



AP/ATM/5
WP/07
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**International Civil Aviation Organization
UNDP/ICAO Regional Project RLA/98/003
Transition to the CNS/ATM Systems in the CAR and SAM Regions**

**Fifth Meeting/workshop of Air Traffic Management (ATM) Authorities and
Planners for RVSM, RNAV routes and RNP implementation in the CAR and SAM Regions
(AP/ATM/5 RVSM-RNAV-RNP)**

(Panama, Panama, 18 to 20 June 2003)

Agenda Item 1: Review of the RNAV routes implementation programme

(presented by Argentina)

SUMMARY

This working paper proposes that the meeting analyse the possibility of eliminating AWY301 in the segment between VIRU – VIRU and the MORENO VOR/DME.

References

- Traffic flow analysis by Project RLA/98/003
- Doc. 8733 Air Navigation Plan – Caribbean and South American Regions
- Decisions adopted by the ATM/CNS/SG/2

1. Introduction

1.1 At the ATM/CNS/SG/2 meeting, the RNAV/RNP task force adopted Decision ATM/2/1 – Analysis for the implementation of the RNAV route network, which, in one of its paragraphs, calls for a study of the impact that conventional routes would have on the RNAV routes proposed for implementation.

1.2 Since several members of the RNAV/RNP task force attend AP/ATM meetings, and since these meetings constitute a forum that nurtures GREPECAS with its decisions/conclusions through its contributory bodies, this aeronautical administration deems it advisable to submit a proposal to modify the ATS route network of the CAR/SAM Basic ANP.

2. **Analysis**

2.1 After analysing the paths of the international ATS route network that overfly the airspace of Argentina and its adjacent countries, it has been noted that some paths link the same city pairs.

2.2 Many of these air routes have no lateral separation between them, thus affecting the operation of aircraft that fly their optimum flight levels and obstructing the planning of new RNAV routes.

2.3 If we consider the traffic flow between VIRU – VIRU and EZEIZA, which currently has two conventional ATS routes, UA301 and UB686, and the fact that there is also a new RNAV route, UL 793 (BUENOS AIRES-NUEVA YORK), that has a path that is close to VIRU VIRU, which could be used by RNAV-capable aircraft, it is felt appropriate to suggest that an action be taken by the meeting.

3. **Suggested action**

3.1 The meeting is invited to:

- a) analyse the elimination of airway UA301 in the VIRU–VIRU - MORENO VOR/DME segment; and
- b) adopt the measures it deems appropriate to amend the CAR/SAM Basic ANP accordingly.