



SAT/12 - WP/27

SAT/12 MEETING SAL ISLANDS (CAPE VERDE 15-17 DECEMBER 2004)

Agenda item 3:

RANDOM RNAV ROUTING AREA

Presented by: South Africa

SUMMARY:

Report by the Rapporteur for the RR Study Group(RRSG) and consolidation of work completed

1. Introduction

1.1 South Africa was nominated to act as rapporteur for this study group which has the purpose of investigating the feasibility of and implementing, subject to conclusions reached random routing in the South Atlantic in the area AR1/AH2 and AR2/AH8.

2. Discussion

2.1 Due to the previous incumbent of this position terminating service, the flow of work has unfortunately been interrupted and it is the intention of this paper, in the main, to assess work already completed and also to determine the way forward with regard to work still needing attention and the means by which that can be achieved.

2.2 According to the report by the RRSG as developed from the SAT11 Task Force Meeting a number of conclusion were developed which requires confirmation namely:

- The area in which implementation under phase 'A' would occur
- The provision of information and the execution of tasks by States whose airspace would be effected by the implementation of the procedure.
- To this end a matrix was developed and transmitted to the various States and ICAO offices, requesting progress reports on the execution of tasks identified. However the flow of information has been minimal and this report contains no information of progress made.

2.3 In assessing the various activities connected to action plan for the implementation of the proposed random routing area, the rapporteur has the following comment to make with regard to the activities required for implementation:

- Activity1: Although ADS/CPDLC equipped aircraft would enhance safety through surveillance, the need for aircraft to be equipped, should not delay the implementation of the procedure. The ADS equipment operated by the ATS provider should have the facility of inputting flight plan tracks and thus providing the necessary situational awareness with regard to the potential of conflict. The minimum equipment required to provide this service, is:
 - A means of communication with the aircraft
 - A map of the oceanic area of responsibility

- A pencil and ruler
 - The necessary training to operate the communication equipment and to use the chart
 - The means to communicate with the neighbouring sectors or FIRs.
- Activity 2 and 3: There is definite benefit to users of the airspace. According to information provide to the Rapporteur, the savings from the ability to random route, for one flight on the route Johannesburg Ezisa is reflected in the following comparison;

FAJS-SAEZ Fixed routing RTE-138 total cost R303671

FAJS-SAEZ Least time track routing SACCJ total cost R278671

The least time track routing is approx R25000 less in total cost than the fixed Routing

FAJS-SBGR Fixed routing Ext-188594 total cost R255892

FAJS-SBGR Least time track routing SACEV total cost R246492

The least time track routing is approx R9400 less in total cost

- Activity 4 to 14 excluding the safety assessment should not impact on the decision to implement the procedure as these activities are largely administrative in nature.
- The safety assessment has to a large extent already been supported by the random routing activities already in place in the Indian Ocean.

3. Conclusion

The meeting is invited to note that:

- Work on the implementation of a Random routing area in the South Atlantic has slowed.
- States involved with the implementation of the random routing area are requested to provide the necessary information required, in order to meet the target dates set for implementation.
- That verification of the proposed airspace within which the random routing area is to be implemented, taking into account the planned phases is required.