



International Civil Aviation Organization

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
SIXTEENTH MEETING (APIRG/16)
(Kigali, Rwanda 19-23 November 2007)**

Agenda Item 4: AFI Regional Air Navigation Planning and Implementation Issues

4.3: Air Traffic Management

**IMPLEMENTATION OF RNAV/RNP10 ROUTES AND RVSM IN THE AFI
REGION**

(Presented by IATA)

SUMMARY

This paper reports on the implementation of RNAV/RNP10 routes in the AFI Region, makes proposals for new RNAV/RNP10 routes and a date for RVSM implementation.

Action by APIRG is at paragraph 3.

1. Introduction

1.1 In accordance with the ICAO Global Air Navigation Plan, the airlines view the implementation of RNAV/RNP routes and of RVSM as short term objectives that will give users benefits, efficiency and fuel savings.

2. Discussion

RNAV/RNP10 routes

2.1 The implementation of RNAV/RNP 10 Routes in AFI aims at the creation of a system of 4 North/South RNAV/RNP10 near parallel routes linking the Southern part of the continent to European destinations. The availability of these routes is providing

airlines with greater flexibility and efficiency through savings in distances flown and better access to optimum flight levels. One airline has reported saving 15 min by using these routes. The routes are expected to be able to accommodate traffic growths in the region well into the next decade.

2.2 The first pair of the so called Red Carpet routes (UM998 and UM731) was implemented on 11 May 2006. No major problems with their use have been reported.

2.3 A second pair of RNAV/RNP 10 routes (ETMIT-SEB VOR and TAVLA- DHR VOR) has been designed, coordinated with and approved by all involved States. An amendment to Doc 7474, AFI Regional Air Navigation Plan was approved by the ICAO Council on 19 February 2007. The new two routes are now designated UM214 (to SEB VOR) and UM215 (to DHR VOR) and are known as Red Carpet 2 routes.

2.4 An operational safety assessment was carried out and all known risks factors were mitigated.

2.5 All States concerned had published their NOTAM/AIP SUPP at the date of 30 August 2007 for an implementation date of 25 October 2007 of UM214/UM215. Regrettably, on the eve of the implementation date, the Democratic Republic of Congo issued a NOTAM suspending UM214 and UM215 in its airspace. Despite this setback, IATA is urging other States not to suspend UM214/UM215 in their airspace. In this regard, States should bear in mind that computer flight planning systems and especially the aircraft's onboard navigation and flight management computers are already set up in accordance with the initial publication of UM214 and UM215 and the corresponding changes to various other airways, namely the max. altitudes of collocated airways. Suspension of further segments of UM214 and UM215 would require mid-cycle manual adjustments to AIRAC cycle related databases and supplementary information to flight crews, i.e. mismatch between operational flight plan and/or filed AFP versus the pre-stored FMS company route, which may lead to more confusion than it would help on the matter.

2.6 Suspension of the two routes in DR Congo airspace should not affect the usability of the routes in other airspaces, especially, north of the Kinshasa FIR. Airlines are keen to use UM214/UM215 north of Kinshasa FIR.

2.7 The meeting is invited to encourage the Democratic Republic of Congo to lift the suspension of UM214/UM215 as soon as possible, since these routes increase safety and have no other requirements than approved aircraft and, at a minimum, HF communications.

Proposals for new routes

2.8 Given the success attained with the Red Carpets routes, other operators have requested new RNAV/RNP routes to connect the MID region to the entry/exit points of

the Atlantic Ocean Random Routing Area (AORRA), and to the west coast of Africa. Some of the proposed routes are shown in Appendix.

RVSM

2.9 The IATA AFI Regional Coordinating Group (RCG) , during its meeting in October 2007, reviewed progress on RVSM implementation within AFI and the new implementation date of 25 September 2008 as set by the RVSM Task Force.

2.10 The RCG raised concern on the slow implementation of RVSM within AFI and objected to the 25 September 2008 as date for implementation. The RCG is of the impression that such a late implementation date will result in the loss of momentum and cause possible further implementation delays.

2.11 On account of the above, the APIRG is invited to agree on RVSM implementation by April 2008 or, as a priority, an earlier implementation date.

