



INTERNATIONAL CIVIL AVIATION ORGANIZATION

Implementation and/or Coordination Informal Meetings
First Meeting of the SAT/14 Working Group - SAT/14-TF/1
(Cape Verde, Sal 10 to 12 June 2009)

Agenda Item: 4. Implementation of AORRA phase II

(Presented by ASECNA)

SUMMARY

The 12th of April 2009, the Atlantic Ocean Random Routing RNAV Area (AORRA) phase 2 has been successfully implemented in Dakar oceanic airspace. This Working Paper addresses the coordination issue necessary for this implementation and/or the next phase 3 and 4 implementation. It still remains that some letters of agreement have not been updated, and each FIR having performed separately its safety assessment.

REFERENCE

- SAT/ 14 Report;
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1. Introduction

1.1 As follow up of SAT Conclusions 14/1 and 14/2 SAT FIRs involved in AORRA phase 2 implementation after a long process of difficult coordination finally came out with the implementation of AORRA phase 2 with some letter of agreement to be signed.

1.2 Following this implementation and the benefits gain by the airlines we have to face the implementation of phase 3.

2. Discussions

2.1 For all those who have participated in this implementation process it is clear that this hasn't been easy; some FIR discovering only two months before the initial implementation date of 18 December 2008 that they are part of the process.

2.2 The safety assessment issue which is one of the prerequisite of this implementation had not been addressed by any of previous SAT meeting, leaving each ANSP making his own safety assessment

without any previous coordination despite ASECNA and Ghana commitment.

2.3 Now in the phase of post implementation safety assessment of the phase 2, we need to take lesson from this implementation and mainly to solve the problems of safety assessment of the next phases during this SAT 14 TF/1 meeting even though it has not been addressed by the SAT 14 meeting. Let us recall that during the implementation of RNP10 in the EUR/SAM Corridor after the implementation of RVSM, SATMA made the safety assessment despite the fact that we had other ANSPs capable to perform the task. It was only because we need a coordinated activity to mitigate easily the risks. We have two Monitoring Agencies SATMA involved in the EUR/SAM Corridor and created because in 2002 we had not yet intention to implement RVSM (CARSAM and ARMA was not created).

2.3 ASECNA supports a fast-track procedure demanded by IATA, to implement the next phases 3 and 4 together but not before the completion of a coordinated safety assessment and the completion of AFI RVSM post implementation safety case not ignoring that AORRA phase 2 has to be assessed after the implementation.

2.4 We must give time to Air Traffic Controllers to digest the implementations we are coming with in this area. Above all some assumptions and requirements specified in the safety case may only be able to be fully substantiated after a period of operation of the system. The verification of these should be addressed after an appropriate period of time. In the interim period, it may be necessary to apply additional mitigations until such time as it can be shown that the requirement is satisfied.

Draft Conclusion – Implementation of AORRA phase 3 and 4

That, recognizing the significant benefits expected from the implementation of AORRA agree to gather AORRA phase III and IV in the same implementation phase and establish the AFI Monitoring Agency in his duty, as CARSAMA did it for CAR/SAM states, to perform the safety assessment, for an implementation in the first quarter of 2010 or just after the completion of the RVSM and AORRA phase 2 safety assessment.

3. Action by the meeting

3.1 The meeting is invited to:

- a) Take note of the information in this Working paper and
- b) adopt the Draft Conclusion above

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