



Agenda Item 2: Analysis of Version 01 of the SAM ATS routes network

IMPLEMENTATION OF VERSION 2 OF THE SAM ATS ROUTE NETWORK

(Presented by the Secretariat)

Summary	
This working paper presents an analysis of the factors to be taken into account for the future implementation of Version 02 of the SAM ATS Route Network, including the collection of data on all flights conducted in the upper airspace (FL 245 or above) and on the capacity of the fleet operating in the SAM Region.	
References: <ul style="list-style-type: none">• 36th ICAO Assembly• SAM/IG/1 and SAM/IG/2 meetings• SAMATS/RO/1 and SAMATS/RO/2 meetings	
ICAO Strategic Objectives:	<i>A – Safety</i> <i>C. Environmental protection and sustainable development of air transport</i>

1 Introduction

1.1 The regular programme of the ICAO South American Region, amongst other implementation projects, has focused its attention on the optimisation of the ATS route network. The first two meetings of the SAM Implementation Group (SAM/IG/1 and SAM/IG/2) analysed the current condition of the route network. These meetings identified various problems that prevented the attainment of the level of effectiveness sought through the optimisation. However, the actions being taken by SAM States and IATA are mitigating or eliminating such problems, as applicable.

1.2 The purpose of this programme is to further improve airspace structure in order to achieve an inter-functional air traffic management system that is available to all users during all flight phases, that meets the agreed safety levels, provides cost-effective operations, is environmentally sustainable, and meets national security requirements.

1.3 The first and second workshop/meetings on the optimisation of the SAM ATS route network (SAMATS/RO/1 and SAMATS/RO/2) developed the action plan for the implementation of Version 01 of the SAM ATS route network. This version was successfully implemented in March 2011.

2 Discussion

Collection of traffic data to understand airspace traffic flows

2.1 The tasks to be performed for the implementation of Version 02 of the SAM ATS route network include a new collection of statistical data for analysing the evolution of air traffic demand in the upper airspace starting at FL245 in the Region.

2.2 In this regard, SAM States would have to use the Excel form and instructions shown in **Appendix A** to this working paper for collecting the data required for the development of Version 02 of the SAM route network. It is essential for SAM States to complete the form in accordance with the instructions to ensure data is effectively used for analysis and to facilitate processing.

2.3 Data collection should include all flights conducted in the upper airspace (FL245 or above) of the SAM Region, on domestic and international routes, during the period **1 to 31 August 2011**, and the data sent to the SAM Regional Office by **15 September 2011**.

2.4 In this regard, the collection of the requested data is vital for all parties wishing to optimise airspace within their jurisdiction.

Users of segregated airspace volumes

2.5 Another important element to consider is the identification of users that can or need to use segregated airspace volumes because of the nature of their activities, with a view to analysing the impact of these segregations on ATS route network optimisation, and establishing the best strategy and procedures as well as letters of operational agreement (LOAs) for the flexible use of airspace, thus minimising the impact on other airspace users.

3. Suggested action

3.1 The Meeting is invited to:

- a) review the information contained in this working paper;
- b) examine the SAM ATS route optimisation action plan, and incorporate those tasks it deems necessary for the optimisation of the route network;

- c) approve the collection of data on all flights conducted on domestic and international routes in the upper airspace (FL245 or above) in the SAM Region during the period between **1 and 31 August 2011**, and send the data to the SAM Regional Office by **15 September 2011**;
- d) identify possible users of segregated airspace volumes with whom it would be necessary to establish letters of operational agreement (*e.g.*, UAS, OPS MIL);
- e) analyse **Appendix A** and its instructions, and make the modifications or improvements it may deem relevant; and
- f) highlight preliminary figures as a result of the implementation in March 2011 of Version 01 of the SAM ATS route network (saving of US\$7,638.05 and reduction in atmospheric pollution in 22,697.97 Kg of CO²), which were significant to all ATM community.

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