



**INTERNATIONAL CIVIL AVIATION ORGANIZATION  
SOUTH AMERICAN REGIONAL OFFICE**

**Second Meeting of the Informal Coordination Group of the East  
Caribbean and North Eastern South American**

**(Caracas, Venezuela, 22 to 25 July 2002)**

**Agenda Item 2: Review of CNS matters**

- a) **Review of the status of implementation of the CAR/SAM AIS/ATM/CNS 02/00 Informal Meeting Conclusions related to the CNS area**

**DEFICIENCIES IN THE CNS AREA REQUIRING URGENT SOLUTION IN THE ECAR/SAM-NE SUBREGION**

(Presented by the Secretariat)

**Summary**

This working paper presents the deficiencies in the CNS area in the E-CAR/SAM-NE Subregión, catalogued as requiring urgent solution by the GREPECAS Air Safety Board (ASB) and examined during GREPECAS/10 meeting.

**References:**

- ASB/3 meeting report; and
- GREPECAS/10 meeting report.

**1. Background**

1.1 During the last GREPECAS meeting (GREPECAS/10, Las Palmas, Canary Islands, Spain, 23 to 27 October 2001), with the aim of identifying air navigation problems regarding planning and implementation in the CAR/SAM regions, a review was made to the work carried out by the Air Safety Board (ASB), which consisted in the identification, within a long list of deficiencies, of those having major impact in the safety of air operations and, therefore, consider them requiring urgent solution.

1.2 The ASB is composed by the President, the Secretary of GREPECAS, the ICAO NACC and SAM Regional Directors, a regional affairs officer from ICAO Headquarters, the presidents of the Subgroups and a representative from IATA, IBAC, IFALPA and IFATCA. Its main task is to evaluate, validate and supervise the deficiencies in the air navigation area in the CAR/SAM regions and develop the necessary actions to overcome them. Likewise, the Board has the role of promoting and being an instrument for the solution of the deficiencies catalogued as urgent.

1.3 In the Subregion under analysis and with regard to CNS aspects, deficiencies of urgent priority have been identified to require solution, specifically in some aeronautical fixed and mobile communications services.

## 2 Analysis

### **Urgent priority deficiencies in the aeronautical fixed service in the E-CAR/SAM/NE Subregión**

2.1 In the aeronautical fixed service, the ASB identified the following deficiencies as of urgent priority:

- Cayenne-Brazil AFTN circuit
- Belem-Paramaribo speech circuit
- Rochambeau-Belem speech circuit

#### **Cayenne-Brazil AFTN circuit**

2.2 This deficiency was presented by France, and supported by Brazil, during the ATM/CNS/SG/1 meeting (Redondo Beach, United States, 16 to 20 July 2001), informing of a low operational availability.

2.3 This deficiency would be solved with the implementation of the REDDIG, foreseen for the end of 2002. Before the REDDIG implementation, the meeting would like to know the plans to be carried out to solve this problem by France and Brazil.

#### **Belem- Paramaribo speech circuit**

2.4 The implementation of this circuit was foreseen to be carried out since 1989 as part of the ATS speech switch circuit, but has still not been implemented. Coordination between both centres is made through international direct dialling.

2.5 This deficiency would be solved with the implementation of the REDDIG, foreseen for the end of 2002.

#### **Rochambeau-Belem speech circuit**

2.6 This speech circuit was implemented as part of a voice plus data circuit linking Rochambeau and Brasilia. The Rochambeau ACC/Belem ACC ATS speech circuit is a switched circuit using switching services from the Brasilia ATS speech switcher. Currently, the speech communications service is deficient due to problems in Brasilia with the voice plus data multiplexor equipment (Toyama).

2.7 This deficiency would be solved with the implementation of the REDDIG, foreseen for the end of 2002. During the ATM/CNS/SG/1 meeting, the Brazilian delegation proposed that, prior to REDDIG implementation, a frame relay circuit could be implemented.

2.8 It is expected that during the meeting, the aeronautical administrations involved inform on the progress achieved.

### **Urgent priority deficiencies in the aeronautical mobile service in the E-CAR/SAM/NE Subregión**

2.9 In the aeronautical mobile service, the following have been defined as urgent priority deficiencies:

- HF communications of Piarco FIR
- Current VHF coverage of Manaus FIR
- VHF coverage of Maiquetía FIR

#### **HF communications of Piarco FIR**

2.10 The Piarco FIR, upon having an extensive oceanic area enroute control, requires 24-hour HF communications. The ITU HF family of frequencies recommended to be implemented in the Piarco FIR, in accordance with the FASID, CAR-A, CAR- B and SAM-2. Of these families, Trinidad has three channels installed of the CAR-A, one channel of the CAR-B and two of the SAM-2. To have an effective 24-hour coverage, it would be necessary to have at least three channels for each of the mentioned family of frequencies.

2.9 In addition, there have been various reports from pilots indicating that Piarco ACC does not have HF frequency communications available. These low availability reports have been noted since April 2000.

2.10 Taking into consideration the importance of HF communications in the Piarco FIR oceanic area, since it is the only communications means available, the meeting expects that the aeronautical administration of Trinidad & Tobago inform the actions taken to solve this problem.

#### **Current VHF coverage of Manaus FIR**

2.11 The lack of VHF coverage in some segments of the ATS routes crossing the Manaus FIR does not allow the required level of air traffic service. This deficiency is currently being solved, since the Brazilian administration is acquiring VHF equipment for implementation in remote stations to meet Manaus ACC ground-air communications.

2.12 It is expected that the meeting receive information from the aeronautical administration of Brazil with regard to the status of implementation of these air-ground VHF remote stations.

#### **VHF coverage of Maiquetía FIR**

2.13 The lack of VHF coverage in some segments of the ATS routes crossing the Maiquetía FIR does not allow the required level of air traffic service. This deficiency, according to information received by the Venezuelan aeronautical administration, would be solved through the acquisition of the necessary VHF equipment, to be installed at remote stations to provide the required coverage.

2.14 It is expected that the meeting receive information from the aeronautical administration of Venezuela with regard to the status of implementation of the necessary ground-air VHF remote stations, required to guarantee the lacking VHF coverage..

3. **Action suggested**

3.1 The meeting is invited to:

- a) Take note of the information presented;
- b) That States involved inform on the actions taken by solve the deficiencies presented herein;  
and
- c) That States involved present an action plan to follow-up on the solution of these deficiencies.

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