



SAT/14
WP/08
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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: Air Traffic Management (ATM)
**1.4.. Follow up of the Implementation of UN741 and
N866 as unidirectional routes.**

**Analysis of the new air traffic routes reallocation after the implementation of UN741 and UN866 as
unidirectional routes**

(Presented by Spain)

SUMMARY

This paper, with a comparative data 5th. July- 31st December 2007 and the same period during 2006, reflects the new air traffic routes reallocation after the implementation of UN741 and UN866 as unidirectional routes.

1. INTRODUCTION

1.1 In April 2006, on the past SAT13 Meeting, four possible options to prevent the negative effects of the continuous air traffic increase in the EUR-SAM Corridor, in terms of lack of ATC capacity to handle this increase and penalisations to the aircraft operators in terms of NM flown at non optimal flight levels, were analyzed by the SAT States. The selected option and the GO Decision, the implementation of UN741 Southbound and UN866 Northbound as unidirectional routes, was adopted on February 2007 on SAT13/TF1 Meeting and implemented on 5th July 2007. After six months of experience with the new route orientation and after analyzing the comparative figures 2006-2007 for this period, it seems that this new route orientation could cope with the unexpected and especially high, (24.1%), increase during the second half of the year 2007. This huge increase has been accommodated without any negative operative impact in the OPS room.

2. DISCUSSION

2.1 The hypothesis of the study presented on SAT13 Meeting was that the northbound traffic flows flying via UN741 should theoretically and logically use route UN866 and not overloading the most congested route of the Corridor, UN873. The comparative figures of the air traffic reallocation since 5th July until 31 December 2007 with the same period during 2006 shows, despite of the spectacular increase during the second half of year 2007 a clear more balanced situation in all the routes of the corridor. The keys of this better balanced situation with a high increase of the traffic flows are as follows:

- a) The RANDOM route remains on a steady situation.
- b) The high occupancy of route UN741, the main reason to implement this unidirectional two routes system, has decreased from 27.6% during 2006 until 24.3% during 2007.
- c) Important and expected increase on route UN866 from the discrete 15.7% of utilisation during 2006, now represents the 22.9% during 2007.
- d) The figures of UN873 shows still the highest values of the Corridor but there is a clear descend from the original 42.3% utilisation during 2006 until a more discrete 37.7% utilisation during 2007.
- e) Moderate, but positive increase on route UN857. Although its values are still lows, there is a tendency to increase its values: 9.6% of occupancy during 2006 until 11.1% during 2007.
- f) The average flights per day on routes UN741 and UN866 completely unbalanced during 2006 (22-12), has been balanced in 2007 with this unidirectional system: average of 24 flights per day on UN741 and 22 flights per day on UN866.

2.2 Analyzing all this data, the conclusion is that the implementation of the two unidirectional routes system has been successful and the ATS service along the EUR-SAM Corridor is more efficient. But this is only a temporary solution, the already commented high increases of the air traffic during the second half of 2007 adds new considerations. These considerations are as follows:

- a) The assessment of the lateral and vertical risk proved that the EUR-SAM Corridor was safe, at least, until 2015, but this study was done with a yearly growth rate of 7%. In 2007 the statistics shows a 13.5% as global increase of the year but 24,1% during the second half of the year. This data should be taken into account for next safety assessment about lateral and vertical risk to be performed along to 2008.
- b) The unexpected increase of the air traffic flows indicates that the implementation of RNP4 along the EUR-SAM Corridor must be considered as a relevant target.

3. ACTION BY THE MEETING

3.1 The SAT/14 Meeting is invited to analyse and discuss the conclusions of this WP.