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**STRATEGIC DIRECT ROUTING (SDR)
IN THE UPPER CONTROL AREA (UTA) GUAYAQUIL (SEFG)**

1. OBJECTIVE

- 1.1 The objective of this supplement is to inform users of the upper control area (UTA) Guayaquil (SEFG), about the implementation of Strategic Direct Routing (SDR), by presenting the flight plan for the provision of the Air Traffic Control Service.
- 1.2 The SDR concept is one of the elements provided for in the Global Air Navigation Plan (GANP) of the International Civil Aviation Organization (ICAO), contemplated in Block Zero of implementations of the schedule referring to the Aviation System Block Evolution (ASBU) under the identifier FRTO-0/1.
- 1.3 The personnel responsible for the preparation and submission of flight plans (crew member or flight operations technician) is responsible for compliance with the provisions of this supplement.

2. INTRODUCTION

- 2.1 Over the past 10 years, a complete restructuring of the ATS route network in the South American Region (SAM) has been carried out, which has included the realignment and/or elimination of inefficient routes, as well as the implementation of new routes, resulting in a more direct and optimized fixed route structure.
- 2.2 The implementation of the SDR constitutes a natural evolution in the optimization of the use of airspace towards a concept of Free Route Airspace (FRA), as provided for in the National Air Navigation Plan of Peru (PNNA) – Volume III and the Global Air Navigation Plan (GANP).
- 2.3 The joint work of the SAM Airspace Study and Implementation Group (GESEA), with the Air Navigation Service Providers (ANSP), airlines, the ICAO NACC and SAM offices, and with the support of IATA, as an airspace optimization initiative, has designated a volume in the upper control area of the Guayaquil UTA (see Annex 1) for the application of the SDR.



- 2.4 The SDR application has been established to offer users additional options in the selection of more efficient trajectories/routes, and to optimize flight planning and fuel consumption, by presenting flight plans (FPL) with direct routes between entry/exit points of the Guayaquil UTA.
- 2.5 Every air operator that presents a FPL with direct routes must take precautions to guarantee the operational safety of the flight, as well as ensure strict compliance with the national aeronautical regulations applicable to dangerous, prohibited and restricted areas published in the AIP of Ecuador.
- 2.6 The implementation of the SDR concept has been coordinated with the Area Control Centers in Panama and Bogotá, under the guidance of the ICAO Regional Office in Lima and with support from IATA.
- 2.7 As new SDR opportunities are identified and developed by the ICAO SAM Airspace Study and Implementation Group (GESEA), CANSO (CADENA) and IATA, and approved for use by CAAs and ANSPs, this AIC will be updated and published in accordance with the applicable Aeronautical Information Regulation and Control (AIRAC) dates.

3. REFERENCES

- 3.1 The implementation of the SDR is contemplated in the following documents:

- Doc. 9750 - Global Air Navigation Plan - Sixth Edition; and
- Doc. 9854 - Global Air Traffic Management Operational Concept.

4. OPERATIONAL PROCEDURES

- 4.1 Application area

- 4.1.1 The SDR applies from flight level FL250 in the area between the following existing waypoints (WPT) and the new floating waypoints as WPT SDR (see Annex 1):

UTA Bogotá (SKED) - UTA Guayaquil (SEFG) limits

WPT	WPT SDR	WPT	WPT SDR	WPT
LIXAS	OPNOX	ANRAX	UKMEN	VAMOS
012500N	012500N	012500N	012500N	012500N
0825612W	0820230W	0811300W	0803600W	0800130W

- 4.1.2 The **WPT SDR OPNOX (012500N 0820230W)** is implemented between the waypoints LIXAS and ANRAX and the **WPT SDR UKMEN (012500N 0803600W)** between the waypoints ANRAX and VAMOS in order to continue directly towards any point in a SOUTH/NORTH and/or NORTH/SOUTH direction.
 - 4.1.3 Operators may schedule their DCT (Direct) flights from any of the WPTs described in 4.1.1.

- 4.1.4 All aircraft must enter/exit the Guayaquil UTA through these border points defined in 4.1.1 with the Bogotá UTA (SKED).
- 4.1.5 The application of SDR requires that ATS surveillance systems and two-way VHF communications are operational.
- 4.1.6 The SDR will not be applied in severe ATS contingency situations, specified in the contingency plans of each FIR/UTA.
- 4.2 Application schedule
 - 4.2.1 It will be applied during H24 hours.
- 4.3 Airspace Classification
 - 4.3.1 SDR airspace will maintain the current classification of airspace above flight level FL245, as category "A" airspace.
- 4.4 Flight Levels
 - 4.4.1 The provisions of the respective letters of agreement between Colombia and Ecuador must be applied, which establish that they must proceed independently of the course of the route with the following level:
 - ODD LEVELS: Routes from North to South
 - EVEN LEVELS: Routes from South to North
- 4.5 Flight Plan (FPL)
 - 4.5.1 The route entered in Box 15 of the flight plan form (FPL) must be defined by published waypoints.
 - 4.5.2 WPT SDR points will be published in AIP-Ecuador ENR 4.4 (Designators or code names for significant points).

5. ADDITIONAL INFORMATION

- 5.1 Additional information can be obtained through the following contacts:

Airspace Planning and Organization Group

Focal Point FRTO:

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ANNEX 1
CHART SDR (UTA BOGOTÁ - UTA GUAYAQUIL)

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