



**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)**

**Agenda Item 2 : Air traffic management (ATM)**

**1.2. Follow up of the AORRA airspace implementation**

*(Presented by ASECNA Côte d'Ivoire)*

<b>Summary</b>
<p>The present working paper aims to present Abidjan ACC state of preparation in view of implementing AORRA phases 3 and 4, and try to analyzes some aspects of AORRA free route airspace that needs to be properly addressed prior to the implementation.</p> <p>What we need from the meeting is a new date of implementation, a common AIP supplement, convene the procedures of signature of letter of agreement and decide what the status of the airspace will be.</p>
<p>References:</p> <ul style="list-style-type: none"><li>• SAT/14 Meeting Report</li><li>• SAT14TF1Meeting Report</li></ul>

**1. Introduction:**

1.1 Since the SAT14 TF/1 meeting in Sal (Cabo Verde) and to comply with Conclusion SAT14TF1/05 Implementation of AORRA Phases 3 and 4 we committed ourselves in Abidjan ACC to get ready for April 2010 by undertaking some major changes.

1.2 Despite ICAO effort of coordination, it has not been possible to implement AORRA phases 3 and 4 and despite our recall to comply with what we convene in Sal last year.

**2. Discussion:**

2.1 Taking advantage from experience gained from AORRA phase 2 implementation in Abidjan airspace, the safety assessment and the airspace monitoring of the airspace we were ready at the date of April 2010.

2.2 Air Traffic Controllers training was no more needed because they were already working on random Routing airspace implemented during the AORRA phase 2.

2.3 ADS –C / CPDLC has been implemented, safety assessment: the pre-implementation safety case established the efficiency of air situation visualisation provided by ADS-C and the improvement in communication offered by CPDLC enhancing the safety in the airspace, the monitoring we are running now helps us to improve our system globally and a post implementation safety case will be made after a period of one (1) year as per Annex 11 provisions.

2.4 Despite SAT14TF1 conclusion SAT14TF1/05 on the Implementation of AORRA Phases 3 and 4 on April 2010, we still look forward to obtain from adjacent FIR to accept to:

- Agree on a consensual date of implementation on July the 29<sup>th</sup> 2010;

- Hold a coordination meeting including DAKAR ACC, ROBERTS ACC, ABIDJAN ACC and ACCRA ACC, before the convened date of implementation.
- Revise and sign LOA/LOPs;
- Publish AIP/SUPPs;
- That the status of the airspace is class A airspace and accept to provide the same seamless ATC service in SAT airspace. This airspace and the whole SAT airspace is already RVSM; Random Routing and RNP are all incompatible with non-controlled airspace. Moreover, if an airspace is declared to be non-controlled we tend to assure 10 minutes longitudinal separation.

### **3. Action by the meeting:**

The meeting is invited to:

- Note the information provided in the present Working Paper;
- Decide and keep a new date of implementation, a common AIP supplement,
- convene the procedures of signature of letter of agreement LOA/LOP;
- Decide that the status of the airspace is class A in SAT AORRA airspace.