

Table 1- En-route

Area of Routing	FIRs	Systems Evolution 1995-2005				
		Airspace and Traffic Management	Communications		Navigation	Surveillance
			Mobile Service	Fixed Service		
1	2	3	4	5	6	7
<p><b>Europe - Eastern Africa (including oceanic areas)</b></p> <p><b>AR-3</b></p>	<p>Addis Ababa Antananarivo Asmara Cairo Dar es Salaam Entebbe Khartoum Mauritius Mogadishu Nairobi Seychelles Tripoli</p>	<p>Fixed RNAV routes coexisting with conventional routes (1999);</p> <p>Longitudinal separation 10 minutes (2000);</p> <p>Lateral separation: progressive introduction of 25 NM or 30 NM in line with RNP 5 in the upper airspace (2001);</p> <p>Vertical Separation: introduction of RVSM initially between FL <del>330</del> 350 and FL <del>370</del> 390 (2001-onwards) and extension to FL 290 - FL 410 by 2005;</p> <p>Area Control service in all FIRs (1999);</p> <p>RNAV: Gradual implementation of Random RNAV initially above FL 350 from 2001.</p>	<p>Extension of VHF voice (1999); Full VHF coverage on all ATS routes above FL300, and 150 NM from international airports (2000)</p> <p>DCPC (data) Bpa (2000).</p>	<p>Gradual introduction of ATN compatible bit-oriented procedures (BOP) between AFTN main centres (1999-onwards);</p> <p>Full interface between aeronautical networks (2001);</p> <p>AFTN and ATS/DS (1999);</p> <p>Introduction of ATS inter-facility data communications (AIDC) starting in 2002 to be completed by 2005</p>	<p>RNP 10: (2000);</p> <p>RNP 5: from 2001 onwards</p> <p>GNSS as primary-means</p>	<p>Procedural;</p> <p>ADS 2001 onwards with full ground capability in 2005;</p> <p>SSR in selected airspaces (1999);</p> <p>Automation: progressive introduction of computer assisted conflict detection and resolution from 2000</p>