



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

**Sixteenth Meeting on the improvement of Air Traffic Services  
over the South Atlantic (SAT/16)***Recife, Brazil 04 to 06 May 2011***Agenda Item 1.2: Follow up of the AORRA airspace implementation***Presented by ASECNA (Dakar ACC)***SUMMARY**

This working paper raises the difficulties encountered by operators and South Atlantic Area Control Centers (ACC) to reactivate suspended routes within AORRA in case of a contingency situation.

**1. INTRODUCTION**

- 1.1 Phases 3&4 of Atlantic Ocean Random Routing RNAV Area (AORRA) have been completed since August 2010 terminating AORRA process in SAT region.
- 1.2 To ensure connection to/from AORRA, direct transition routes have been established at the appropriate boundaries by IATA and concerned ACC.

**2. DISCUSSIONS**

- 2.1 All ATS routes within AORRA are suspended in order to allow full flexible routes operations. These routes may be therefore reactivated in case of contingency situation.
- 2.2 In this context, these routes and associated ATS reporting points are withdrawn from operators' flight planning data base, flight management system (FMS) data base or Jeppesen charts.
- 2.3 So that in case of routes reactivation, operators will not be able to plan trajectories properly accordingly to the contingency case especially in RNAV environment.
- 2.4 To avoid this situation, all information related to the suspended ATS routes and associated reporting points within AORRA should be kept in data bases and charts.

**3. ACTION BY THE MEETING**

- 3.1 The meeting is invited to :
- a) Discuss about this issue and the way to keep in an appropriate form the suspended routes within AORRA in the different data bases and charts.