



Agenda Item 2: Analysis of Version 1 of the SAM ATS routes network

**APPLICATION OF THE FLEXIBLE USE OF AIRSPACE (FUA) CONCEPT
IN ARGENTINA**

(Presented by Argentina)

| Summary | |
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| This working paper presents information about the implementation of RNAV route UT 650 in March 2011 and its impact on restricted areas SAR 101 and SAR 55. | |
| References: <ul style="list-style-type: none">• Document 9750 – Global ATM Plan• GPI-1: Flexible use of airspace• SAM/IG/7 meeting report• Argentina AIP– Part ENR 3.3 and ENR 5.1 | |
| ICAO Strategic Objectives: | <i>A – Safety</i> <i>D – Environmental protection and sustainable development of air transport</i> |

1 Background

1.1 Version 1 of the SAM ATS route network included the implementation of RNAV route UT 650 between point ESITO and the CORDOBA VOR/DME, which had an impact on the upper vertical limit (UNL) of restricted areas SAR 101-(Río Seco de las Peñas) and SAR 55-(upper northern Reynolds), both established for the conduction of activities by military aeroplanes of the Argentinian Air Force.

2 Discussion

2.1 In view of the aforementioned impact, the national civil aviation administration (*Administración Nacional de Aviación Civil - ANAC*), through the national directorate of air navigation services (*Dirección Nacional de Servicios de Navegación Aérea*), invited the following parties to a meeting with its airspace planning and design experts:

- a) air operators, who were requested to provide in advance an estimate of the number of flights that would use such RNAV route, as well as the minimum optimum flight level;

- b) the regional representatives of the Mendoza and Cordoba ACCs, who assessed all the tactical operations within that airspace, as well as the incidence of upper winds;
- c) the transfer coordination unit of the Argentinian Air Force (Unidad Coordinadora de Transferencia de la Fuerza Aérea Argentina - U.C.T.), responsible for civil/military coordination, which analysed the flight profile of the military aircraft that used such SAR routes and the possibility of reducing the upper vertical limit of such routes.

2.2 The meeting made a joint analysis and agreed on an optimum solution that would benefit all stakeholders, providing a multifunctional airspace that would permit low-cost and environmentally sustainable operations and meet all national security requirements.

3. Conclusion

3.1 All the parties agreed to establish a minimum flight level of 290 for RNAV route UT 650, and to reduce the upper vertical limit of the two restricted areas (SAR101 and SAR55) to FL 285, which was previously unlimited (UNL) (see the attached graph).

3.2 In this manner, an efficient use of airspace was achieved under conditions that were coordinated and established jointly by civil and military authorities, taking into account the interests of all users and the collaborative decision-making concept (CDM).

4. Suggested action

4.1 The Meeting is invited to:

- a) take note of the information presented in this working paper; and
- b) assess the mechanisms for the exchange of information on the application of the flexible use of airspace (FUA) concept, taking into account the experience presented in this working paper, with a view to airspace optimisation, safety assurance and air navigation efficiency in the CAR/SAM Regions.

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APPENDIX A

