

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

**Second Meeting/Workshop of Air Traffic Management (ATM) Authorities and Planners.  
(Lima, Perú, 4-18 May 2001)**

**Agenda Item 1: Evaluation of the pre-operational trials and demonstrations in the  
RNAV routes UT780, UT795 and UT799. – Airlines feedback**

(Presented by IATA)

**Summary**

This working paper presents the feedback collected by the IATA Regional Office from the airlines participating in the Trials and Demonstrations on the routes UT780, UT795 and UT799.

**1. Introduction**

1.1. At the previous meeting/workshop of the Air Traffic Management Authorities and Planners the IATA Regional Office was requisitioned to collect feedback from the Airlines. The information provided in this working paper has been collected from the Flight Operations Departments of the airlines participating in the Trials and Demonstrations of the above routes.

**2. Analysis**

2.1. The information is presented airline by airline:

**American Airlines**

American tested this route using their flight planning systems with a B767-300 aircraft under a typical mission weights and with zero wind scenarios. The comparisons made against the most frequently used conventional routes is summarized as follows:

SCEL – KMIA Distance savings 68NM  
Fuel savings 2.000 lbs  
Time savings 8 minutes

SBGR – KMIA Distance savings 30NM

Fuel savings 800 lbs  
Time savings 3 minutes

SBGL – KMIA Distance savings 25 NM  
Fuel savings 600 lbs  
Time savings 3 minutes

American Airlines wishes a prompt and full implementation of these routes.

### **Continental Airlines**

Continental flies to Lima from Newark, and considers that the route has better possibilities to obtain optimal flight level and is less involved in mountainous terrain than the standard route. Also the new route allows a safer arrival to Lima. Continental claims to save up to five minutes compared with the regular route.

### **COPA Airlines**

COPA is using route UT780 from Miami to Panama and vice versa. Their main concern is on the SID's and STAR's of the airports they operate along the route. With harmonized SID's and STAR's the efficiency of the route can be improved

COPA is soliciting:

- a) A STAR into MPTO from DAGUD to TBG. Since DAGUN is approximately 350 miles from TBG an intermediate fix between DAGUN and TBG could be created to facilitate the controllers' task. Also a STAR into MPTO from the south.
- b) A STAR into SCEL from SULNA to TOY VOR to join Andes 4 Arrival.
- c) Two STAR's into SPIM from the north and the south

At the times there has been proper and good communication with the respective ATC on VHF.

On the economical side, COPA is saving time, and consequently fuel, with the utilization of the new routes.

### **Delta Airlines**

Delta has analyzed the routes and has come up with the results of savings in time and fuel. On the route from Atlanta to Sao Paulo, Delta claims time savings of approximately ten minutes

Delta informed of some problems in joining the route over URSUS, Miami ARTCC does not clear the flights to join UT799 and UT795 (perhaps this occurred at the beginning of the test phase)

Delta is operating from Atlanta to Sao Paulo and Santiago de Chile and incorporate into the route at URSUS

### **LanChile**

LanChile advises that they have not encountered any problems on route UT780 from Santiago de Chile to Miami and vice versa.

After a two-month study of the route from UT780 from Santiago de Chile to Miami and vice versa, the average savings in time was of 12 minutes and 378 gallons of fuel per flight.

LanChile would like to see similar work of direct routes between Europe and South America

### **TACA**

TACA Is using a portion of the route. One of TACA's concerns is the implementation of SIDs and STAR's connecting the route destinations.

### **TAM**

Excellent results in saving and fuel in the route UT790 SBGR to KMIA. TAM is the only airline operating this route during daytime, therefore is affected by area W1001. Unofficially the IATA Regional office was informed that area W1001 has changed its operations times, moving from daylight operation to NOTAM operation. Whenever TAM requests to over-fly W1001, it is not cleared to over-fly the area.

### **Unite Airlines**

United Airlines reports that it is saving time and fuel in the three routes.

United would like to see the creation of a SID from KMIA to URSUS, for the three routes.

### **3. Action Suggested**

3.1. The Group should take note of the benefits that these routes provide to the users on the safety and economical aspects. The meeting should take action on the following issued:

- a. SID's and STAR's of the airports connecting to the route.
- b. Clearances to the flights proceeding from other airports but KMIA to join the route at URSUS
- c. W1001 operational hours, and inform the adjacent FIR's.