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NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE

Regional North American/Caribbean (NAM/CAR) Air Traffic Management (ATM) Meeting

(Santo Domingo, Dominican Republic, 19-21 April 2006)

NAM/CAR ATM - WP/08

10/04/06

Agenda Item 3: Strategy and regional implementation activities regarding airspace organization and management (AOM), ATS routes, RNAV, RNP, and the 5-letter name codes (5LNC) assignment system.

REVIEW OF THE ATM AGREEMENTS OF THE CENTRAL AMERICAN STATES AND COCESNA

(Presented by the Rapporteur of the ATM Committee of the Central American Air Navigation Experts Working Group - CA/ANE/WG)

SUMMARY

This paper presents a list of the actions carried out by the Central American States and COCESNA to comply with the Conclusions issued by the different air navigation meetings.

1. Introduction

1.1 The Central American States, air operators, airport management bodies and ATS services and COCESNA, in coordination with the ICAO NACC Regional Office (Mexico) have joint efforts for the study and most suitable decision making with regard to air navigation for the benefit of the Central American Area and the air community in general.

1.2 In order to carry out such an important work, the Central American aeronautical authorities and COCESNA established the Central American Air Navigation Experts Working Group (CA/ANE/WG), which has been the appropriate forum to the review and foster of the different aeronautical matters pertaining to the area.

1.3 In order to analyse those matters and the issuance of the different decisions, conclusions and recommendations, the CA/ANE/WG activated the AGA, AIS, ATM, CNS, SAR and MET Committees, which deal with specific topics in line with their field.

1.4 The work of the CA/ANE/WG also take into consideration the conclusions issued in ICAO fora where these topics are reviewed from a CAR/SAM regional approach, so that the particular Central American decisions be in line with the CAR/SAM regional planning and implementation strategy.

1.5 In this regard, the following meetings are pointed out:

- a) Fourth Meeting of the Central American Air Navigation Experts Working Group (CA/ANE/WG/4) (Mexico City, Mexico, 31 August - 02 September 2005).
- b) Second Meeting of North American, Central American and Caribbean Directors of Civil Aviation (Tegucigalpa, Honduras, 11 to 14 October 2005).
- c) Thirteenth Meeting of the CAR/SAM Regional Planning and Implementation Group GREPECAS/13 (Santiago, Chile, 14 to 18 November 2005).

2. Report on the agreements reached with regard to ATM and fulfillment level

2.1 The following is a list of the agreements reached in Central America in the ATM field

2.1.1 ATM Agreements

English language proficiency

2.1.1.1 In view of the notification of deficiencies in the English language proficiency, air traffic services in the Central American ATC units at the Fourth Meeting of the Central American Air Navigation Experts Working Group and at the Second Meeting of North American, Central American and Caribbean Directors of Civil Aviation formulated the following conclusions:

Conclusion 4/9: “That the Central American States and COCESNA develop their own training programme to improve the English language proficiency, develop a regional programme to carry out events such as training courses for ATM personnel using the ICCAE and ACSA facilities.”

Conclusion 2/8: “That States/Territories and International Organizations of the NAM/CAR Regions begin the preparatory work in order to comply with ICAO language proficiency requirements by 5 March 2008, preventing the occurrence of ATS incidents and accidents.”.

2.1.1.2 With regard to this activity, the Central American Air Safety Agency ACSA/COCESNA has taken the following actions:

- a) Activation of a Central American ATC group of English specialists in order to develop a collaboration programme jointly with the FAA.
- b) In order to determine the English language proficiency level of the ATC personnel in Central America, in January 2006 evaluations were performed firstly to the COCESNA controllers and those of Costa Rica, it is scheduled to evaluate the ATC units of Nicaragua from 5 to 9 May, El Salvador from 15 to 17 May, Belize from 18 to 19 May, Guatemala from 24 to 26 May and finally Honduras from 31 May to 05 June 2006.

2.1.1.3 To carry out the English language proficiency evaluations, FAA has provided COCESNA/ACSA with ALP Aviation Language Placement Test measurement instrument, which can only be applied in Central America, it is worth mentioning that FAA is training the members of the English specialists group.

2.1.1.4 After carrying out the evaluations in all Central America, it is scheduled to carry out an action plan jointly with the participation of ATC personnel of the Central American States and COCESNA in order that the Central American Area be certified as proficient in the use of English language.

2.1.2 ATS Letters of Agreement (LOAs)

2.1.2.1 With regard to the fulfillment of the signature of the ATS LOAs, before implementation of RVSM, in 2004, all the Central American States and COCESNA through their ATC units updated their operational LOAs, likewise COCESNA updated LOAs with the adjacent ACCs to the Central American FIR, achieving in that way complete agreements in the area.

2.1.3 Quality assurance Programmes

2.1.3.1 The Fourth Meeting of the Central American Air Navigation Experts Working Group agreed upon the continuity of implementation work of the ATS Quality assurance Programmes, finding necessary to define objectives, goals and responsibilities in order to identify and previously correct deficiencies, incidents and accidents to improve ATS quality, as well as to establish the guidelines to recognize the good work of controllers through a fringe-benefits programme for the personnel.

