

Trial changes to the EUR-SAM corridor



Produced in Association with IATA

Background

The purpose of this Briefing Leaflet is to advise pilots that from 30 June, 2011 flight trials will commence in order to evaluate the impact on operations from the introduction of new waypoints within DAKAR FIR/UIR (GOOO).

These new waypoints were developed with two main objectives:

- Allow more crossing segments to the EUR – SAM corridor (UN741, UN866, UN873, and UN857);
- To introduce more entry and exit points to and from AORRA airspace.

Currently, the only available option to cross the EUR/SAM corridor within the DAKAR FIR/UIR (GOOO) is Airway UL 435 (marked in blue in Figure 1). With the introduction of additional way points four more crossing segments will become available for the trial, (shown in red in Figure 1). Additional entry/exit points on the AORRA airspace boundary (marked in yellow) will also be available during the trial period.

The greater choice of route planning for traffic operating through DAKAR FIR/UIR (GOOO) is designed to deliver efficiency benefits resulting in shorter routes planned and consequently reduced CO2 emissions. Safety benefits through increased flight planning options especially for weather avoidance in an active Inter Tropical Convergence Zone will also be realized.

Dakar AIP Supp NR 15/A/11GO and NOTAM A0838/11 provides more details and the names of the new crossing waypoints are provided in Table 1.

It should be noted that no changes in ATM procedures are envisioned to support the additional EUR – SAM crossings and new AORRA entry/exit points.

Trial Period

During the trial period, which is from 30 June 2011 to 24 August 2011, the use of these waypoints *will be limited to Delta Airlines and Emirates Airlines* (note original planned dates had been delayed).

If the trial is successful (to be announced by Notam) and once analysis of the data col-

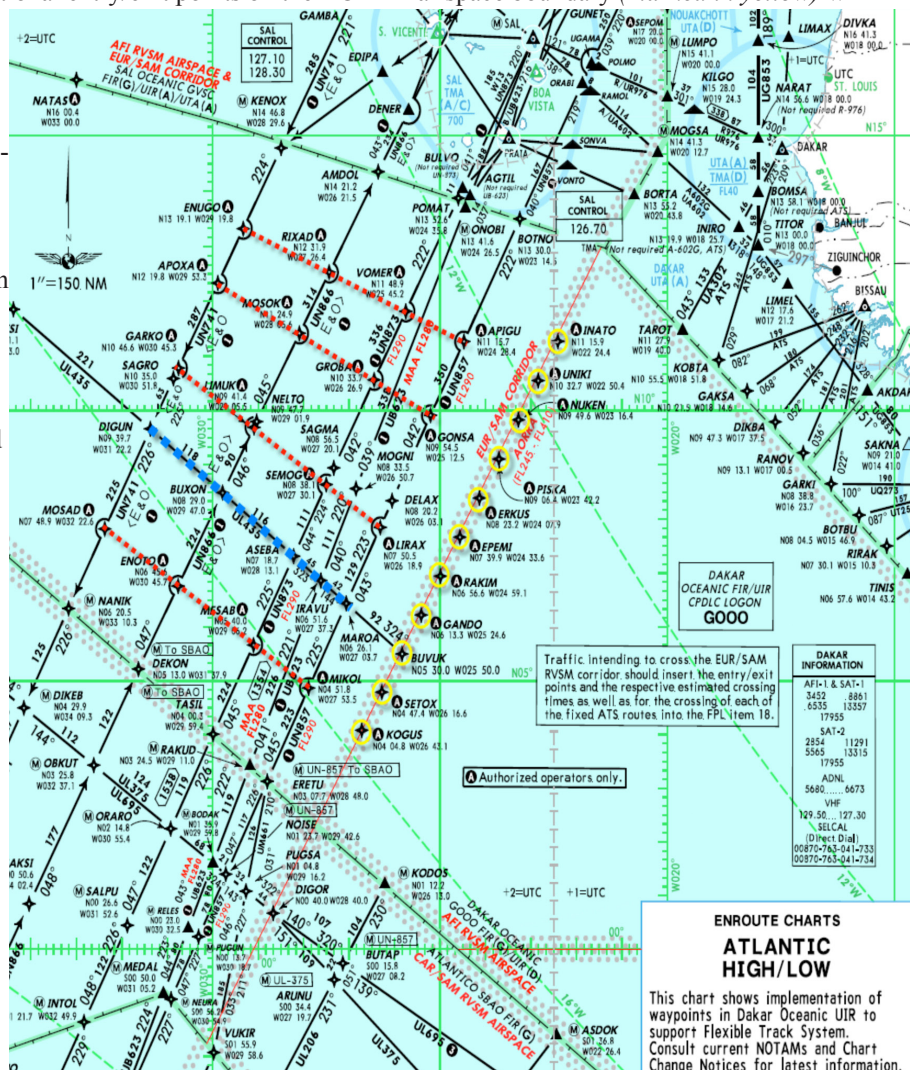




Figure 1: Chart reproduced courtesy of Jeppesen Inc.

New Waypoints	Waypoint Name	Latitude	Longitude
Crossing UN741	ENUGO	N13 19 06	W029 19 48
	APOXA	N12 19 48	W029 53 18
	GARKO	N10 46 36	W030 45 18
	MOSAD	N07 48 54	W032 22 36
Crossing UN866	RIXAD	N12 31 54	W027 26 24
	MOSOK	N11 24 54	W028 05 36
	LIMUK	N09 41 24	W029 05 30
	ENOTO	N06 45 36	W030 45 42
Crossing UN873	VOMER	N11 48 54	W025 45 12
	GROBA	N10 33 42	W026 26 54
	SEMOG	N08 38 06	W027 30 06
	MESAB	N05 40 00	W029 06 12
Crossing UN857	APIGU	N11 15 42	W024 28 24
	GONSA	N09 54 42	W025 12 30
	LIRAX	N07 50 30	W026 18 54
	MIKOL	N04 51 48	W027 53 30

lected has been completed, the new waypoints will become available to all operators

All airspace users flying within DAKAR FIR/UIR (GOOO), especially along the EUR–SAM corridor (UN741, UN866, UN873, and UN857) should be aware of this change and should be aware that traffic could potentially cross the corridor at the four variable options (depicted in Red)

 The new crossing points have been designated as compulsory reporting points for traffic crossing the EUR – SAM corridor. However, traffic along the EUR-SAM corridor will not be expected to report position at these new waypoints but will be able to reference them if required in the current database.

 Aircraft will be under the control of Dakar Oceanic (Dakar Control). All airspace users are urged to monitor the appropriate frequencies, use IFBP procedures (126,9 MHz) where applicable and maintain situational awareness regarding the increased flexibility options in crossing the EUR-SAM corridor under this program.

If you require further clarification contact: iflex@iata.org