



ICAO

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North American, Central American and Caribbean Office

INFORMATION PAPER

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**Third NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/3)**

Mexico City, Mexico, 4 to 6 April 2016

**Agenda Item 4: Follow-up, Performance Evaluation and Monitoring of the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) Targets**

**4.1 Progress Reports of the Task Forces and the ANI/WG**

**VHF COVERAGE ISSUE RESOLUTION WITHIN THE HAITIAN FIR**

(Presented by Haiti)

<b>EXECUTIVE SUMMARY</b>	
This paper describes the resolution process of the VHF coverage issue in Port-au-Prince FIR and gives an update of the current situation.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Security &amp; Facilitation</li><li>• Economic Development of Air Transport</li><li>• Environmental Protection</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Report of the Eighth Central Caribbean Working Group Meeting (C/CAR WG/8, Miami, FL 11-14 May 2010)</li><li>• ICAO EMX0929: NE 1-17.1, N1-15.8.2 —</li><li>• ICAO Annex 10</li><li>• ICAO Annex 11</li></ul>

**1. Introduction**

1.1 At the end of the last decade, Haiti had faced a critical aeronautical situation to maintain a proper VHF coverage within the Haitian FIR, which had severely affected air traffic management safety. The obsolescence of the then-current system which was more than twenty years old associated with a lack of maintenance strategy and poor management could have been fundamental to this operational deficiency. Many adjacent FIRS had justly expressed their serious concerns through different papers in regional meetings prompting ICAO to urge Haiti in 2012 to take appropriate measures for the safety of the airspace.

1.2 Indeed, air traffic controllers and airspace users were very frustrated for the communication deficiencies as ATC clearances could not efficiently be enforced and some airways were particularly affected requiring some adjacent FIRs to use punctual measures for air traffic safety.

## **2 Description**

2.1 At the end of the year 2013, the contemporary administration decided to thoroughly tackle this long standing deficiency and acquired a brand new and sophisticated communication system with proven capability to cover the whole FIR. At the end of 2014, ATC controllers and airspace users could finally enjoy a better quality communication system providing more confidence and efficiency in their interactions. As a result, the number of communication incidents dropped to a very low level, which allowed to significantly improve safety within the Haitian FIR.

2.2 The current system provided by Harris Inc used a voice control communication system which comprehensively manages air-ground and ground –ground communications in a full redundancy mode and offers a friendly usable environment. All radios operate in double redundancy mode with a repeater remotely located on one of the highest mountains in Haiti and linked with a microwave system. Bearing in mind the limited size of the FIR, the VHF coverage goes successfully well beyond the boundaries, providing also clear communications in the south and southwest oceanic airspace.

## **3. Conclusion**

3.1 Because of the heavy reliance of air traffic management on CNS, there is no doubt any improvement of one of these elements drives significant changes in the provision of air traffic services. Steady and reliable controller-pilot communications remain a key factor for operational safety. It also provides great opportunities to establish better flight profiles for airspace users, optimizing the economic development of air transport and reducing environmental impact. A VHF coverage map will be soon published for the entire airspace, but Port-au-Prince FIR is now able to assure there is no more VHF situation that negatively impact safe operations in any part of its airspace.