



ICAO

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INFORMATION PAPER

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**Fourth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/4)**  
Miami, United States, 21 – 24 August 2018

**Agenda Item 3: Global and Regional Air Navigation Plans**  
3.4 Other Global/Regional Air Navigation Developments

**TECHNICAL COOPERATION AGREEMENT BETWEEN DGAC ECUADOR AND COCESNA**

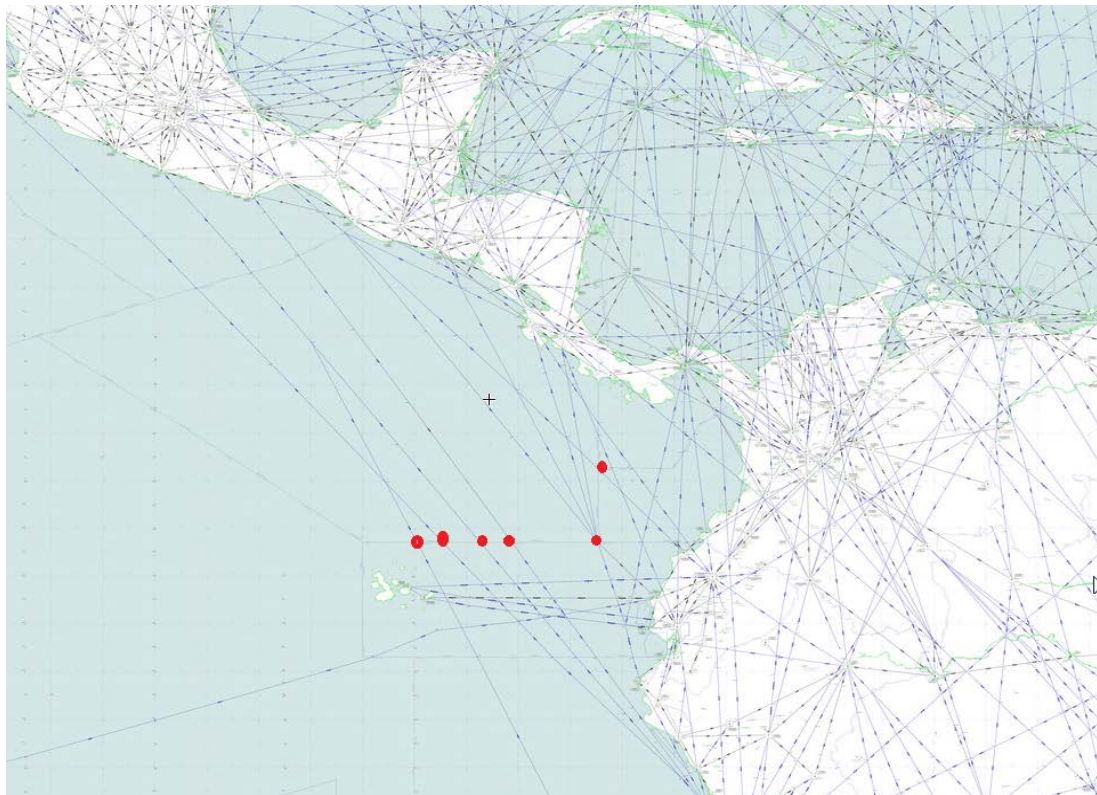
(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This information paper reflects the actions agreed between the DGAC of the State of Ecuador and the Central American Corporation for Air Navigation Services (COCESNA) to promote safety in the South Pacific ocean region.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Fifth Meeting of the North, Central America and Caribbean Working Group (NACC/WG/5), Port of Spain, Trinidad and Tobago, May 22-26, 2017</li><li>• NAM/CAR/SAM Meeting/Workshop for the Implementation of Automatic Dependent Surveillance-Broadcasting (ADS-B) (ADS-B/IMP), Lima, Peru, November 13 to 16, 2017</li><li>• Eighteenth Meeting of the CAR / SAM Regional Planning and Implementation Group (GREPECAS/18), Punta Cana, Dominican Republic, April 9 to 14, 2018</li></ul>

**1. Introduction**

1.1 According to the monitoring works of LHD occurrence, performed by the Scrutiny Working Group (GTE), the GTE presented the results of regional performance in relation to the occurrence of LHDs in the CAR / SAM Regions.

1.2 One of the areas presented as a point of interest and actions should be taken to increase the operational safety of the coordination between adjacent FIRs, was that corresponding to the coordination between the FIR of Ecuador (Guayaquil) and the ACC FIR of Central America, managed by COCESNA.



*Graph No 1: LHD safety critical places (high occurrence)*

1.3 During the follow-up meeting to the implementation of the ADS-B, which was held in Lima, Peru in November 2017, the State of Ecuador and COCESNA were urged to make efforts to mitigate the occurrence of LHD, as well as improve the efficiency of the operational security among its coordinations. The AIDC implementation and the sharing of radar data were some of the recommendations.

1.4 During the last GREPECAS meeting in April 2018, the two Organizations informed about the work they had been doing to reach a Technical Cooperation agreement, which would allow them to resolve the identified deficiencies.

## **2. Discussion**

2.1 On May 9 of this year, the Directorate of Civil Aeronautics of the State of Ecuador and the Air Navigation Services Corporation of Central America (COCESNA) signed a Cooperation and Technical Assistance Agreement that will allow them, among other matters, to:

1. That the State of Ecuador will share the radar data of the San Cristobal, Galapagos Island and Santa Manta sites with COCESNA. **Appendix A** shows the theoretical coverage of this future implementation.
2. The installation of AMS/VHF communication facilities, in the sites indicated in the previous point.
3. Regarding Training, COCESNA will provide training to the State through an exchange of members of the Technical School of Civil Aviation aimed at training in all areas at the level of pilots, cabin crew, operations technicians, navigation people air, meteorology and all personnel with an aeronautical license.
4. In addition, appropriate procedures and communications shall be determined to provide the means that the parties require in response to an air accident that occur within the limits of their jurisdictions.



*Graph No 2: 120 daily airborne flights  
11 thousand air operations from the Quito, Guayaquil and Latacunga airports  
With destination in the countries of Central America and approximately 883 thousand passengers*

2.2 The Ecuadorian Authorities classified the agreement as a historic milestone in technical assistance, which will strengthen the operational safety that crosses the airspace between the two control centres, both in Guayaquil and Central America.

2.3 The ICAO NACC Office congratulates this type of initiatives that contribute to boost the safety of the region. ICAO will follow up on the results of this agreement regarding the impact on safety and the lessons learned so that this knowledge supports the implementation of future regional agreements.

2.4 The deficiencies corresponding to a State directly influence the operations of the adjacent FIRs, affecting negatively the region. ICAO urges the States to continue working collaboratively, seeking mutual benefit, harmonization and standardization of operations in search of operational excellence and being an example of teamwork.

APÉNDICE



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