

1.2 In this respect, the SAM Region concluded that this ATS route optimisation should be carried out in phases, taking into account the analysis/diagnosis of the ATS route network and the planning criteria contained in the SAM ATS Route Optimisation Programme.

2 Discussion

2.1 The first SAM ATS Route Network Optimisation Workshop (SAM ATSRO/1) held in Lima, Peru, on 1 - 5 March 2010 analysed version 1 of the SAM ATS route network, resulting from a study conducted with the support of a special implementation project funded by ICAO and Regional Project RLA/06/901.

2.2 The SAM ATSRO/1 Meeting, taking into account the magnitude of the work done, deemed it advisable for SAM States and IATA to assess in more detail the results of the work done at this workshop and submit their results to the SAM/IG/5 meeting.

2.3 In view of the above and taking into account that **ROUTE UA 314** coincides with ROUTE UN 741 between Ezeiza and Bagé, and that **ROUTE UA 308** coincides with ROUTE UN 857, Uruguay conducted an analysis that showed that there was no problem with the early elimination of both routes subject to an agreement with the Administrations of Argentina and Brazil.

2.4 Furthermore, regarding the request by Brazil to analyse the feasibility of **reverting the direction of ROUTE UM 654** between BRU and the EZE VOR, Uruguay has no operational problem with such reversal, subject to an agreement with the Administrations of Argentina and Brazil.

3. Suggested action

3.1 Coordinate the AIRAC date among the Administrations of Argentina, Brazil and Uruguay for the elimination of routes UA 314 and UA 308 and the reversal of direction of route UM 654.

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