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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 1.4: Air traffic management (ATM)

Follow up of the Implementation of UN741 and UN866 as unidirectional routes. (Presented by Brazil)

SUMMARY

This paper presents the Follow up of the Implementation of UN741 and UN866 as unidirectional routes. Besides that, it will be necessary to encourage the pilot to fill up the flight plan correctly.

1. INTRODUCTION

1.1 The implementation of UN741 and UN866 as unidirectional routes was effected on July 05, 2007 and all the related documentation was published by the States involved.

1.2 In the transition day the operation occurred normally without traffic incident.

2. DISCUSSION

2.1 Since we implemented UN741 and UN866 as unidirectional routes, we have followed the operation in Atlantic ACC to evaluate the safety. The problem occurs when the pilot make an airway deviation without contact with the air traffic controller. In this case, it's possible that the aircraft violate the minimum separation rules.

2.2 Another problem observed, is filling out the flight plan wrong. Some airlines is making a mistake when use the airways mentioned. They're proposing flight at wrong way. Follow some examples:

270823 LKPRTVSX

(FPL-TCV660-IS

-B738/M-SDHIRWXY/S

-GVNP1710

-M079F380 BULVO1E BULVO DCT POMAT UN873 ASEBA/M079F400 UN873

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TASIL DCT **OBKUT UN866 MAGNO** DCT FLZ
-SBFZ0349 SBNT
-EET/GOOO0021 SBAO0156 SBRE0307 REG/OKTVB SEL/BEHS RALT/GVAC,SBFZ
RVR/200 DOF/080227
-E/0518 P/TBN R/UEVE J/L
A/WHITE AND BLUE
C/ANCICKA VACLAV)

(FPL-TCV660-IS
-B738/M-SDHIRWXY/S
-GVNP1710
-N0462F360 BULVO1E BULVO DCT POMAT UN873 SAGMA/N0453F380 UN873
TASIL DCT **OBKUT UN866 MAGNO** DCT FLZ
-SBFZ0340 SBNT
-EET/GOOO0022 SBAO0154 SBRE0301 REG/OKTVB SEL/BEHS RALT/GVAC,SBFZ
RVR/200 RMK/ DOF/080305
-E/0507 P/TBN R/UEVE J/L
A/WHITE AND BLUE
C/SINDELAR)

052237 SBFZYOYX
(FPL-TAP168-IS
-A332/H-SDEHIJPRXWYZ/SD
-SBFZ0035
-N0466F390 **DCT JOBER/M081F390** DCT 0740N03500W 1540N03200W/M081F410
DCT ULTEM DCT 27N025W 30N020W 31N020W DCT ABALO/N0462F400 UN749
PELUS UZ16 NARTA UN975 GANSU GANSU7A
-LPPT0618 LPFR
-EET/SBAO0030 GOOO0136 1540N03200W0237 GVSC0238 LPPO0321 GCCC0408
LPPO0443 31N020W0450 ABALO0505 LPPC0505 REG/CSTOK SEL/CDJS OPR/TAP
DOF/080306 RALT/SBFZ GVAC GCLP RVR/75 RMK/DAT/SV COM/ACAS II EQPD)

2.3. The last problem observed is our communication with aircraft. Sometimes, it's very difficult to establish communication with pilot using HF due to the difficult of propagation in atmosphere.

3. ACTION BY THE MEETING

3.1 The SAT/14 Meeting is invited to:

- a) discuss the convenience to adopt only even flight level in UN741 and only odd flight level in UN866 when the communication is not good and the weather is bad;
- b) give knowledge to the airlines about the new flight level allocation scheme in the EUR/SAM corridor.
- c) discuss the opportunity to insert in the letter of agreement with Dakar and Atlantic the follow instruction:

When DAKAR and RECIFE ACC find a total or partial degradation of HF communication and/or weather conditions indicate it's necessary to make a significant deviations from airways UN741 and UN866, may apply, by mutual agreement, a special flight level allocation scheme, in order to use only even flight levels in UN 741 and only odd flight levels in UN 866. These measures aim to ensure the appropriate vertical separation for an aircraft that make deviation from its original course and may interfere with other in the opposite direction and at the same level in adjacent airway.
