



*APIRG/13-WP/38*

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**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

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**REGIONAL PLANNING AND IMPLEMENTATION  
GROUP FOR THE AFI (APIRG) REGION  
THIRTEENTH MEETING**

*(Sal, 25 - 29 June 2001)*

**Agenda item 5 :** Deficiencies and missing links in Air Navigation in the AFI region.

**IMPLEMENTATION OF ATS ROUTES AND  
ORGANISATION OF AIR SPACE**

*( Presented by ASECNA)*

**SUMMARY**

This paper reviews, as regards ASECNA's air space :

- The implementation of ATS routes ;
- The readjustments recommended by the Task Force on air space management which met in Nairobi, Kenya in compliance with decision 12/24 of APIRG 12.

**1. ATS ROUTES**

**1.1. Implemented Routes :**

The designated routes below have already been implemented in ASECNA's air space but still feature in the instruments panel to be implemented.

**UA 620 N'djamena/Malakal**

**UM 608 El Bayed/Niamey**

**UM 114 Lagos/Ghardaia:** Implementation route in ASECNA air spaces and Algeria but unusable in the Nigerian part. The different coordination attempts did not succeed.

**UM 731 Carbonara /Dirkou/N'djamena/ Johannesburg**

**UB 459 Madagascar**

**UG 465 Pralin/Beira/Johannesburg**

**UM 974 Dakar/Niamey**

**UM 998 B.O Driss/TOBUK/INISA/Maiduguri/Garoua/Luena**

## **UR981/UM981 Casablanca/Gao/Niamey/Lagos**

### **1.2. Unimplemented Routes**

**UA 861 Lagos/Garoua** : the section of this route in the FIR of N'Djamena does not exceed 50 NM.

**UM 981 Casablanca/Niamey** : coordination with the Moroccan and Nigerian parties expected.

### **1.3. Routes under planning**

**UB 791 Jos/N'djamena/Jeddah** : implementation in FIR N'Djaména poses no problem. It will be implemented soon after the amendment to the plan comes into effect and coordination with Sudan has been achieved.

**UB980 Luena/ N'djamena** : this route cannot be implemented in the Brazzaville and N'Djamena FIRs due to its intersection with several routes (16 points of intersection). The traffic could use RNAV North/South UM 731 routes (Luena / N'Djamena) or UM998 (Brazzaville/INISA/B.O. Idriss)

**UG622 Kano/Bosso/NIMIR** : will be implemented as soon as the amendment to the plan takes effect and coordination with Nigeria and Lybia has been achieved.

**UR977 Agadir/Bulis/Bamako/Accra** : the implementation of the Bamako / Accra section cannot be justified due to the very low traffic density.

**UR987 Cape Town /Libreville/Port Harcourt/Niamey**: will be implemented as soon as the amendment to the plan takes effect and coordination with Angola and Nigeria has been achieved.

## **2. READJUSTMENTS OF AIR SPACE**

The state of implementation of the necessary adjustments requested by users is contained in the table attached to this paper.

## **3. CONCLUSION**

The meeting is invited to :

- 3.1. take note of the state of implementation of the ATS routes network and the structural readjustments in the air spaces managed by ASECNA and undertake to update the ATS 1 instruments panel.
- 3.2. define the criteria that make it possible to justify the creation of new ATS routes.
- 3.3. recommend that the ICAO regional office continue to provide increasing assistance to the States regarding the required coordination between the States to ensure the implementation of ATS routes.

A N N E X

## 1/ - TMA BAMAKO

PROBLEM POSED	PRESENT SITUATION	MEASURES TAKEN	OBSERVATIONS
The air space located above FL245 should be managed by the CCR/CIV responsible for this air space		Study being conducted at ASECNA	

## 2/ - FIR BRAZZAVILLE -FCCC

PROBLEM POSED	PRESENT SITUATION	MEASURES TAKEN	OBSERVATIONS
<p>The FIRs of Accra and Brazzaville should examine the control transfer point on :</p> <ul style="list-style-type: none"> <li>◆ UB600 :</li> <li>◆ UR979 :</li> <li>◆ UA400 :</li> <li>◆ R603 :</li> </ul>	<ul style="list-style-type: none"> <li>- Transfer to EBULI (Accra /ACC Libreville)</li> <li>- Transfer to KOPOX(Accra /ACC Libreville)</li> <li>- Transfer to RAMOR (Accra /ACC Libreville)</li> <li>- R603 does not exist in FIR Brazzaville</li> </ul>	Coordination between the centres of Libreville and Accra	
There is need to have a control transfer point on VA403 called ONIMA between Brazzaville and Ndjamená	Transfer to UMOSA (ACC Ndjamená /ACC Libreville)	LOA updating between the Brazzaville and Ndjamená centres	
The need to abolish GUPAM and designate ETNOM as the control transfer point between Libreville and Douala	- GUPAM is already abolished (ref. : SUP AIP ENR – N° 06/01 GO of 22/02/01)	ETNOM : designation requires updating the letter of approval between Douala and Libreville	
The need to ensure that the whole air space above the Brazzaville FIR be managed by the Brazzaville CCR		See working paper on the extension of control in ASECNA FIRs	
The need to ensure that only one direct ATS route exist between Douala and Yaounde		Provided for within the SVP AIP of 12 July 2001	

