



Agenda Item 2: Analysis of Version 02 of the SAM ATS route network

PROPOSAL FOR THE OPTIMISATION OF THE ASUNCION FIR ATS ROUTE NETWORK

(Presented by Paraguay)

Summary	
This working paper presents information on the SAM ATS Route Network Optimisation Programme, Phase 3, Version 2 concerning the Asuncion Flight Information Region.	
References: <ul style="list-style-type: none">• Annex 11 to the ICAO Convention• Document 4444 ATM, Procedures for Air Navigation Services• Doc 9426, Air Traffic Services Planning Manual• SAMIG/9 meeting report	
ICAO strategic objectives:	<i>A - Safety C – Environmental protection and sustainable development of air transport</i>

1 Background

1.1.1 Based on the analysis conducted by experts in the area and on information and data contained in the SAMIG/9 meeting report, and continuing with the SAM route network optimisation programme, this Administration has deemed appropriate to proceed with the foreseen implementation as described in the documents and reports under reference with a view to achieving the proposed goals and improvements. In this sense, some adjustments have been made to the proposed route network improvements, as described below, which we hope will be considered and, if appropriate, adopted for implementation by the Administrations concerned.

2 Analysis

2.1 The assessment made of the proposals for implementation, realignment, elimination, continuation, or change of denomination of the routes affecting the Asunción FIR produced the following results, by city pairs:

2.1.1 **RNAV ROUTE ASUNCION/BUENOS AIRES** (Ref. Proposal No. 14 Appendix A SAM/IG/9): The ATS route currently used to link these two destinations is UA556. The aircraft operating on this route are RNAV capable. Commercial aircraft alone account for 360 operations per month, without taking into account general aviation flights and overflights. Accordingly, it is proposed that the recommendation of implementing a direct route between Asunción and Buenos Aires be maintained, based on the study conducted by experts hired by Regional Project RLA/06/901. This Administration considers that this route is feasible, provided the regulatory separation between the

Asunción terminal area gateways and other existing routes is maintained. To this end, the technical data of the Asuncion FIR should probably be reviewed. Likewise, consideration should be given to the elimination of the affected segments of UA556.

2.1.2 **RNAV ROUTE ASUNCION/SANTA CRUZ** (Ref. Proposal No. 26 Appendix A SAM/IG/9): The route used is UA321. The aircraft using this route are RNAV capable. Following the suspension of AEROSUR operations in May of this year, commercial aircraft account for a total of 32 operations per month, without taking into account overflights and general aviation and military operations. Based on the number of operations on that route, it would be advisable to approve the implementation of a path as direct as possible, as proposed in Appendix A to the SAM/IG/9 meeting report, thus eliminating that segment of route UA321.

2.1.3 **RNAV ROUTE ASUNCION/LIMA** (Ref. Proposal No. 16 Appendix A SAM/IG/9): The route currently used is UA320. The aircraft operating on that route are RNAV capable, totalling 56 operations per month, without taking into account flights initiated at the Guaraní (SGES) airport and overflights. The proposal contained in Appendix A to the SAM/IG/9 meeting report is applicable, and the affected segment of route UA320 should be eliminated accordingly.

2.1.4 **RNAV ROUTE LIMA/FOZ/GUARANI/CATARATAS** (Ref. Proposal No. 17 Appendix A SAM/IG/9): To accept the proposal contained in Appendix A to the SAM/IG/9 meeting report.

2.1.5 **RNAV ROUTE BUENOS AIRES/CARACAS** (Ref. Proposal No. 41 Appendix A SAM/IG/9): The proposal would be to use the CARACAS/MANAOS/UM402 route up to ASUNCION and connect the proposed path from ASUNCION to BUENOS AIRES since, according to the analysis of available statistical data, aircraft flying to these cities use UA556 from Buenos Aires to Asunción and then UM402 from Asunción to Manaos. Therefore, it would be advisable to maintain this path, taking into account the proposed route described in item 2.1.1, and eliminate the proposal contained in Appendix A to the SAM/IG/9 meeting report.

2.1.6 This Administration also deems appropriate to assess the proposals described below, which we believe will contribute to the operational improvement of the route network:

- a) **RNAV SEGMENT RESISTENCIA VOR/FOZ VOR:** Aircraft are RNAV capable, and the proposal is to eliminate UA-307 in the RESISTENCIA VOR/FOZ VOR segment and extend UM-529 in that same segment.
- b) Consult the operators about the establishment of an RNAV route between Asunción and Santiago.
- c) Likewise, consider an RNAV path between the cities of Asunción and Panama.

3. **Suggested action**

3.1 The Meeting is invited to take note of the information contained in this working paper and submit the results of its analysis to the Meeting.

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