



Agenda Item 2: SAM airspace optimisation

SAM AIRSPACE OPTIMISATION PLAN PROPOSED BY COLOMBIA

(Presented by Colombia)

SUMMARY

In order to assess route optimisation as proposed and coordinated under the ATS/RO programme, and taking into account the needs of the Colombian State regarding its airspace structure with regional projection, this working paper presents a list of RNAV routes and the specific requirements of each of them in terms of creation, modification, realignment, and even elimination, for analysis and approval by the SAM Implementation Group so as to proceed to the updating, if required, of the Letters of Operational Agreement between States that might be affected.

**ICAO Strategic
Objectives**

*A - Safety
B - Environmental protection and sustainable
development of air transport*

1. Introduction

1.1 Giving continuity to the route optimisation process through the ATS/RO programme, the Colombian State presents the routes proposed to become RNAV routes, based on the need for, and use of, the same. Likewise, Colombia proposes the creation of a new route between intersections UNPUT and PULTO, which supports high traffic density.

1.2 Finally, Colombia proposes the elimination of route UL474 in the Barranquilla FIR for safety reasons, since it converges with several routes at the same level. Furthermore, there are coordination issues with the adjacent Kingston FIR, resulting in the entry of traffic without prior coordination.

2. Proposal

2.1 The adjustments required to the route network in Colombian airspace are listed below:

EL DORADO FLIGHT INFORMATION REGION (SKED FIR)

2.1.1. The proposal is to:

- a) Eliminate route UA321 between PLG VOR and BUSMO.
- b) Turn the local RNAV route UQ106 into a regional RNAV route, leaving it PLG VOR direct to BUSMO.
- c) Define a regional name.

Rationale: *90% of traffic entering along UA321 via PLG/VOR requests to proceed PLG direct to BUSMO and vice versa.*

- a) Eliminate route UA550 between BOKAN and KIKAS.
- b) Turn local RNAV route UQ104 into a regional RNAV route, leaving it BOKAN direct to KIKAS.
- c) Define a regional name.

Rationale: *90% of traffic entering along UA550 via KIKAS requests to proceed KIKAS direct to BOKAN and vice versa.*

- a) Eliminate local RNAV route UQ109 and conventional route UA317.
- b) Create direct regional RNAV route ABIDE–DAKMO, avoiding the MTU VOR.
- c) It has been approved for implementation in December 2013; the name assigned would need to be verified.
- d) UL201 as unidirectional route is not approved, since it would have the same direction as UM782.

Rationale: *90% of traffic entering along conventional route UA317 requests to proceed MTU direct to DAKMO and vice versa.*

- a) Create a direct regional RNAV route between ENPUT and PULTU.

Rationale: *90% of traffic entering via ENPUT along routes: UA567 BUV UG431 GIR UL305 PULTU, requests to proceed CUC direct to PULTU and vice versa. This route is convenient for Bogota since it avoids conflict over the BOG VOR area.*

ERNESTO CORTISSOZ FLIGHT INFORMATION REGION (SKEC FIR)

2.1.2.

The proposal is to:

- a) Eliminate route UL474, currently suspended by NOTAM between ROKIN – TOMEK.

Rationale: *The elimination of this regional RNAV route is requested for safety reasons, where routes coming from the KINGSTON area enter via KILER, OTAMO, and EGAPO because of deficiencies in the frequency and channels of coordination with adjacent areas to the north.*

3. **Suggested action:**

3.1 Based on the foregoing, the Meeting is invited to:

- a) Consider the proposal of Colombia, analyse its feasibility, and take measures as appropriate with a view to achieving the objective of optimising the SAM route network.

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