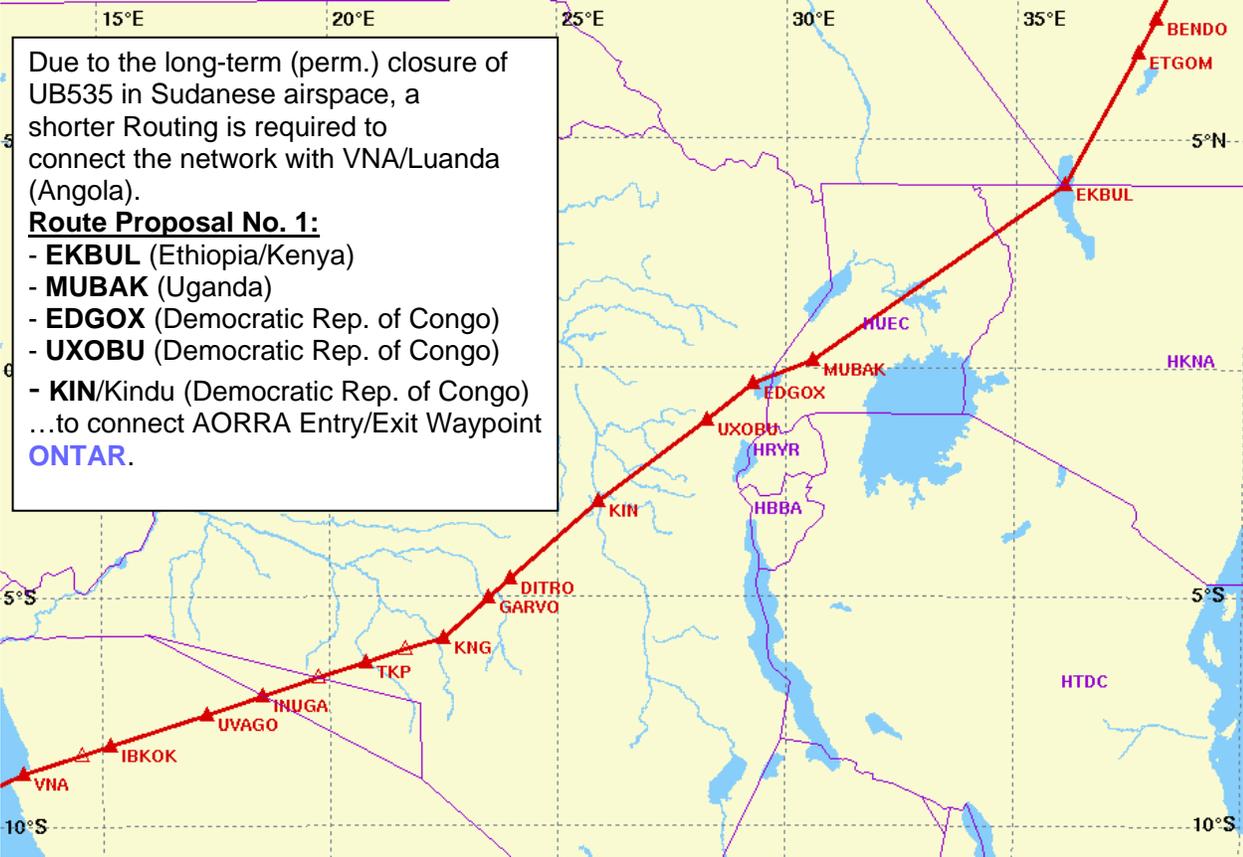
3. Action by the APIRG

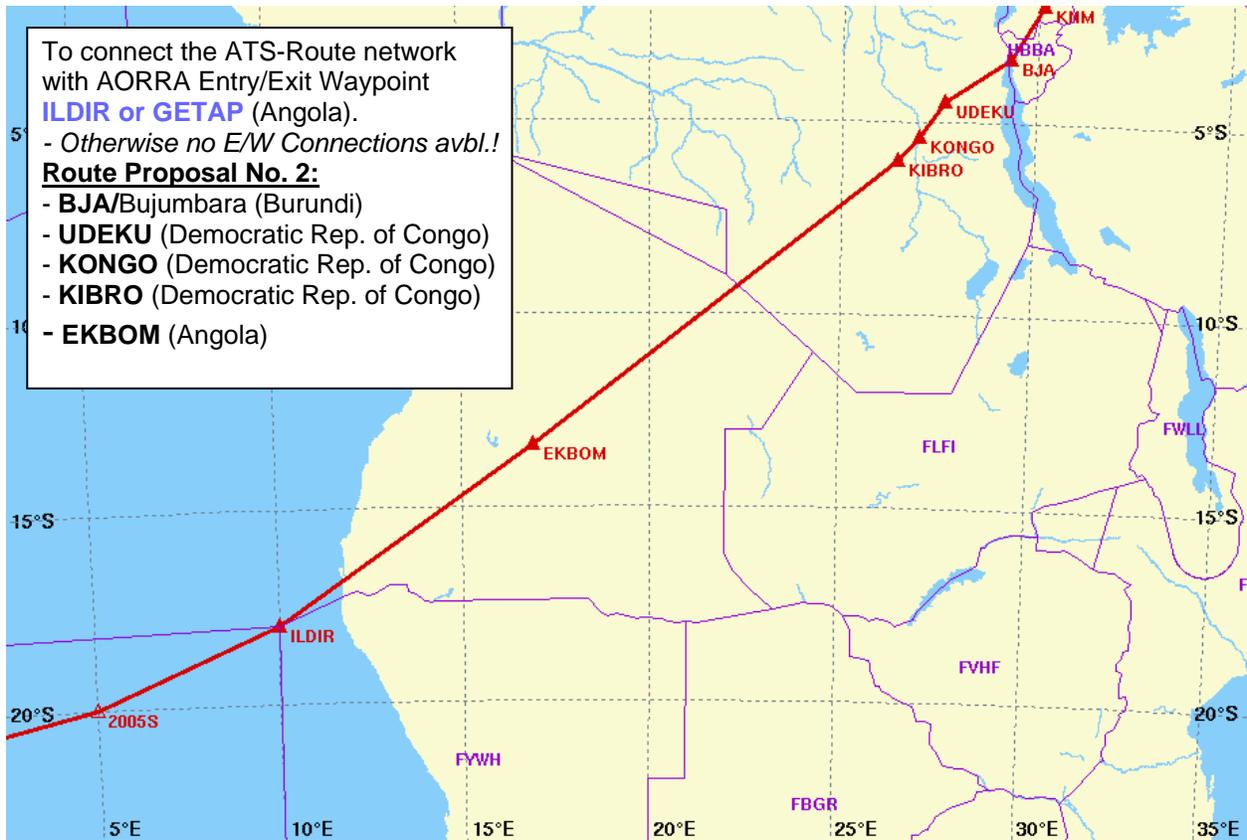
3.1 The APIRG is invited to:

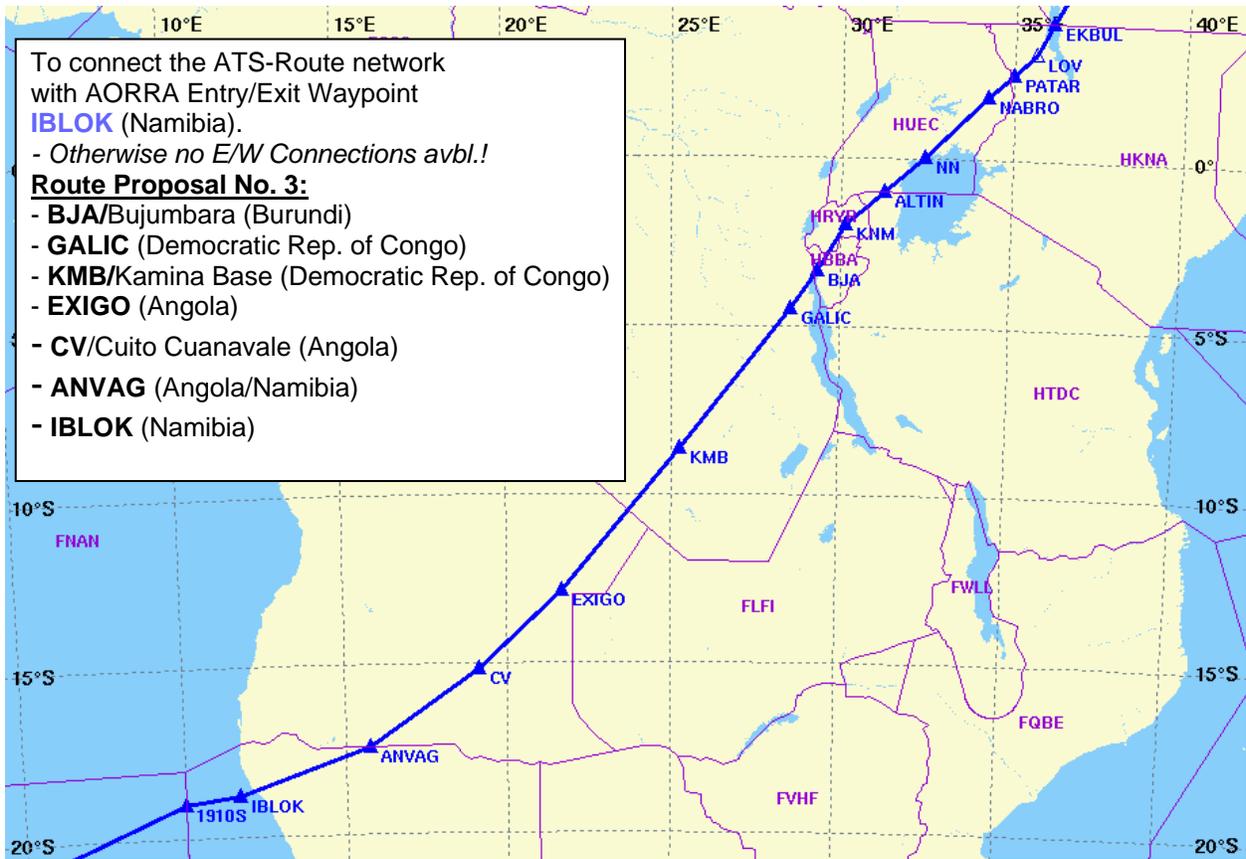
- a) Note the information in this paper;
- b) Invite Kinshasa FIR to lift its suspension of RNAV/RNP10 routes UM214/UM215;
- c) Agree on the establishment of new RNAV/RNP routes to connect the MID region to the entry/exit points of the Atlantic Ocean Random Routing Area (AORRA), and to the west coast of Africa;
- d) Agree on RVSM implementation by April 2008 or, as a priority, an earlier implementation date.

