

INTERNATIONAL CIVIL AVIATION ORGANIZATION
EIGHTH MEETING OF CIVIL AVIATION AUTHORITIES OF THE SAM REGION
(RAAC/8)

(Buenos Aires, Argentina, 23 - 25 April 2003)

Agenda Item 5: Review of regional activities related to the reduction or elimination of deficiencies detected in air navigation services

CONTRIBUTIONS OF COLOMBIA TO THE RESOLUTION OF SHORTCOMINGS AND DEFICIENCIES

(presented by Colombia)

Summary

This working paper submits to the consideration of civil aviation authorities the efforts made by Colombia to solve the problems identified in the airspace over the islands of San Andrés, serviced by Panama.

1. Introduction

1.1. Location

1.1.1 The archipelago of San Andrés and Providencia is located 480 miles northwest of mainland Colombia, on the Caribbean sea. At present, it is an important intermediate point towards other ecological and archeological destinations in the northern part of Colombia, Central America and other Caribbean islands. It is formed by the San Andrés, Providencia and Santa Catalina islands; the Bolívar and Albuquerque islets; the Cotton, Haynes, Johnny, Roncador, Serrana, Serranilla, Quitasueño, Rocky and Cangrejo keys; and the banks of Alicia and Bajo Nuevo.



1.2. Economics

1.2.1 The definitive economic change in the islands took place as a result of the declaration of San Andrés as a "free port". This occurred in 1953, and took the population by surprise. A hotel infrastructure was developed to serve the large number of tourists drawn by prices and tourist attractions. At present, it is the main tourist attraction of the country and its sustained development constitutes a priority.

1.2.2 Therefore, all of the activities emanating and derived from trade and tourism represent the basis of the economy. Consequently, current government programmes seek to improve tourist infrastructure and excursions, and implement native lodges, with the support of hotel promotion and training programmes. Likewise, mega-projects are being promoted, such as the convention centre and the tourist pier.

1.2.3 The following table shows transported passengers and cargo, and air operations.

		1.992	1.993	1.994	1.995	1.996	1.997	1.998	1.999	2.000	2.001
SCHEDULED PASSENGERS	LL.	303.517	360.366	416.584	422.946	407.992	385.729	394.121	348.762	337.764	299.293
	S.	294.157	353.661	410.758	410.259	391.519	389.035	391.429	339.804	333.891	301.994
	TOT	597.674	714.027	827.342	833.205	799.511	774.764	785.550	688.566	671.655	601.287
DOMESTIC CARGO (IN TONNES)	LL.	10.182	11.329	11.821	11.700	9.576	8.103	7.782	6.885	4.047	4.137
	S.	2.955	5.326	6.562	8.190	7.937	7.364	7.336	5.009	1.484	1.565
	TOT	13.137	16.655	18.384	19.889	17.513	15.467	15.118	11.894	5.531	5.702
INTERNATIONAL PASSENGERS	LL.	25.557	31.484	24.199	22.404	16.941	14.297	11.259	11.600	15.574	12.897
	S.	29.960	35.408	30.314	26.741	19.027	13.979	12.145	13.021	17.465	13.744
	TOT	55.517	66.892	54.513	49.145	35.968	28.276	23.404	24.621	33.039	26.641
INTERNATIONAL CARGO (IN TONNES)	LL.	1.990	2.290	2.910	2.671	2.451	1.245	457	109	0	188
	S.	1.418	1.275	1.492	1.045	988	1.439	149	104	9	10
	TOT	3.408	3.564	4.402	3.716	3.439	2.684	606	213	9	198
OPERATIONS	TOT	16.031	18.839	19.727	19.807	17.075	17.082	14.778	14.066	12.477	12.659

