

1.2 In this sense, the SAM Region concluded that this ATS route optimisation should be done by phases, taking into account the analysis/diagnosis of the ATS route network and the planning criteria reflected in the SAM ATS Route Optimisation Programme.

2 Discussion

2.1 At the First SAM ATS Route Network Optimisation Workshop (SAM ATSRO/1) held in Lima, Peru, on 1 - 5 March 2010, version 1 of the SAM ATS route network was analysed based on a study conducted with the assistance of a special implementation project financed by ICAO and Regional Project RLA/06/901.

2.2 Taking into account the magnitude of the work done, SAM ATSRO/1 deemed it advisable for SAM States and IATA to assess in greater depth the work done by this workshop and submit the results to the SAM/IG/5 meeting.

2.3 In the case of route UL 324, although its traffic movements do not appear as significant in the traffic sample carried out in the SAM Region that was submitted to the SAM ATSRO/1 meeting/workshop, it should be noted that the sample analysed the airspace block between FL 250 and FL 410, and therefore, several operations in which aircraft are in the climbing phase were not accounted for in this route.

2.4 Likewise, the Administration of Uruguay will closely monitor any changes in the traffic flow on route UL 324 that would warrant an early revision of its feasibility.

2.5 In view of the above, and taking into account that routes UA 306, UA 308, UL 324, UN 741 and UN 857 in the Montevideo FIR have sufficient air traffic to consider them as stable and of optimum efficiency, it is considered that for the time being they should be maintained within the SAM ATS route network.

3. Suggested action

3.1 Maintain routes UA 306, UA 308, UL 324, UN 741 and UN 857 until subsequent analyses demonstrate that they need to be reviewed with the various adjacent administrations and operators involved.

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