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Mexico City, Mexico, 5- 9 September 2016

**Agenda Item 4: Lessons Learned by CAR/SAM States to Reduce the number of LHDs**

**MITIGATION MEASURES FOR LHD REPORTS IN REPÚBLICA ARGENTINA'S FIRs**

(Presented by DGCTA-Argentina ANSP)

<b>EXECUTIVE SUMMARY</b>	
The purpose of this Information Paper is to present to the Meeting steps and measures adopted by Argentina's ANSP to face the increase in the amount of LHD reports in Argentina's FIRs.	
<i>Strategic Objective:</i>	Safety
<i>References:</i>	<ul style="list-style-type: none"><li>• Conclusions from the CARSAMMA Meeting on PoCs (Point of Contact) Río de Janeiro, 11 to 13 August 2014</li><li>• Final Report from the Fourteenth Scrutiny Working Group Meeting (GTE/14) Mexico City, Mexico, 1 to 5 December 2014</li><li>• Final Report from the Fifteenth Scrutiny Working Group Meeting (GTE/15) Lima, Peru, 16 to 20 November 2015</li></ul>

**1. Introduction**

1.1 Due to its vast territory, Argentina's airspace is divided into five (5) Flight Information Regions (FIR): Ezeiza (SAEF), Córdoba (SACF), Mendoza (SAMF), Resistencia (SARR) y Comodoro Rivadavia (SAVF).

1.2 These FIRs have their own particular features regarding density, the type of traffic that uses that FIR, and the training and availability of their human resources.

1.3 On the other hand, with the approval of Law Nº 27.161, as from 1 August 2016, EANA (Argentina's Air Navigation Company) has taken charge as the Air Navigation Service Provider (ANSP) in Argentina, which is why a transitional phase is in process between EANA and the General Direction of Air Traffic Control (DGCTA), which continues to be an ANSP but is no longer responsible for LHD management.

1.4 Hence, during 2016, a series of measures were taken, focused basically in assuring the continuity of management of both ANSPs.

## **2. Analysis**

2.1 The analysis of the information provided by the CARSAMMA on LHD reports during the period 2013-2015 showed an ascending evolution, in terms of amount of reports, taking into account both informed reports and those originated by the five Argentina's FIRs.

2.2 These first statistic reports are directly related to each other, since its growth in number is generated by what we call a "report culture", driven and implemented in all ACCs through informative talks, developed with the purpose of emphasizing the importance that a report culture has on the operational safety of the aeronautical system overall.

2.3 During the past years, a significant evolution can also be observed on both self-reports (none in 2013; one in 2014; 11 in 2015) and those reports originated by causes external to ATC responsibility (none in 2013; 1 in 2014; 7 in 2015).

2.4 Statistics clearly show that after the adoption of mitigation measures in the South Atlantic airspace (particularly in the Ezeiza FIR), which were timely introduced by the GTE/14, the amount of LHD reports in the oceanic sector of said FIR was substantially reduced.

2.5 Finally, it should be outlined that, by virtue of the actions developed by each ACC which are further described, 2016 comparative indicators show a distinctive decrease on the amount of LHD reports originated by Argentina's FIRs.

## **3. Adopted Mitigation Measures**

3.1 Among the adopted general measures and due to the particular features of the Argentine air space division, a separation of functions and responsibilities was adopted, including a point of contact for the ANSP and points of contact for each FIR.

3.2 In that same sense, due to the transition setting described above, a Seminar/Workshop was developed for the training of each FIR's points of contact. This workshop included staff already familiarized with the subject matter and that, once the transition was in place, became part of the new service provider.

3.3 Such Workshop established functions and responsibilities and produced a Guidance Manual for the FIR's Points of Contact in Large Height Deviations (LHD) which included a vast bibliography and teaching material for the training of ATCOs in each FIR.

3.4 Regarding the technical aspect, during the first trimester of 2016, the installation of Air Traffic Control Automated Systems (AIRCON 2100) was completed in Mendoza, Resistencia and Comodoro Rivadavia ACCs, which allowed the incorporation of the RSMA radar signal, recently installed in each FIR, as well as the possibility of radar signal exchange with the FIRs of bordering countries (Chile, Paraguay, Uruguay) and the use of AIDC capacity which all these systems have.

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3.5 Finally, the coordination channel for the management of the information of LHD reports was strengthened and an active participation in monthly Teleconferences of the GTE took place, achieving the essential information exchange with the Points of Contact of the FIRs bordering our country (particularly Chile, Uruguay and Paraguay).

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