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**Agenda Item 2: Optimization of the SAM airspace**

**PROGRESS ON IMPLEMENTATION OF VERSION 5 OF THE CAR-SAM ROUTE NETWORK**

(Presented by Uruguay)

**SUMMARY**

This Information paper aims to present the advances in the optimization of the SAM Route Network with the implementation of version 5 of the CAR-SAM Route Network.

**References:**

- SAM ATSRO/10 Meeting, Colombia, Bogotá 17 to 21 June 2019.

**1 Introduction**

1.1 Airspace planning has evolved in recent years, with the publication of various ICAO documents related to the development of Airspace Concepts (Doc. 9931, Doc. 9992, Doc. 9993), in which PBN has been shown to be a tool for the development of Airspace Concepts (Doc. 9931, Doc. 9993), in which PBN has been shown to be a tool for achieve safe and efficient airspace concepts.

1.2 The Twelfth Meeting of the Coordination Committee of Project RLA/06/901 (RCC/12) approved the initiative to request the services of ATS specialists from the SAM Region in addition to a CAR Region specialist with the aim of developing "Version 05 of the SAM Routes according to the PBN Operational Concept".

1.3 At the ATSRO/10 meeting, 59 initiatives were analyzed. 56 initiatives were declared as accepted, with agreed or feasible publication/effectiveness dates or feasible to insist on coordination.

**2. Analysis**

2.1 Uruguay as State of the SAM Region internally analyzed operational conditions to replace conventional segments with RNAV, identifying the absence of limitations due to the adequate coverage and geometry of nav aids and the sufficient number of stations to provide an appropriate infrastructure support.

2.2 In addition, oral communications were verified and finally verified that ATS surveillance could be used to mitigate the risk of navigation errors. Finally, he carried out a decision analysis with multiple criteria, establishing fact- and data-based decision-making, identifying hazards, assessing and mitigating risks.

2.3 At ATSRO/10 meeting, after a detailed analysis of Version 05, the working papers submitted by States, as well as proposals for the optimization of the material submitted, the following Conclusion was made: **SAM ATSRO/10-01 Implementation of the Route Network Version 5.**

2.4 For effective implementation Uruguayan State carried out, among others, coordination tasks with authorities of the adjacent controls and managed the aeronautical publications required for the modifications of the new RNAV routes according to AIRAC dates.

2.5 It is remarkable that, at the SAM/IG/24 meeting, the LOAs and Contingency Plans of the FIRs involved will be updated, which presupposes close collaboration, cooperation and acceptance of the aeronautical authorities of Argentina and Brazil.

### 3. **Conclusion**

3.1 Consequently, Uruguay participated in the implementation of Version 5 of the ATS Route Network and currently, with the approval of the initiatives presented in ASTRO/10, will replace the last conventional routes, completing by December 5, 2019, 100% of the implantation of RNAV-5 regional route segments in the upper space.

### 4 **Suggested Actions**

4.1 The meeting is invited to take note of the presented information.