## 2/ - FIR BRAZZAVILLE –FCCC (suite)

PROBLEM POSED	PRESENT SITUATION	MEASURES TAKEN	OBSERVATIONS
The need to establish the SIDS and STARS		Creation of SID and STAR under way = - Douala /Tana/Lome/Cotonou(Gulf of Guinea)	
That the following be abolished : ♦ TI and ♦ VITLI		- TI : it is a radio facility required for NAV  - VITLI : abolition planned in SUP AIP of 12 July 2001	- TI : given the relief and prohibited zone of Bakassi ; cannot be abolished.
That : ♦ PONOT be abolished and that ♦ KOPOV be the transfer control point between Brazzaville and Libreville	- PONOT has already been abolished (UIR only) ( ref. : SUP AIP ENR – N° 06/01 GO of 22/02/01)	KOPOV : updating the letter of approval between Libreville and Brazzaville	
That IPAMU be abolished	- IPAMU is already abolished (UIR only) (ref. : SVP AIP ENR - N° 06/01 GO of 22/02/01)		
That : ♦ OPINA be abolished and that ♦ KOPOV be the control transfer point between Libreville and Brazzaville	- OPINA is already abolished ( ref. : SUP AIP ENR – N° 06/01 GO of 22/02/01)	KOPOV : updating of letter of approval between Brazzaville and Libreville	
That DIMLA be taken as a route intersection report point	DIMLA is not a route intersection point but an entry of TMA POOL Brazzaville		
That the : ♦ KOPOV –LIKAD route section be abolished  And that route section : ♦ RAMIS – LUANDA be established as a direct route		- KOPOV –LIKAD : abolition planned in SUP AIP of 12 July 2001 ( route UG 861D) will be used in a dual direction.  - RAMIS – LUANDA - Activity to be implemented by FIR Luanda	

## 3/ - FIR DAKAR – GOOO

PROBLEM POSED	PRESENT SITUATION	MEASURES TAKEN	OBSERVATIONS
The whole air space should be managed by the CCR responsible for this air space		Study under way in ASECNA	
That the <b>ARLEM – IPEKA</b> section on UA560 be delegated to Dakar or Abidjan through FIR Roberts		The need for coordination between the FIRs of Dakar and Roberts	
That KERUS be abolished	- KERUS is already abolished (ref. : SUP AIP ENR – N° 06/01 GO of 22/02/01)		

## 4/ - FIR N'DJAMENA – FTTT

PROBLEM POSED	PRESENT SITUATION	MEASURES TAKEN	OBSERVATIONS
Abolish POMPU on UA620	- POMPU is already abolished (ref. : SUP AIP ENR – N° 06/01 GO of 22/02/01)		
Abolish GUSIL on UW605	- GUSIL is already abolished (ref. : SUP AIP ENR – N° 06/01 GO of 22/02/01)		
Abolish SEMOK on UA403	- SEMOK is already abolished (UIR only) (ref. : SUP AIP ENR – N° 06/01 GO of 22/02/01)		
Abolish PINSU on UG857	- PINSU is already abolished (ref. : SUP AIP ENR – N° 06/01 GO of 22/02/01)		
Abolish ETRIS on UB736	FIR N'djamena /Kano limitation point	Need for prior coordination between the two centres	
Give a name to the UG857 and UG13 route intersection	UG13 renamed UG727 (FIRs FTTT and FCCC) PITRU point created as a UG727 and UG857 intersection (ref. : SUP AIP ENR – N° 06/01 GO of 22/02/01)		
Avoid taking SABSI as a route intersection report point	It is not a route intersection point but exists as a FIR Niamey / FIR Ndjamen limit		

## 5/ - FIR NIAMEY – DRRR

PROBLEM POSED	PRESENT SITUATION	MEASURES TAKEN	OBSERVATIONS
Abolish BILOT on UA603		Provided for in SUP AIP of 12 July 2001	
Abolish FANDO on UA600		Provided for in SUP AIP of 12 July 2001	
Abolish BULSA on UG854		Provided for in SUP AIP of 12 July 2001	
<ul style="list-style-type: none"> <li>◆ Abolish NANGA,</li> <li>◆ Establish BIGOM as a control transfer point</li> </ul>		Prior coordination with FIR Accra	
<ul style="list-style-type: none"> <li>◆ Abolish MILSA on A614 and</li> <li>◆ Establish BIGOM as a control transfer point</li> </ul>		Provided for in SUP AIP of 12 July 2001	
Abolish SESAM and ZR VOR as route intersection report point on UG854		Provided for in SUP AIP of 12 July 2001	
Give a name to the UG854 and UG858 routes Intersection		VOR ZR can be considered as an intersection point in order to avoid an additional point for the ATCOS.	

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