



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

**Tenth Meeting/workshop of Air Traffic Management (ATM) Authorities and Planners
of the CAR and SAM Regions (AP/ATM/10)**

(Lima, Peru, 10 to 14 May 2005)

**Agenda Item 1: Review of the RNAV Routes Implementation Programme in the CAR/SAM
Regions**

Implementation of a route from CRR VOR to FDO VOR

(Presented by AITAL)

Summary

This Working Paper proposes the implementation of a new route between CRR VOR at Montevideo FIR and FDO VOR at Ezeiza FIR.

1. Introduction

1.1. The purpose of this Working Paper is to request to the States of Argentina and Uruguay to implement a route between CRR VOR at Montevideo FIR and FDO VOR at Ezeiza FIR.

1.2. This request is due to the need of connecting the airports of Aeroparque (Jorge Newbery) and Montevideo (Carrasco International) with a more efficient route.

2. Economical benefits

2.1. In reference to the calculations made by Pluna, the benefits of using this new routing between these airports, would represent reduction of US\$1'100.000 in just fuel consumption for this airline. The difference in distance between the present route and the proposed route is 45 NM. This reduction in distance would cut the flying time by approximately 9 minutes with an additional reduction in operating expenses.

2.2. Additional savings would be achieved by reducing the overflight costs. The estimated reduction could be as much as US\$ 336.000 per year.

2.3. By using the proposed route, a reduction in fuel consumption of 153 US Gallons per flight (466 Kgs). The fuel weight could be replaced by payload.

2.4. The proposed route will also benefit the flights from to Punta del Este Airport (SUPE)

3. Trajectory of proposed route

CRR VOR (Montevideo FIR)
BERTA Intersection – via W29
COL NDB – via W29
FIR boundary PAPIX Intersection - via new route
FDO VOR (Ezeiza FIR) – via new route

4. Discussion

4.1. To help the ATC flow in this congested area, it is proposed to implement this route in just one way, from SUMU/SUPE to SABE.

4.2. Taking into account that only two countries are involved in the implementation of the proposed route, it would be appreciated that this route be implemented as soon as possible without considering it as part of Phase II-b of the CAR/SAM Regions RNAV Routes Implementation Program.

5. Conclusion

5.1. The meeting is invited to take note of the information provided in this Working Paper and, if deemed convenient, approve the proposed route and implement it within a two AIRAC cycles time period.