



Agenda Item 7: Other business

SAM ATS routes optimization

(Presented by IATA)

SUMMARY	
This working paper presents a proposal to establish a direct path between the VAS VOR to POR VOR.	
REFERENCES:	
- Report on SAM/IG/12 Meeting (Lima, Peru 13 to 17 May 2013). - DECEA Ordinance N°115-T/VICEA of 6 June 2011.	
ICAO strategic Objectives:	<i>B – Air navigation capacity and efficiency D – Economic development of air transport E – Environmental protection</i>

1. Introduction

1.1. The flights using the UM548/UA321/UA320 that has the destination of SBPA, must follow the path:

VAS UM548 FOZ UL216. (Blue line on **Figure 1**)

This path represents **483.4NM**.

2. Request

2.1. A new airway or extending the current UA320/UA321 from VAS to POR, passing over SIGAS waypoint will bring a total saving of 40.7NM per flight.

New proposed path: **VAS/SIGAS/POR = 442.7NM** (see blue line represented in **Figure 2**)

Figure 1

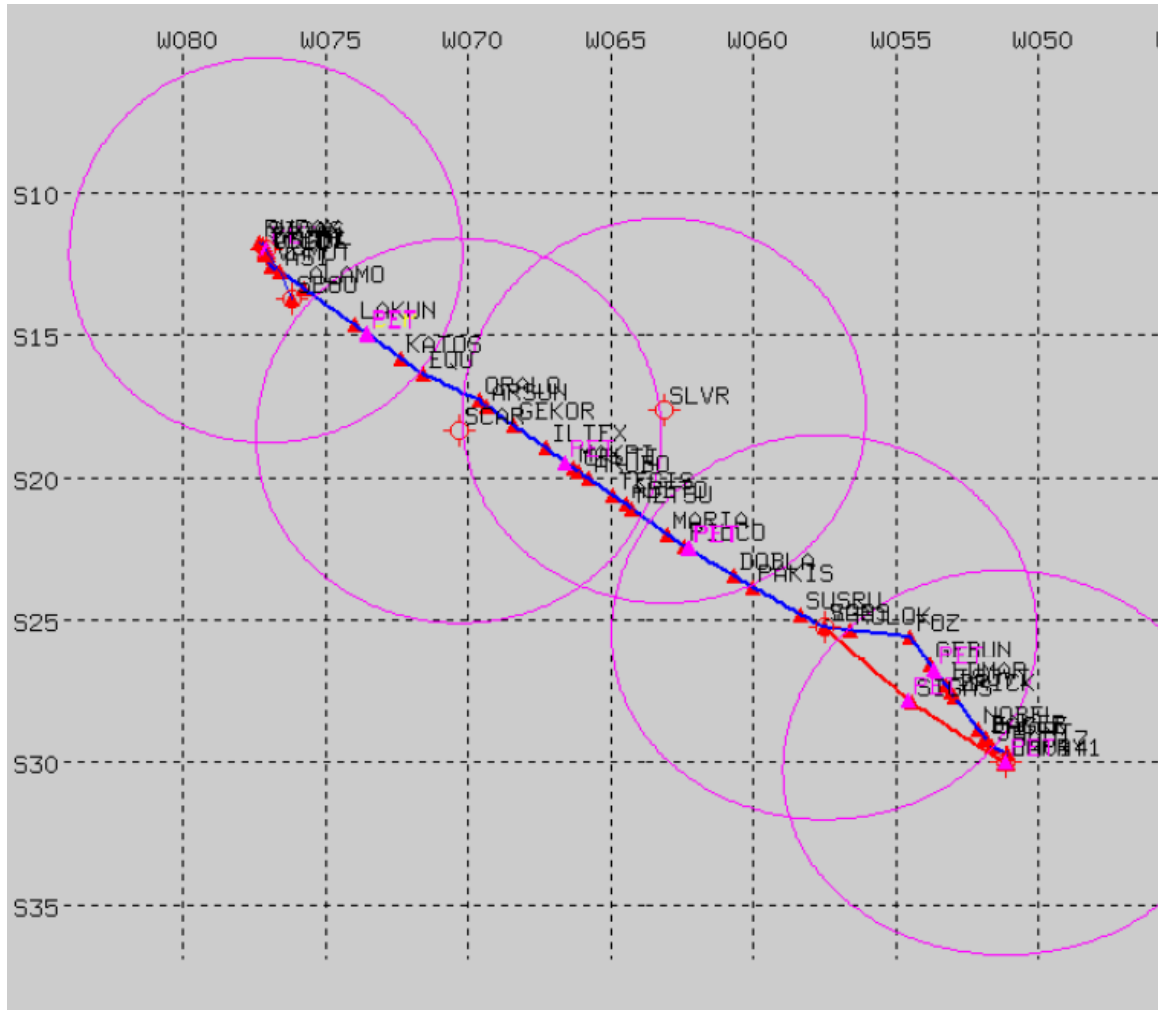
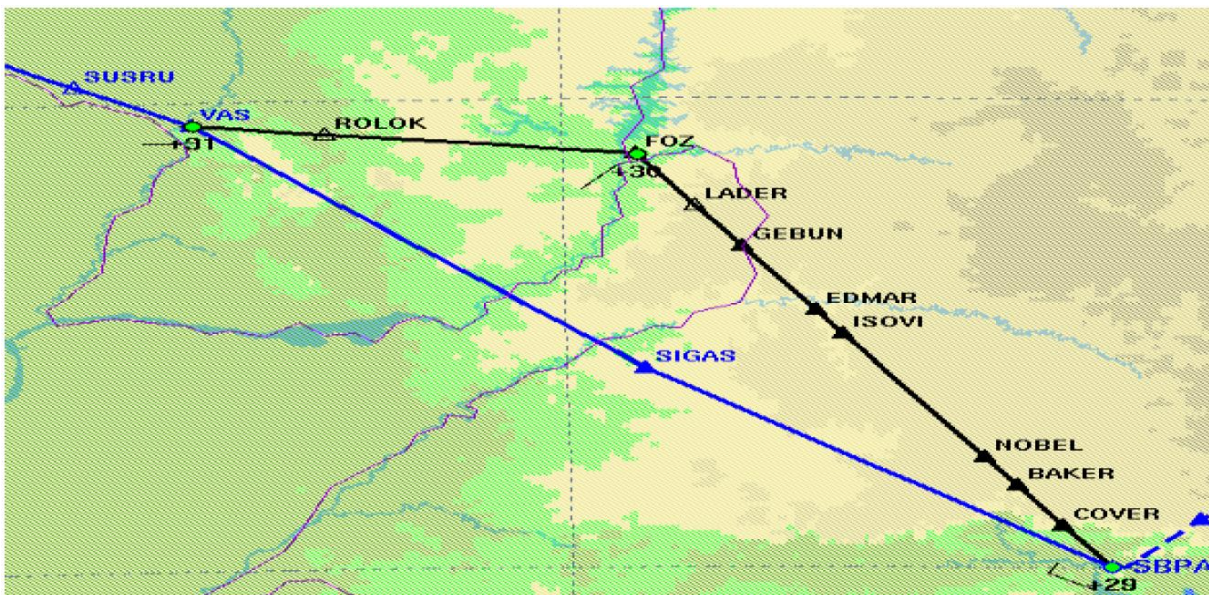


Figure 2



2.2. **Fuel Savings**

PATH	Saved time per flight	Saved fuel per flight	Yearly saving (1 daily round trip)		CO ₂ Savings (Tons)
			US Gal = Kgs / 3.039		
STAR	6 Minutes	200 Kgs	72,000 kg	23,692 US Gal	227.304
SID	7 Minutes	300 Kgs	108,000 Kg	35,538 US Gal	340.956
TOTAL			180,000 Kg	59,230 US Gal	568.26

2.3. **ATS route format**

N	VAS/POR	
Current route (FliteStar)	UA320	Notes:
Current distance	483	
*Number of Flights	60	Montly
*Type of aircraft commonly used	A319	
Trajectory proposed	VOR VAS/ SIGAS/VOR POR SBPA	From VOR VAS to SIGAS (27°52'25.08"S 054°27'15.00"W) to VOR POR
Distance of the proposed trajectory	442	
Reduced Milles	40.7	
Fuel reduction/CO2 Approx.	-180,000Kg/-568.26 Tons	
States involved	Argentina, Paraguay, Brasil	
Observations	It is required a STAR from RTE, or to connect to STAR EAGLE	

3. **Suggested actions:**

3.1. The Meeting is invited to review the information provided to implement the requested airway.

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