

**International Civil Aviation Organization
UNDP/ICAO Regional Project RLA/98/003
Transition to the CNS/ATM Systems in the CAR and SAM Regions**

**Second Meeting/workshop of Air Traffic Management (ATM) Authorities and Planners
(Lima, Peru, 14 to 18 May 2001)**

Agenda Item 3: Analysis of pre-operational trials and demonstrations in new RNAV routes between Buenos Aires/Miami, Sao Paulo-Rio de Janeiro/New York and Sao Paulo-Rio de Janeiro/Los Angeles and evaluation of other paths.

(Presented by Argentina)

Summary

This working paper presents for analysis and definition by the meeting, two proposals for trajectories that the new RNAV route Buenos Aires/Miami should comply for, within the Argentinean airspace

1. Background

1.1. Presently, one-way RNAV routes are current in the airspace of the Argentinean Republic: **UL315** (from South to North) and **UL415** (from North to South), and are being used by airlines to join Buenos Aires and Miami.

1.2. These routes meet in **KOLSA** (transference point between Cordoba FIR and La Paz FIR).

1.3. The implementation of the new RNAV route would superpose with the above-mentioned routes and no lateral separation would exist between them.

2. Analysis

2.1. In virtue of the aforementioned, the meeting is invited to examine the proposals hereunder:

2.1.1. **Proposal 1**

- a. Implement RNAV route Miami/Buenos Aires, from **URSUS** to **KOLSA** (221500 S-0624000 W) to further connect with RNAV routes UL315 and UL415 current in Argentinean airspace.

2.1.2. **Proposal 2**

- a. Implement RNAV route Miami/Buenos Aires from **URSUS** to **PARANA VOR/DME** (PAR) coordinates 314828S-0602914W to, further at this point, connect with the current AWY UW6 (one way from PAR to BAIRE TMA and UW8 (one way from BAIRE TMA to PAR).
- b. This administration has no inconvenience to the transfer point of the trajectory between PAR VOR/DME, with LA PAZ FIR, be at coordinates 220000 S-0634401 W proposed by that Regional Office, assigning a five-letter name code to such transfer point.
- c. It should be anticipated that if this proposal becomes valid, the current RNAV routes **UL315 and UL415 shall not be used within Argentinean airspace** due to the fact that there will not be lateral separation between the new RNAV route to be implemented and the other two RNAV routes aforementioned.
- d. The conclusion of this proposal is as follows:
 - i Trajectory PARANA 314828S-0602914W / LA PAZ FIR 220000S-0634401W (or other coordinate to be established at the meeting/continuation by other States to MIAMI (URSUS).
 - ii Deletion of routes UL315 and UL415 in the Argentinean airspace.
 - iii The control transference within Argentinean airspace will only be between EZEIZA FIR and CORDOBA FIR, without participation of the RESISTENCIA FIR.

3. **Action suggested**

- 3.1. The meeting is invited to acknowledge the information provided in this working paper and to:
 - a. Analyze both proposals; and

- b. Define the trajectory within Argentinean airspace.