



**International Civil Aviation Organisation
West 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) (by the ATM Working Group)

2.3: Follow up on operations in the AORRA airspace

(Presented by Secretariat)

SUMMARY

This paper recalls the milestones achieved in the implementation of Atlantic Ocean RNAV Random Routing Areas (AORRA) by the SAT group and urges the group to consider if additional initiatives are needs to be considered by the group for further improvements

Action by the meeting is in paragraph 3

1. Introduction

2.1 The objective of the SAT group is to plan Air Traffic Services operational improvements over the Atlantic Ocean and has successfully coordinated implementation of projects that has yielded significant benefits to airspace users by reducing flight times, fuel burn and carbon footprints.

2. Discussion

2.1 The SAT Group spearheaded the implementation of RNAV random routing areas over the Atlantic Ocean in 200X and adopted an implementation roadmap attached as Appendix A.

2.2 The SAT in conjunction with APIRG ATM/AIM/SAR and CNS sub-groups have successfully implemented the many operational improvements including:

- AORRA Phase 1: 2007
- AORRA Phase 2: 2009
- AORRA Phases 3&4: 2010
- Flexible Routing: 2012
- Extension of AORRA Boundaries to Latitude 4 degrees north of the Equator: 2012
- ADS-C / CPDLC: Ongoing
- SLOP: 2009

2.3 The group has accumulated a lot of experiences during the implementation of various projects and needs to reassess the performance of ATS improvements and consider if new projects are needed to provide additional operational improvements.

2.4 The implementation of ADS-C/CPDLC in the entire SAT member FIR has improved both communications and surveillance coverage and thus improved the safety and efficiency in the management of air traffic over the Atlantic Ocean.

2.5 Depending of User requirements, the SAT group may wish to consider operational improvements by utilizing the improvement in CNS infrastructure to plan additional improvements for the benefit of users. The FAA and the WACAF Regional Officer CNS have both recommended the integration and/or interoperability of systems such as deployment of automatic switchover functionality that is associated with ADS-C/CPDLC.

2.6 The implementation of RNP 4 was considered previously by the SAT group. The group may also discuss the implementation timelines for introduction of RNP 4 operations in the SAT area to enable users to take the requirements into fleet modernization plans.

3. Action by the meeting

The meeting is invited to:

3.1 Note the information in this paper; and

3.2 Evaluate the CNS coverage over the SAT area and the airborne capability of aircraft that are operating in the SAT area and formulate projects as may be necessary to provide further ATS improvements.
