

INTERNATIONAL CIVIL AVIATION ORGANIZATION
WESTERN AND CENTRAL AFRICAN OFFICE

Twentieth Meeting on the Improvement of Air Traffic Services over the
South Atlantic (SAT/20)

(Abidjan, Côte d'Ivoire, 1-5 June 2015)

AGENDA Item 2: Air Traffic Management (ATM)

2.3 Operations in the AORRA airspace

ATFM operations to better monitor peak traffic hours

(Presented by France)

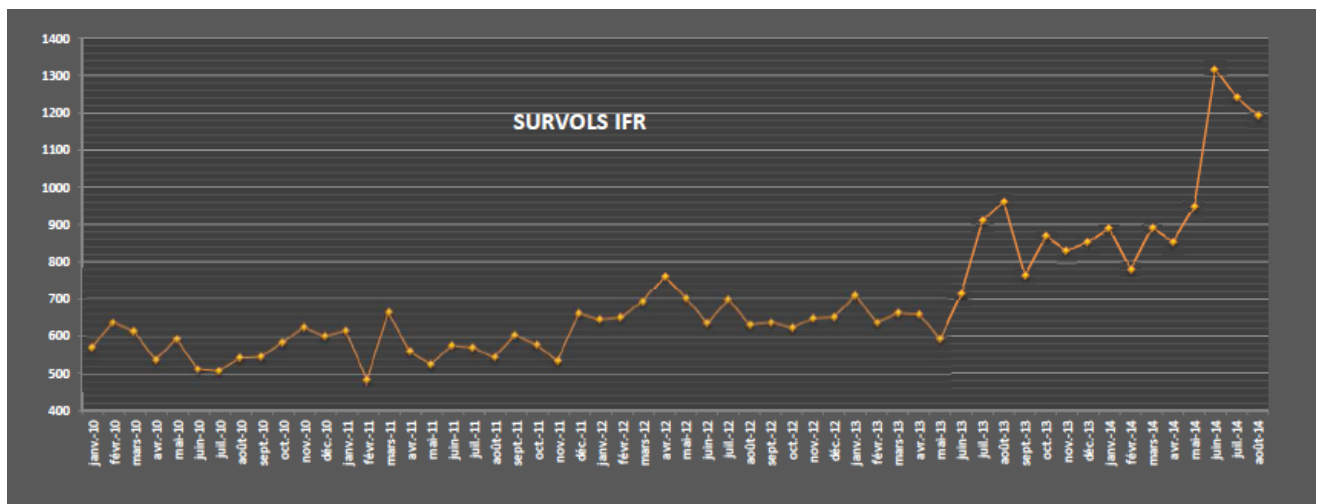
SUMMARY

<p>The objective of this paper is the need to discuss ATFM operations, to enable controllers to better monitor peak traffic hours</p> <ul style="list-style-type: none"> - The implementation of nights routes in Cayenne FIR in 2015 - The proposition to ask the task force group to explore ways and means to improve ATFM and CDM in the region 	
Action:	The suggested actions are detailed in section 6
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety • Air Navigation Capacity and Efficiency • Environmental Protection
<i>References:</i>	

1. Introduction

Cayenne traffic is increasing

17 122 mouvements IFR en 2013, 20 541 mouvements en 2014



2. Discussion

Since 2010, expecting an increase of the EUR/SAM traffic, DSNA has implemented a plan of actions aiming to modernize the Cayenne control center

Among these:

- Renovation of HF antennas
- New control Tower operational on June 17th
- Modernization of our ATM system CACAO (ADS C CPDLC) New version will be implemented summer 2016
- Progressive implementation of AIDC functions and PBN concept RNP10 in order to reduce separations
- A new radar display supplied by military radar.
- The experimentation of an ADS B image in 2016 (installation of 2 antennas this year)
- Resource plan to maintain controllers staff

