



SAT/15-IP/06

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
WESTERN AND CENTRAL AFRICAN OFFICE**

**Fifteenth Meeting on the improvement of Air Traffic Services
over the South Atlantic (SAT 15)**

Lisbon, Portugal, 19 to 20 May 2010

Agenda Item 1: Air traffic management (ATM)

1.2. Follow up of the AORRA airspace implementation

Additional Entry/Exit Waypoints for Access to AORRA Airspace

(Presented by Angola)

SUMMARY
This information paper introduces an overview of the analysis of the existing routes within Luanda FIR and the constraints associated

1. INTRODUCTION

On the 25th of October 2007, the first phase of Random Route Area in South Atlantic States was completed with the implementation of the portion of airspace related to Luanda FIR. Even with visible advantage for airliners, the decision for Angola to move ahead was made only after considering that the implementation of Atlantic Ocean Random Routes Area (AORRA) could maintain and/or improve the level of safety from the air navigation service provided to the airspace users taking in consideration the means available to support air traffic.

2. DISCUSSION

Airliners are willing the implementation of additional entry/exit gates to get large benefits from the tracks designed to maximize wind affect by seeking tailwinds and avoiding headwinds. As the conventional fixed ATS-Route structure that links to AORRA airspace does not always position the aircraft efficiently for the optimum route on any given day.

There is no doubt that benefits to airlines can increase with the availability of additional Entry/Exit waypoints on the AORRA boundary along with suitable transitions from the existing domestic airway structure, associated to reduced fuel burn with direct subsequent in reduction of CO2 emissions.

Angola recognise the above benefits and believes that the adding of entry/exit gates with existing domestic ATS structure routes will reduce the level of safety in Luanda FIR due to large number of crossing routes that need to be published.

The publication of new report points to facilitate the identification, considering the fact that the routes before or after joining the entry/exit gates, will cross with most of ATS routes, and some others will be very next to the existing report point.

Angola wishes to support the implementation of new entry/exit inside Luanda FIR progressively by implementing no more than two entry/exit points to AORRA airspace per year. In case of need to implement two entry/way points simultaneously, those shall be laterally separated in distance not less than 100 NM, without ignoring all coordination aspects between the concerned FIR's.

3. ACTION BY THE MEETING

The meeting is invited to:

- ◆ Take note of the information.

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