

INTERNATIONAL CIVIL AVIATION ORGANIZATION  
WESTERN AND CENTRAL AFRICA OFFICE

TWENTYENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES  
OVER THE SOUTH ATLANTIC (SAT21)  
(Lisbon, Portugal, 6-7 June 2016)

Agenda item 2.3: Follow up on operations in the AORRA airspace.

Implementation of Night Routes in Cayenne

(Presented by Dakar ACC, Atlantico ACC, Cayenne ACC)

SUMMARY

This WP presents the feedback of the Night Routes Implementation in Cayenne Oceanic upper sectors

**Reference:**

**Action by the meeting:** See paragraph 3

1. Introduction

Cayenne ACC has performed a new night route scheme in its oceanic airspace. This WP presents the feedback of the current situation 6 months after the implementation of those tracks.

STARTED on FEBRUARY the 4<sup>th</sup>

Night situation before february the 4th (25/01/2016).



Night situation after february the 4th (25/01/2016).



### 1) Experimentation context

The experimentation is carried over Cayenne Oceanic Airspace East of 048W in a class A airspace between FL245 and 660.

The ATCOs in this airspace have to manage regularly, important loads of unpredictable traffic.

Safety requirements due to all users passing through our area have led us to propose an ATFM scheme of compulsory routes at rush hours.

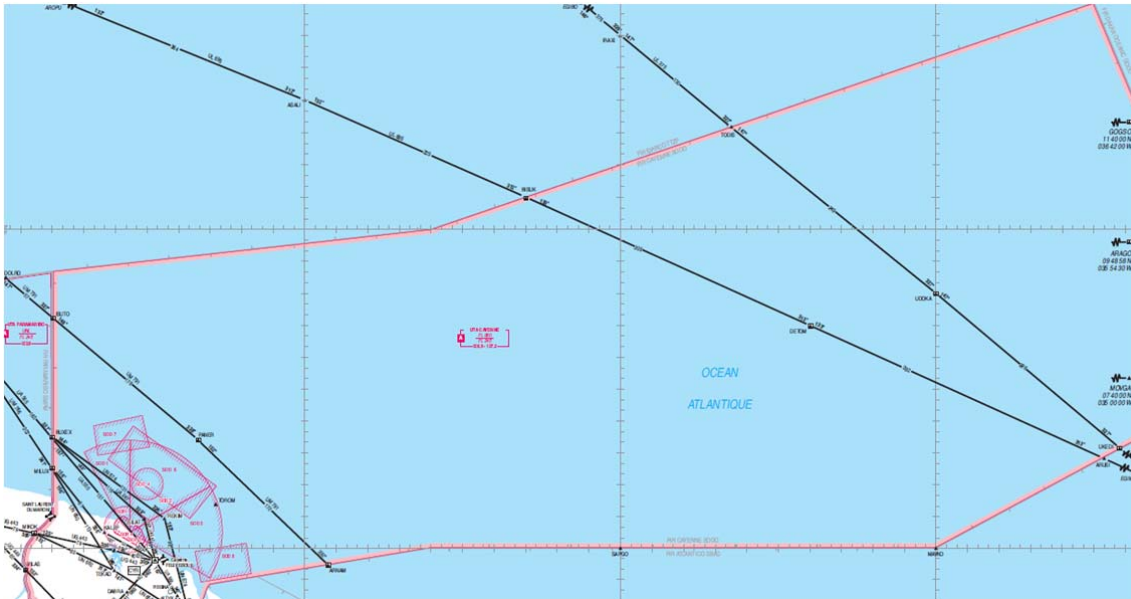
It took effect on February 4, 2016 03:00 UTC and is applicable every night between 03h00UTC and 07h00UTC.

See AIC and AIP SUP SOOO (AIP CAR SAM NAM).

### 2) Prior scheme

Before February 4, 2016:

The Cayenne upper airspace in its oceanic component was associated with two described routes, the UL695 and UL375. Apart from these routes, the airspace was used in a FLEX way and allowed a random programming of the entry point and exit point in the SOOO airspace.



### 3) Current night Scheme



### 4) Improvements with this new scheme

- The traffic is scheduled on identified routes, pre-regulation is implicitly made by previous sectors and ease the task of the Cayenne controller.
- The night routes being sufficiently distant (180NM), the frequent weather deviations are more manageable.
- Aircraft located on both new night itineraries are not to be separated when they converge in the Brazil area (SLI/NADIR).

- New night routes and their interference with existing roads (UL675/395) are identified by new crossing points, facilitating the procedural separation ..
- Despite two itineraries (entering and exiting) from/to DAKAR airspace, the separation at the converging exits point MAVKO in Cayenne airspace if necessary is managed during coordination with DAKAR.

**Drawbacks:**

- No more flexibility and so flights can no more choose an ideal entry point and an ideal exit point.

**5) Means used for experimentation**

Local study of a route scheme adapted to the Cayenne control center air traffic:

- Year 2014

Presentation and discussion of a night route scheme in Cayenne ACC with adjacent control centers concerned:

- PIARCO February 17, 2015
- DAKAR 23/27 March 2015
- ATLANTICO (Recife) 20/24 April 2015

Participation to international meetings (ICAO , IATA ) to present this new project.

- ABIDJAN 1/5 June 2015 (ICAO , IATA, ACCs)
- LIMA 2015 ( ICAO , IATA)

Aeronautical publications of the night routes in Cayenne.

- AIP SUP 24 December 2015 to become effective on February the 4th, 2016
- NOTAM A0035 / 16      A0050 / 16

**6 ) Expected results**

- Improve the traffic management in a context of frequent overcapacity in the oceanic control area ( at night ACC, TWR and APP sectors are grouped together).
- Coordination of converging traffic in SBAO facilitated according to the increased distance between the tracks at the boundary.
- Better management of weather deviations.
- Optimization of flight levels at night of the traffic crossing our oceanic control area.

**7) Internal and external feedbacks**

**SOOO** very significant increase of the safety by reducing the workload in Cayenne airspace

**SBAO** no difficulty and no problem on managing new Cayenne night routes experienced in Cayenne

**TTZP** no difficulty and no problem on managing new Cayenne night routes experienced in Cayenne

**GOOO**            no difficulty and no problem on managing new Cayenne night routes experienced in Cayenne

**IATA** to be discussed

Statistical tables

weeks	% flights over GOGSO	% flights over ARAGO	% flights over PUBLI	<i>% flights following the night road scheme</i>	<i>% flights not following the night road schemes</i>
1 (4 au 7 fev)	53%	0%	47%	10%	90%
2 (8 au 14 fev)	62%	1%	37%	15%	85%
3 (15 au 20 fev)	35%	1%	64%	45%	55%
4 (21 au 27 fev)	55%	0%	45%	76%	24%
5 (28 fev au 3 mars)	52%	0%	48%	100%	0%

**8) Works to follow experimentation**

*Encounter with adjacent ACCs (PIARCO, RECIFE, MANAUS, DAKAR) and airlines (IATA) to continue studies on routes and airspace structure taking into account the different flows for the best capacity and the best safe service.*

**A. Action by the meeting**

The meeting is invited to:

- 1) Take note of the information about Air Traffic Flow Management in Cayenne ACC by modifying the crossing rules at night in Oceanic Upper sectors
- 2) Confirm the proposal of creating a Working Group “Traffic Flow Management surrounding Oceanic Cayenne Airspace” including DAKAR, RECIFE and MANAUS, PIARCO and inviting IATA or to join the group or to follow the debate of this group for the future.

\* \* \*