



Agenda Item 2: Any other ATM business

**Status of implementation of new waypoints onto Dakar and SAL ACCs' border and its
mixture with the use of geographical coordinates**

(Presented by SENEGAL-ASECNA)

SUMMARY

The objective of this working paper is to present the implementation status of new waypoints onto Dakar Sal ACC border and its mixture with the use of geographical coordinates.

Action by the meeting in paragraph 3

I. Introduction

- 1- Additional entry/exit waypoints to facilitate crossing Dakar Sal ACCs border for aircraft operating random routing were implemented from the effective date of February the 5th, 2014.
- 2- Airlines are thus given the opportunities to realize large benefits from the tracks designed to maximize wind affect by seeking tailwinds and avoiding headwinds. These additional published entry/ exit waypoints allow flexible routing and constitute an enabler for the ATC to have a better monitoring of the traffic.

II. Discussion

- 1- The following waypoints were effectively implemented since February the 05th 2014: **ILGAS** (18°40'00"N020°00'00"W), **TARIM** (15°10'24"N029°32'30"), **XUVIT** (15°10'24"N 030°41'36"), **BIKOM** (15°43'30"N031°48'18"W), **GARPO** (16°16'30"N034°10'00"W).
- 2- Our statistics indicate that **88%** of the traffic flying random routing in this airspace are still flying via some geographical coordinates which are too close to those new published waypoints
- 3- This mixture may cause some problems of coordination and lateral spacing and increases thus the ATC workload and should be addressed consequently.
- 4- IATA to make everything endeavor to spur airlines to fly via those known points or to add new waypoints if need be, to alleviate the monitoring, coordination and transfer problems which may occur.

- 5- Besides, waypoints located at positions belonging to more than two ACCs cause some problems of jurisdiction. That's the case with **MOVGA** (07°40'N 037°30W) bordered to Dakar, Atlantico and Cayenne. The same with **TUTLO** (17°40'N 035°00'W) shared by four centers: Dakar, Sal, Piarco, and Santa Maria.

III. Action by the meeting

The SAT19 Meeting is invited to consider the concerns expressed in this working paper with the aim of enhancing safety in the area.

The meeting is invited to take into consideration the arisen issue and take appropriate decisions.

TRAFFIC STATISTICS OVERVIEW OF THE OCEANIC FIR (from MARCH to JUNE 2014.)

I. Traffic in AORRA airspace

	OCEANIC TRAFFIC	AORRA AIRSPACE	PERCENTAGE
MARCH	3218	638	20%
APRIL	3149	819	26%
MAY	3323	919	27%
JUNE	3508	763	22%

Conclusion I: On average, 24% of the traffic over the Oceanic FIR fly via the AORRA airspace

II. Traffic west of UN741 (Random Routing)

	OCEANIC TRAFFIC	RANDOM	PERCENTAGE
MARCH	3218	976	30,33%
APRIL	3149	959	30,45%
MAY	3323	1501	45,17%
JUNE	3508	1117	31,84%

Conclusion II: 34.45% of the oceanic FIR traffic fly over west of the UN741 (RANDOM ROUTING)

III. Percentage of traffic flying over points TARIM, XUVIT, BIKOM and GARPO

	MARCH	APRIL	MAY	JUNE
TARIM	41	1	19	6
XUVIT	16	45	79	26
BIKOM	2	9	17	12
GARPO	26	55	75	123
TOTAL	85	110	190	167

Conclusion III: Only 12% of our oceanic traffic over west of UN741 fly via those new implemented waypoints

IV. GRAPH