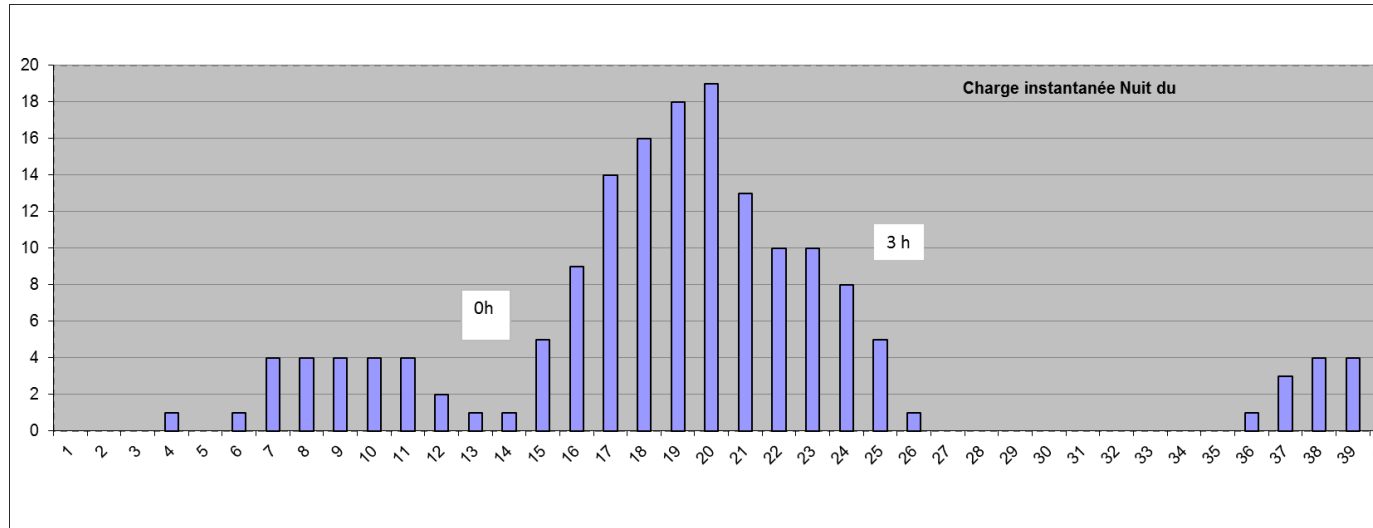
2.1 Nigth traffic in Cayenne

The main oceanic traffic flow from EUR to SAM (and reciprocally) crosses our airspace at night between 3/4 am and 7/8 am (summer/winter time).

This traffic flow is not regular (from 25 to 40) and evolves in term of routings as well (flex routing)

This traffic is managed by a single sector of control with 2 controllers .

The control center of Cayenne registered in 2014 and since the beginning of 2015, several delicate configurations of high traffic flow.



2.3 Analysis

We have currently no tool for traffic prediction in Cayenne ACC.

DSNA suggests to:

- Develop EUR/SAM traffic prediction
- study strategic ATFM.

In particular the study of implementation of temporaries routes

This implementation will aim to:

- Decrease the points of conflicts
- Facilitate the climb of traffic cruising through the FIR
- Facilitate the management of conflict crossing flows
- Minimize the workload of coordinations

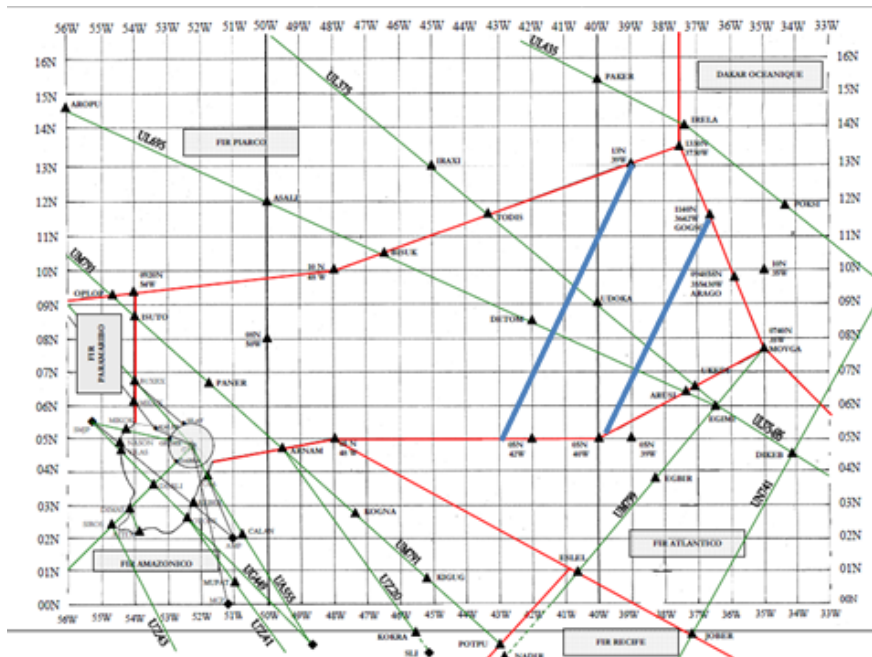
2.4 Cayenne FIR

DSNA suggests to implement night routes between 3am/4am (summer time) and 7am/8am which could be based on:

- 2 main flows of traffic (at present used by approximately 90 % of the traffic from EUR to SAM and from SAM to Europe)
- 13N 39W to 05N 43W (interface with PIARCO)
- GOGSO to 05N 40W (interface with ATLANTICO)
- Some other strategic trajectories can be studied

- AWYs 5 UL375, UL695, etc ...)

- FLEX routings to or from CYR VOR



2.5 Progress of work

Aware of the impact of modifications of trajectories or procedures in the region, and before making this presentation in the SAT20, DSNA presented a draft proposal to the neighboring control centers

DAKAR March 23 -27

- To organize coordination with SAL to examine the constraints of orientating traffic.
- To discuss the use of triple point (MOVGA)

RECIFE Atlantico 20, 21 and 22 april

- Suggestion of exit/entry point (SOOO/SBAO) 43 W and 40W in order to accept converging traffic over SLI.

TRINIDAD may 28

- To discuss the use of triple point (13 30N 37 30 W)

To be complete later

3. Action by the meeting

The meeting is invited to:

- a) Take note of the information given in this working paper;
- b) Take into consideration DSN A proposal to implement night routes in Cayenne FIR in order to improve safety and capacity;
- c) Take action to conduct a regional study (which could be achieved through the SAT ATM WORKING GROUP) :
 - - regarding the implementation of night routes in Cayenne FIR
 - -concerning traffic management (ATFM) and collaborative decision making (CDM) in the South-Atlantic region