

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
<b>Europe - Southern Africa</b>  <b>AR-4</b>	Algiers Brazzaville Gaborone <del>Harare</del> Johannesburg Kano Kinshasa Luanda Lusaka N'Djamena Niamey Tunis Tripoli Windhoek	Fixed RNAV routes coexisting with conventional routes from 1995 to 2000;  Longitudinal separation 10 minutes <del>from</del> (2000)  Lateral separation minima; Gradual introduction of <del>50</del> <b>25 NM or 30 NM</b> (2000);  RVSM: Introduction initially between FL <del>330</del> <b>350</b> and <del>370</del> <b>390</b> ( <del>2001</del> <b>2002</b> -onwards), evolving towards FL 290/410 from 2005;  <b>Full ATC service on all ATS routes above FL 245 and 150NM from international airports.</b>  <b>Random RNAV initially above FL350</b>	<del>Extension of VHF voice (1999);</del>  <b>Full VHF coverage on all ATS routes above FL300, and 150 NM from international airports</b>  DCPC (data) Bpa (From 2001)	Implementation of all ATS/DS circuits. AFTN and ATS/DS links upgraded; full interface between aeronautical networks (from,2001);  Gradual introduction of ATN compatible bit-oriented procedures (BOP) between AFTN main centres (1999 - onwards);  Gradual introduction of AIDC to be completed by (2005)	<b>RNP 5: Initially above FL350 and FL370 (from 2000)</b>  <b>WGS 84</b>  <b>GNSS as primary-means</b>	Procedural (on account of traffic diversity);  ADS (2000 onwards);  SSR at Brazzaville, Kinshasa, Luanda and N'Djamena from (2000);  RADAR and ADS integration from (2000)