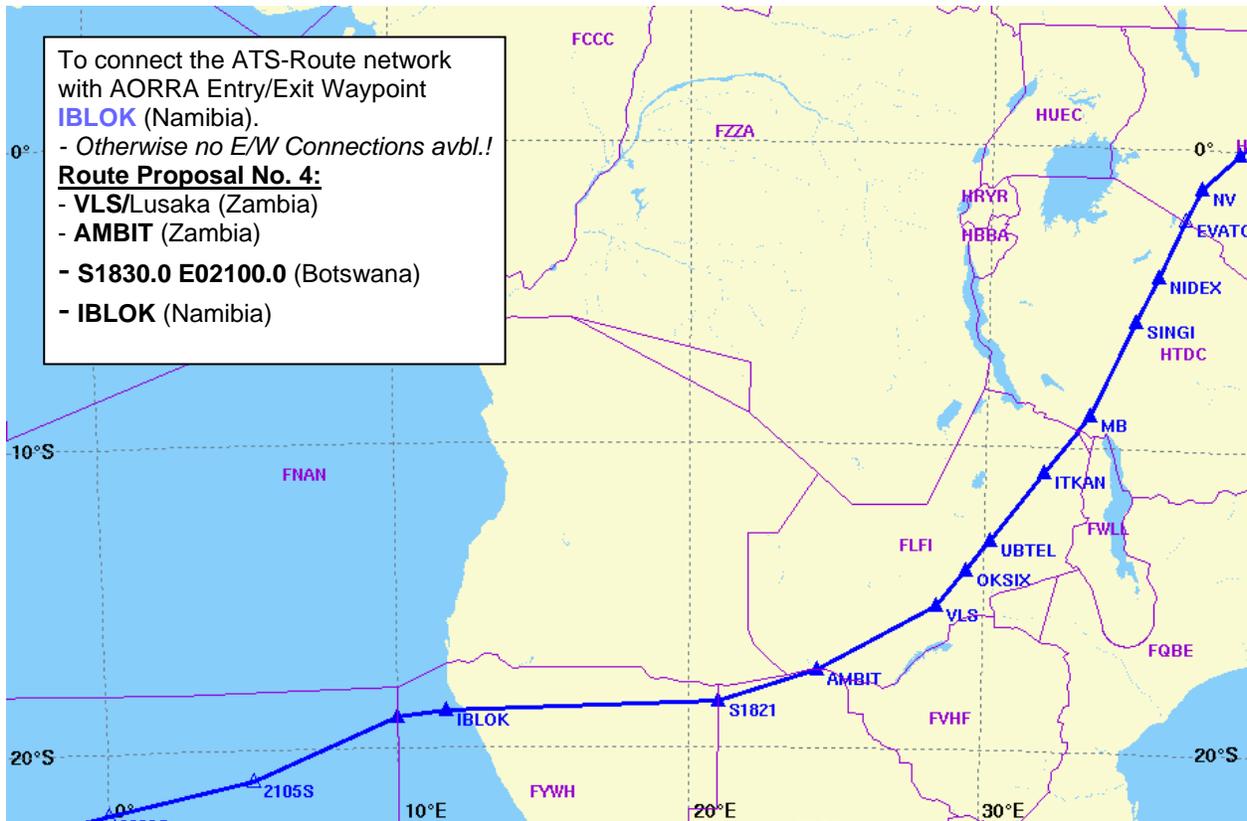
APPENDIX

Proposals for new routes MID-AFI-AORRA-SAM









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