamic user needs, the Working Group will note that the bulk of its work should be brought to a conclusion, leaving the continuing maintenance and update of the network to a mechanism that will be identified for such tasks.

2.3 In view of the above, the PRND WG may wish to:

- (a) identify the volume of work remaining to complete the bulk of its tasks as assigned in the ToR (Refer also to WP/5), with estimated target dates to complete it
- (b) take necessary action towards expeditious completion of the work, taking due consideration of the new APIRG structure and working methods as adopted by the APIRG/EO Meeting in Lusaka, July 2014.

2.4 In addition to the tasks in 2.3 above, the meeting may wish to identify ATS routes or amendments that are urgently required to address pressing safety issues, and agree on specific route structure solutions. In this context, the meeting will note that an ATM Coordination Meeting for Southern AFI FIRs (ATM/CM-SAF) convened in Johannesburg 3-5 February 2015 identified the need to amend the ATS route structure at and around waypoint ILDIR which is experiencing significant safety issues for various reasons. The ATM/CM-SAF also agreed to progress development, through the PRND WG, of unidirectional tracks initiated by the AFI TAG, between Luanda and Gaborone or a point within the Gaborone FIR yet to be identified.

2.5 The Working Group will recall that at its Fourth Meeting in Nairobi in 2014 agreed that the development of ATS routes that provide flexibility was a viable approach to support the transition to the user preferred routes (UPRs) and ASBUs Module B1-FRTO (Free routing), by facilitating a change from the current air traffic control concept of operations based on fixed “starburst” routes to more flexible use of the airspace.

2.6 The Working Group also noted that many AFI FIRs had acquired the CNS and ATM capacity to support UPRs and Free Routing. As such, it was agreed that they should be encouraged and supported to proceed, step by step, FIR by FIR. This will, among others, help to build confidence towards regional implementation of ASBUs B1-FRTO Module after 2017. The following FIRs indicated readiness to commence discussions with users: Accra, Entebbe (January 2015), Kano, Mogadishu (June 2015), Nairobi, and Seychelles.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) identify the volume work remaining to complete its tasks as assigned in the ToR (Refer also to WP/5) with estimated times to complete it;
- b) take necessary action towards expeditious completion of the work taking into consideration the new APIRG structure and working methods as adopted by the APIRG/EO Meeting in Lusaka, July 2014;
- c) propose a route structure amendment to resolve safety issues at and around ILDIR; and

- d) further develop and coordinate implementation of unidirectional route tracks between Luanda and Gaborone FIRs as indicated in paragraph 2.4 of this working paper;
- e) continue to encourage progress in implementing flexible route, which is part of B0-FRTO, and preparation for free routing.

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