2.1.3.2 After investigating with the officers Central America and COCESNA ATC units, the following is reported:

COCESNA	Has approved and implemented the Quality assurance Programme Manual and its Quality assurance Unit of the Air navigation Services is coordinated by Mr. Oscar Padilla.
GUATEMALA	The Quality assurance Programme document is in draft version and the ATS quality assurance unit is not yet organized.
EL SALVADOR	A group was designated to work in the ATS Quality assurance Programme document, they do not count with a draft version and the unit is not yet organized.
BELIZE	Have not yet developed the quality assurance Manual, there is no designated personnel to do this task.
HONDURAS	The Quality assurance Programme document is in draft version and the ATS quality assurance unit is not yet organized.
NICARAGUA	There is an organized quality assurance office, they are working in the ATS quality assurance Manual draft version.
COSTA RICA	Has approved the ATS Quality assurance Manual, the unit is not yet organized as there is no designated personnel to do this task.

2.1.4 SAR agreements

2.1.4.1 The SAR agreements in the Central American Area are based on conclusions 2/15 and 2/16 of the Second Meeting of North American, Central American and Caribbean Directors of Civil Aviation, who formulated the following conclusions:

Conclusion 2/15 Review And Signature Of Agreements On Search And Rescue (Sar) For The Central America Rescue Coordination Centre (Rcc) “That, considering the need for updating the documents that regulate the Central American agreements in the Search and Rescue field, and the convenience of establishing other agreements with related entities that could provide support and assistance to the Central American Service SAR, it is requested that Central American Aeronautical Authorities and COCESNA: (...)”

Conclusion 2/16 Agreements On Search And Rescue (SAR) of The Central America RCC And Adjacent RRCS “That the ICAO NACC Office urge those States adjacent to the Central American FIR to subscribe SAR agreements with the Central American FIR.”

2.1.5 Contingency Plans

2.1.5.1 The Fourth Meeting of the Central American Air Navigation Experts Working Group made a diagnosis of the status of the contingency plans, some of them are already implemented in compliance with Conclusion 13/68 of GREPECAS/13:

Conclusion 13/68 ATM CONTINGENCY PLANS FOR THE CAR/SAM REGIONS: “That CAR/SAM States/Territories/International Organizations that have not yet done so develop their ATM contingency plans for their airspace under their jurisdiction (...)”

2.1.5.2 The status of SAR agreements and Contingency plans carried out by the Central America ATC units to date is shown in the following table:

	SAR AGREEMENTS	CONTINGENCY PLANS		
COCESNA	BELIZE	2	BELIZE	2
	COSTA RICA	1	COSTA RICA	1
	EL SALVADOR	2	EL SALVADOR	2
	GUATEMALA	2	GUATEMALA	2
	HONDURAS	1	HONDURAS	1
	NICARAGUA	1	NICARAGUA	1
BELIZE	COCESNA	2	COCESNA	2
	COSTA RICA	N/A	COSTA RICA	N/A
	EL SALVADOR	N/A	EL SALVADOR	N/A
	GUATEMALA	2	GUATEMALA	2
	HONDURAS	2	HONDURAS	2
	NICARAGUA	N/A	NICARAGUA	N/A
COSTA RICA	COCESNA	1	COCESNA	1
	BELIZE	N/A	BELIZE	N/A
	EL SALVADOR	N/A	EL SALVADOR	N/A
	GUATEMALA	N/A	GUATEMALA	N/A
	HONDURAS	N/A	HONDURAS	N/A
	NICARAGUA	1	NICARAGUA	1

	SAR AGREEMENTS	CONTINGENCY PLANS		
EL SALVADOR	BELIZE	N/A	BELIZE	N/A
	COCESNA	2	COCESNA	2
	COSTA RICA	N/A	COSTA RICA	N/A
	GUATEMALA	2	GUATEMALA	2
	HONDURAS	2	HONDURAS	2
	NICARAGUA	2	NICARAGUA	2
GUATEMALA	BELIZE	2	BELIZE	2
	COCESNA	2	COCESNA	2
	COSTA RICA	N/A	COSTA RICA	N/A
	EL SALVADOR	2	EL SALVADOR	2
	HONDURAS	2	HONDURAS	2
	NICARAGUA	N/A	NICARAGUA	N/A
HONDURAS	BELIZE	2	BELIZE	2
	COCESNA	1	COCESNA	2
	COSTA RICA	N/A	COSTA RICA	N/A
	EL SALVADOR	2	EL SALVADOR	2
	GUATEMALA	2	GUATEMALA	2
	NICARAGUA	2	NICARAGUA	2
NICARAGUA	BELIZE	N/A	BELIZE	N/A
	COCESNA	1	COCESNA	1
	COSTA RICA	1	COSTA RICA	2
	EL SALVADOR	2	EL SALVADOR	2
	GUATEMALA	N/A	GUATEMALA	N/A
	HONDURAS	2	HONDURAS	2

NOTES: 1 = Signed 2 = On-going N/A= Non applicable

3.- Suggested Action

3.1 The meeting is invited to:

- a) note the contents of this working paper; and
- b) urge the Central American States and COCESNA to continue actions in order to establish within the specified dateline the Operational ATS Letters of Agreement, the ATM Contingency plans, the SAR agreements, to develop their ATS Quality assurance Programmes and to support the programme to improve the performance of Air Traffic Controllers with regard to the English language proficiency.