



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**FOURTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER
THE SOUTH ATLANTIC**

Montevideo, Uruguay, 7 to 9 May 2008

- Agenda Item 1: Air traffic management (ATM)**
1.3. Follow up of the AORRA airspace implementation.

**SUSPENSION OF AIR ROUTES WITHIN THE BOUNDARIES OF THE PROMULGATED
AORRA**

(Presented by: Rapporteur AORRA Implementation Working Group)

SUMMARY

This WP describes the route sectors which should be suspended within the defined boundaries of the AORRA as presently published.

Reference: Conclusion SAT13/10 of the Thirteenth meeting on the improvement of the air traffic services in the South Atlantic (SAT/13)

1. INTRODUCTION

1.1 Conclusion SAT13/10: Retention of ATS routes within AORRA airspace, states that “That the States involved in the AORRA implementation should retain a minimum number of selected ATS routes within the AORRA airspace, but however suspend those portions of the routes identified, which are within the boundaries of the AORRA. Such route portions are to be activated in case of contingency measures.”

2. GENERAL

2.1 In response to the above conclusion, it is proposed that the following routes, together with their allocated five letter significant point identifications be suspended with effect from an agreed to AIRAC date, in order to allow full random routing operations and remove any misunderstanding of the application of random routing within the AORRA.

2.2 It is further proposed that text promulgating the suspension of the routes together with their allocated five letter significant point identifications, for inclusion in the AIP Supplements which will be required to be published, be developed by a working group consisting of those States providing Air Traffic Services within the AORRA.

3. The following identified routes together with all five letter significant points allocated to the routes, will be suspended between the points mentioned below, all of which are situated on the boundaries of the AORRA as presently promulgated.

Johannesburg Oceanic

UL435	ILDIR	S 18 00 00 E010 00 00	IBLOK	S 18 47 40.00 E 011 40 34.00
			NIBEK	S 22 58 31.00 E 013 12 54.00
			NIGAM	S 26 33 56.20 E 014 37 10.00
UQ11			OKTEL	S 28 07 53.81 E 015 00 00.00
UQ18	ILDIR	S 18 00 00 E10 00 00	UVGOD	S 29 09 43.27 E 015 00 00.00
			ALDOV	S 30 37 12.00 E 015 00 00.00
UL375	ESENA	S 19 15 00 W 006 15 00	BUXIR	S 32 00 00.00 E 015 00 00.00
UA405	ETOB0	S 233900 W 010 00 00	OKDOG	S 33 05 00.00 E 015 00 00.00
UL224	ITGIV	S 325600 W 010 00 00	ITMEK	S 34 12 00.00 E 015 00 00.00
UL211F	MUNES	S 40 30 00 W 010 00 00	ITLIK	S 35 16 00.00 E 014 59 57.00

Cannot find this point

Angola

UL435	URAPI	S 09 49 07 W003 48 00	ILDIR	S18 00 00 E010 00 00
UL375	ETAXO	S 15 00 00 W010 00 00	ESENA	S19 15 00 W006 15 00
N/A	OSUKU	S 09 01 01 W001 36 04	UIR	S18 00 00 E004 37 09
UR991F	GAPEL	S 08 17 08 E 000 19 00	ILDIR	S18 00 00 E010 00 00
UG853F	TERBA	S 04 47 09 E 006 35 00	OPAPO	S07 48 00 E011 30 00
UL340	ILGER	S17 22 04 W 010 00 00	ONTAR	S09 40 00 E011 24 00

Atlántico

CIDER	S 24 07 49.80 W 040 16 23.40
EKALO	S 22 26 00.00 W 038 08 48.00
SISSET	S 13 07 39.00 W 013 03 29.00

Montevideo

BIVEN	S 36 35 00.00 W 053 05 10.00
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Ezeiza

GUXOR	S 37 22 30.00 W 053 00 00.00
BISUL	S 43 31 22.00 W 053 00 00.00

Comodoro Rivadavia

EGLAS	S48 00 00.00 W 053 00 00.00
IRIRO	S60 00 00.00 W 053 00 00.00

3. **DISCUSSION**

3.1 The SAT/14 meeting is invited to discuss the suspension of the above mentioned routes together with the associated significant points allocated to the routes, along with any other significant routes not identified by this paper.

4. **ACTION BY THE MEETING**

4.1 The meeting is invited to:

- a) Develop the appropriate text for inclusion in AIP Supplements suspending the routes and five letter significant point names allocated to those routes, as identified by the meeting to be retained for contingency purposes.
- b) Agree to an appropriate AIRAC date suspending the identified routes.
- c) Develop text for inclusion in the same AIP Supplement or if otherwise decided, for publication in a separate AIP Supplement, permanently withdrawing those routes which are considered not to be relevant to supporting contingency measures.
