



Agenda Item 1: Review of the ATS routes network optimisation programme

**RESULTS OF THE IMPLEMENTATION OF VERSION 1
AND LESSONS LEARNED**

(Presented by Uruguay)

Summary	
This working paper presents information on the process of implementation of Version 1 of the ATS route network, and describes some aspects that may be improved based on experience and which shall be taken into account for the implementation of Phase 3 of the SAM ATS route network optimisation programme, implementation of Version 2 of the ATS route network.	
References: <ul style="list-style-type: none">• CAR/SAM Air Navigation Plan (Doc 8733)• SAM ATS route network optimisation programme• SAM/IG meeting reports	
ICAO Strategic Objectives:	<i>A – Safety</i>

1 Background

1.1 The Region has made an extraordinary effort to improve airspace structure, and continues to do so through the implementation of RNAV 5 on 20 October 2011, which completes Phase 1 of the ATS route network optimisation programme.

1.2 The Region is now focused on the implementation of Phase 3 of the programme, which involves the implementation of Version 2 of the ATS route network.

1.3 During the implementation of Version 1 of the ATS route network, some difficulties were identified that should be taken into account when analysing Version 2 of the ATS route network.

2 **Discussion**

2.1 The analysis of the recently implemented route UM402 revealed that transfer point SEKLO 3006'29''S 05647'58''W, being only 35 NM from point KIMIK, 29 32'04''S 056 53'29''W, requires in practice simultaneous transfer to the Curitiba and Resistencia FIRs given the short flight time between the points, thus increasing ATC workload.

2.2 Note was also taken of the three unnecessary and consecutive changes of transponder in such a short period of time.

2.3 **Appendix A** shows the segment in question of route UM402.

3. **Suggested action**

3.1 The Meeting is invited to:

- a) take note of the information provided in this working paper;
- b) try to reduce controller workload through an effective reorganisation of airspace, studying the possibility of reaching an agreement on transfers and airspace delegation, taking into account safety.
- c) coordinate in order to maintain the same assigned SSR code, without the need to change it so many times in such a short flight time.
- d) take into account the lessons learned in the previous process with a view to enhancing the action plan for the implementation of Version 2 of the ATS route network.

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APPENDIX A

