



**International Civil Aviation Organization**  
**Fifteenth Meeting on the Improvement of Air Traffic Services over the**  
**South Atlantic (SAT/ 15)**

**Lisbon, Portugal, 19-21 May 2010**

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**Agenda Item 1: Air Traffic Management (ATM)**

**1.2. Follow up of the AORRA airspace implementation**  
*(Presented by Secretariat)*

<b>Summary</b>
This paper presents the status of implementation of the AORRA airspace and follow-up measures; the meeting will have to identify actions to finalize the implementation of AORRA.
References: <ul style="list-style-type: none"><li>• SAT/14 Meeting Report</li><li>• SP AFI RAN 2008 Report</li><li>• SAT14TF1 Meeting Report</li></ul>



**1. Introduction**

As a result of repetitive demands expressed by airlines, and in order to realize increased benefits from the tracks designed to maximize wind effect and related fuel savings in flight operations, South Atlantic States, based on discussions at the SAT/11 and SAT/12 meetings, decided and initiated the implementation of a Random Routing Area for aircraft operating between Africa and South America, called the Atlantic Ocean Random Routing Area (AORRA).

The routing area was planned to be implemented in four phases as shown in Appendix A to this paper. As at present, AORRA 1 and 2 have been successfully implemented. However, the implementation of AORRA phases 3 and 4 which was scheduled to take place in April 2010 has been delayed at the request of some States. The meeting will have to make decision in this regard and determine follow-up measures.

**2. Discussion**

The meeting may recall that on the 21st of December 2006, SAT States implemented AORRA Phase 1 (June 2007 for Angola).

Thereafter, SAT/13TF1 and SAT/14 meetings (under Conclusion 1/04 and Conclusion 2 respectively) decided to establish the timeframe of the implementation of Phases 2 , 3 and 4 as follows:

- Phase 2 in December 2008,
- Phases 3 and 4 in December 2009.

In November 2008, noting that the target date of AORRA phase 2 implementation as established by the SAT/14 Meeting will not be met, the SP AFI RAN (2008) recommended that ICAO facilitates and coordinates implementation of all phases of AORRA and assists in determining a suitable date for AORRA Phase 2 implementation. This was done and AORRA Phase 2 was successfully implemented on 12 April 2009 by Angola, Brazil, Ghana and ASECNA.

During the discussions on the implementation of AORRA Phases 3 and 4 at the SAT 14/TF1 meeting (SAL, Cape Verde, 10-12 June 2010), the issue of safety assessment as a prerequisite to any major change was raised by some States, and in the case of the AORRA airspace, the question was which structure should carry out such assessment (i.e. SATMA or ARMA).

It was recalled that any safety assessment shall be carried out under the individual responsibility of each State concerned and that SATMA and ARMA are only to deal with the EUR-SAM corridor and AFI RVSM respectively.

The meeting was of the view that the experience gained with the implementation of phases 2 and 3 should allow States to go forward and implement phases 3 and 4 under the required safety conditions.

The Task force therefore formulated the following Conclusion:

**Conclusion SAT14TF1/05: Implementation of AORRA Phases 3 and 4**

**That**

- 1) Recognizing the significant benefits expected from the implementation of AORRA and accepting that the ARMA is at present developing the RVSM POSC which is considering current airspace configuration, the result of the POSC will be distributed to States concerned with AORRA for their review when conducting their own safety assessment as stipulated by the ICAO SMS.**
- 2) States concerned with the implementation of phases 3 and 4 complete implementation not later than end April 2010**

The AFI RVSM POSC is being finalized and will be published by ARMA very soon.

With regards to the implementation of AORRA phases 3 and 4 , some States have requested for more time to adequately prepare for their implementation. In this respect, the airac date of 29 July

2010 is now being proposed as target date.

The meeting's attention is also being drawn to the following key issues related to AORRA implementation which is a requirement acknowledged by successive SAT meetings:

- All routes within AORRA should be suspended in order to allow full random routing operations and remove any misunderstanding of the application. These routes may be reactivated in case of an emergency situation.
- direct route transitions are required from Waypoints on the existing Airway structure to discrete Latitude/Longitude Waypoints on the AORRA boundaries, in order to optimize random routing benefits.

Regarding the first issue above, available information shows that the States concerned have met this requirement within the framework of implementing phases 1 and 2. States are requested to confirm this status before this meeting.

Concerning Direct Transitions, the meeting may recall the following conclusion formulated by the SAT 14TF1 meeting:

**Conclusion SAT14TF1/06: Direct transitions to/from AORRA (Phase II) airspace  
That**

**The ICAO Regional Offices facilitate coordination, publication and implementation by Angola, Ghana, Sao Tome and Principe, ASECNA and Roberts FIR the direct transitions to/from AORRA airspace proposed in Appendix F, subject to further amendments as necessary**

In this regard, IATA has proposed an updated set of direct transitions to /from AORRA phase 2 and it is intended to hold a side meeting with the relevant States, during the course of the present meeting, to consider the issue.

**3. Action by the meeting**

3.1. The meeting is invited to:

- 1) Note the information contained in this paper.
- 2) Agree that the implementation of AORRA Phases 3 and 4 be completed by the airac date 29 July 2010.
- 3) Engage and urge all States and ANSPs concerned to suspend all fixed routes within the AORRA airspace in order to allow full random routing operations at a common airac date.
- 4) Urge all States and ANSPs concerned to coordinate, publish and implement direct transitions to/from AORRA airspace at a common airac date.

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