



International Civil Aviation Organization
Western and Central African Office

**Eighteenth Meeting on the improvement of Air Traffic Services
over the South Atlantic (SAT/18)
Dakar, Senegal, 17 to 19 July 2013**

Agenda Item 2: Air Traffic Management (ATM)

2.3. Follow up on operations in the AORRA airspace

**Implementation of additional waypoints to optimize
Operations in the EUR/SAM Corridor
(Presented by IATA)**

Summary

This paper proposes to implement three additional waypoints on the west side of the EUR/SAM Corridor. The proposal would provide operators with additional flight profile options for flights operating to Europe and to optimize fuel consumption.

References

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| <ul style="list-style-type: none">• SAT17 Meeting Report |
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1. Introduction

- 1.1 The EUR/SAM corridor is the airspace over the South Atlantic (SAT) area that lies within Flight Information Regions of Atlantico, Canaries, Dakar Oceanic, Recife Sal Oceanic and Lisbon connecting South America with Western Europe. It was implemented on 24th January 2002.
- 1.2 RNP 10 and RVSM are applicable in that volume of airspace between FL 290 and FL 410 in the following areas:
 - 1.2.1 From 25°00'N/015°30'W; 17°20'N/020°00'W; 15°00'N/020°00'W; 12°58'N/021°22'W; 08°31'S/034°21'W;
 - 1.2.2 08°08.2'N/034°56'W (RECIFE VOR) then follow the Northern continental limits of Brazil until the point 01°21'S/043°08'W; 07°40'N/035°00'W; 13°30'N/037°30'W; 17°00'N/037°30'W; 24°00'N/025°00'W;
 - 1.2.3 30°00'N/025°00'W; 30°00'N/020°00'W; 31°39'N/017°25'W; from this point following the Canaries/Lisbon boundary to 31°30'14''N/017°01'44''W; 27°00'N/020°00'W; 25°00'N/020°00'W; 25°00'N/015°30'W.
- 1.3 Currently, four airways are designed to direct the inbound and outbound traffic between the two regions: UN741 (EUR to SAM), UN866 (SAM to EUR), UN873 (EUR to SAM) and UN857 (SAM to EUR).

2. Discussion

- 2.1 Feedback from the airlines indicate that computerized flight planning and dispatch systems may determine minimum cost routes to UK and Northern Europe flying over ISIXU (Recife FIR, 3° 3'34.20"S/ 44°14'5.40"W) or TRS (05° 03' 58.24" S / 042° 49' 29.59" W).
- 2.2 ISIXU has a direct connection to MOVGA (7°39'60.00"N/ 35° 0'0.00"W) via UM799 at lower west side of the EUR/SAM corridor. From TRS, however, a direct flight to MOVGA would need to be coordinated with the Recife and Atlantico FIRs ACC.
- 2.3 IATA proposes the creation of additional waypoints on the west side of the EUR/SAM corridor in order to provide operators suitable flight planning options between the SAM and Northern Europe from MOVGA position. The waypoints proposed are:

WPT1 = 15°27'24.00"N /30°41'36.00"W (Sal/Dakar Oceanic FIR intersection)

WPT2 = 24°00'00.00"N /25°00'00.00"W (Sal/Canaries FIR intersection)

WPT3 = 30° 0'23.84"N/ 20°43'18.72"W (Santa Maria/Lisbon FIR intersection)

3. Benefits

- 3.1 The introduction of these three new waypoints will result in the following benefits:
 - Reduction of carbon footprint due to CO₂ emissions.
 - Reduced flight times due to optimized trajectories.
 - Decreased fuel consumption.
 - Additional capacity to the EUR/SAM corridor.
 - Increased flight planning options and severe weather avoidance

4. Action by the Meeting

- 4.1 The meeting is invited to:
 - Note the information contained in this paper.
 - Agree to establish a task force including Recife and Atlantico FIR (Brazil), Rochambeau FIR, Dakar FIR, Sal FIR, Canaries FIR, Lisbon FIR, Santa Maria FIR and IATA to develop this initiative.
 - Agree that implementation should be accomplished January 2014.

Appendix A: Proposed New Waypoints

