



International Civil Aviation Organization
Western and Central African Office

**Seventeenth Meeting on the improvement of Air Traffic Services
over the South Atlantic (SAT/17)
Las Palmas, Canarias, 18 to 20 April 2012**

Agenda Item 2: Air Traffic Management (ATM)

2.3. Follow up on operations in the AORRA airspace

(Presented by Secretariat)

Summary
Further to the full implementation of the Atlantic Ocean Random Routing Area (AORRA) airspace in 2010, this paper reports on follow-up measures taken or to be taken for the safe and beneficial conduct of operations in the AORRA.
References: <ul style="list-style-type: none">• SAT/16 Meeting Report

1. Introduction

- 1.1 The implementation of AORRA Phases 3 and 4 on the airac date of 26 August 2010 completed the establishment of the entire AORRA airspace as designed SAT meetings.
- 1.2 As per its TORs, the SAT Group should continuously monitor the safety of the operations in the AORRA airspace.

2. Discussion

2.1 The SAT/16 meeting which was held in Recife, Brazil from 04 to 06 May 2011 noted the full the implementation of the AORRA airspace on the airac date of 26 August 2010, and follow up measures to be taken to ensure the safety of the operations and to provide increased benefit from the random routing system.

2.2 In this regard, the attention of the meeting was drawn to the difficulties that the reactivation of the suspended fixed routes in case of contingency situations may raise, as these routes are no more neither on charts nor in operators' flight planning data bases.

2.3 The meeting recalled that these routes should be only "suspended" not "cancelled"; meaning that their related waypoints should remain on the charts and in aircraft databases as well. This was clearly stated in the guidance given by SAT meetings on the issue.

2.4 The meeting reformulated the following conclusion in this regard:

Conclusion SAT 16/02: Routes in AORRA in contingency situation

That

- a. All fixed routes, suspended within the AORRA airspace, remain available on chart and in aircraft databases through their constitutive waypoints as published*
- b. In case of contingency situation, those to be reactivated be published by notam with their relevant waypoints, by ANSPs.*

2.5 The meeting was seized with a proposal from IATA for an extension of the AORRA airspace from the equator to the north, precisely from 0 deg latitude to 4 deg latitude. This extension is estimated to provide increased environmental benefits. In addition to that, this option would extend the AORRA boundary to an optimum distance from the North East continental border in order to benefit from the ground radar and VHF coverage where currently available.

2.6 Consequently, the moving of the boundary will require the creation of new entry/exit waypoints on the new border and transitions to/from domestic airspace.

2.7 In light of the above, the meeting agreed to the principle of the extension of the AORRA boundary from lat 0° to 4° and formulated the following conclusion:

Conclusion SAT 16/03: Extension of the AORRA boundary from lat 0° to 4°N

That

A Working Group comprising Dakar ACC, Abidjan ACC, Accra ACC Roberts ACC, ASECNA and IATA is established with the mandate to discuss the extension of the AORRA boundary from the equator to the lat 04°N line, and the new gates and transitions routes to be created, as proposed by IATA.

2.8 *Since then, the working group did not have the opportunity to meet; this is why it is proposed that a side meeting be held in fringe of the SAT/17 meeting to work on the issue.*

2.9 With regard to the information to be published on the implementation the AORRA, the meeting was of the view that this is a circumstance which calls for a regional initiative supporting the information contained in doc 7030 (ICAO Regional Supplementary Procedures) with a more collective document which provides detailed information which can be referenced at one point.

2.10 It was therefore proposed that a document which may be in the form of a combined AIP Supplement, including all information relevant to operations within the various FIR's area of responsibility which cover the AORRA airspace, be published at least annually, possibly co-incident with either the SAT or SAT/TF meeting, at which time information relevant to operations within the AORRA is updated and circulated under the auspices of the IACO offices to which the various FIRs are accredited to.

2.11 The meeting considered a draft AIP Supplement proposed by South Africa as an example in this context. It was however agreed that the issue as well as the draft AIP proposed should be examined more deeply under all aspects and details before final decision.

2.12 The meeting therefore formulated the following conclusion:

Conclusion SAT16/04: Supplemental AORRA information

That

1 Each SAT Member State designate a contact person responsible for the management and upkeep of the information on AORRA

2. South Africa will coordinate with other SAT members the development of a comprehensive operational document and present the draft to the next SAT meeting, in order to harmonize their respective operational information in terms of AORRA operations.

2.13 All States concerned, and in particular South Africa as the coordinator of the development of the document, may wish to report on the issue to this meeting.

3. Action by the meeting

3.1. The meeting is invited to:

- 1) Note the information contained in this paper.
- 2) Endorse the proposal for the side meeting on AORRA as in para 2.8
- 3) Request all States concerned to report as in para 2.13
- 4) Agree on any other follow-up action required

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