



ORGANISATION DE L'AVIATION CIVILE INTERNATIONALE

AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP THIRTEENTH MEETING (APIRG13) (Sal, Cap Verde 25-29 June 2001)

Extension of Regional control

(presented by ASECNA)

SUMMARY

This information paper shows the state of implementation of regional control in ASECNA upper airspace

I-THE NEED FOR EXTENDED REGIONAL CONTROL

ICAO in its RAN AFI/7 meeting recommended :

- lateral extension of TMAs in order to provide regional control for international air transport along ATS routes within 150NM of international airports
- regional control along ATS routes flown by international airliners in upper airspace

IATA , through technical panels with ASECNA has stressed users demand for greater regional control in ASECNA airspace in order to improve air transport safety and regularity.

ASECNA contacts with IFALPA though not formalised ,show pilots concern for a safer African sky specially in the EUR-SOUTH of AFRICA corridor.

ASECNA controllers feel that more regional control will be a factor of improvement of air navigation security by reducing airmissses occurring in non controlled airspace.

II-ACTIONS TAKEN BY ASECNA

- Major terminal areas have been extended to 150NM since 1999: Ndjaména, Dakar, Niamey, Brazzaville Abidjan...
- A programme for VHF coverage, ATS/DS and AFTN circuits using VSAT technology is in implementation
- Tools for assistance to controllers are being implemented: radar surveillance (Ndjaména then Brazzaville), FDPS/ADS/CPDLC (Antananarivo, Ndjaména and next , Dakar) and automation of control functions.

II-PLANIFICATION

Up to January 01, 2001, on ATS routes totalling 62129 NM for all ASECNA FIRs, installation of VSAT stations allowed VHF coverage on close to 25798 NM, thus a ratio of 42% of routes with positive ATC.

By April 19, 2001, that ratio was brought to 63% with VHF coverage of Ndaména and Brazzaville FIRs. ASECNA controlled ATS routes increased to 38952 NM.

By September 06, 2001, in Niamey FIR, VSAT installation South, North and in the centre of the FIR will bring global provision of regional control to 75% of ATS routes.

April 18, 2002, is a target date for implementation of regional control on 91% of the route network(56403 NM) with the termination of an additional Vhf coverage program.

III - CONCLUSION :

Provision of regional control on ATS routes is a first step for ASECNA in order to comply with users increasing demand for greater safety, regularity and economy of air transport. With the advent of CNS systems, area control will be the next.

APPENDIX
Planification

ASECNA FIR	TOTAL LENGTH of ATS routes within the FIR (NM)	01/01/01		19/04/01		06/09/01		18/04/02	
		Length controlled ATS routes		Length controlled ATS routes		Length controlled ATS routes		Length controlled ATS routes	
1	2	3	4	5	6	7	8	9	10
ANTANANARIVO	9554	1173	12%	5954	62%	5954	62%	7528	79%
BRAZZAVILLE	11467	6382	56%	8329	73%	8329	73%	10406	91%
DAKAR TERRESTRE	17471	9042	52%	10439	60%	10439	60	16339	94%
DAKAR OCÉANIQUE	3 973	3973	100%	3973	100%	3973	100%	3973	100%
NIAMEY	11315	3882	34%	5097	45%	10270	91%	10270	91%
NDJAMENA	8 349	1346	16%	5160	62%	7887	94%	7887	94%
TOTAL LENGTH (NM)	62129	25798	42%	38952	63%	46852	75%	56403	91%