1.3. Deficiencies

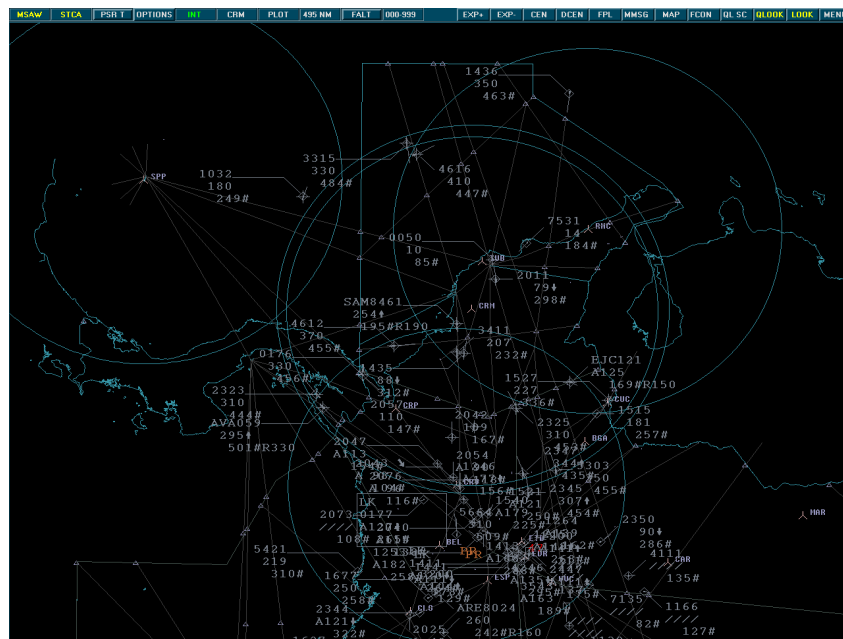
1.3.1 At present, deficiencies have been detected in communication coverage and lack of radar signals from the Panama ACC, especially in the northern area, which affects the quality of the services provided to aircraft. As a result, the San Andres radar control unit has to perform frequent communication relays.

1.3.2 Co-ordination problems have also been noted in Colombian military operations over its territorial waters, reason why the Panama ACC frequently requests the San Andres control to verify the position of civil and military aircraft, probably due to VHF coverage and surveillance deficiencies in the area.

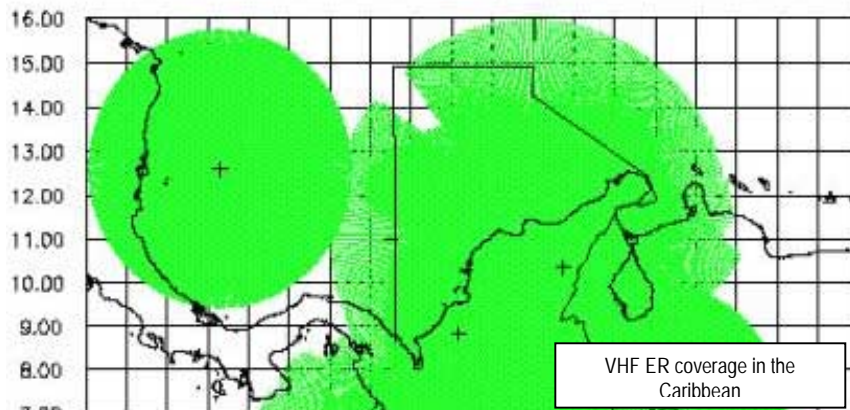
1.3.3 Colombia has developed mechanisms to minimise the impact of these deficiencies and, above all, to preserve the safety level of flights from and to the archipelago.

2. Analysis

2.1 In view of the above, Colombia has made the following contributions to correct the deficiencies detected since several years ago: a radar located in the island of San Andrés, with a coverage of 250 NM in primary and secondary; the installation of a radar in the region of Uraba to cover the routes to the archipelago; integration of the radar sensors of San Andrés, Cerro Maco, Tubará and Riohacha to provide radar surveillance coverage in the area.



2.2 Investments have been made to improve VHF frequency coverage on all the routes in the northern sector of the airspace concerned (see attached coverage diagrams). The VHF ER system has repeater antennas in San Andrés, Cerro Maco, Cerro Kennedy, Riohacha and Montería for the cited area.



2.3 Both the radar signal and the communication frequency are integrated to the Barranquilla and Bogota ACCs as back-up, and to the radar room in San Andrés.

2.4 Finally, thanks to the satellite network project promoted under ICAO technical co-operation, the archipelago has a dual link to both Bogota and Barranquilla, with the assurance of fixed communications.

3. **Suggested action**

3.1 The meeting is invited to:

- a) assess the efforts made by Colombia to contribute to the correction and resolution of the cited shortcomings, taking into account the large number of operations and passengers carried, as well as the value of these investments and the technical efforts to improve the quality of ATS services.
- b) promote a multilateral meeting with the representatives of the States involved and ICAO, in the island of San Andrés, with the purpose of identifying the best mechanisms for the implementation of these contributions to the safety in the region.
- c) consider, under the item on Shortcomings and Deficiencies, the proposal submitted by Colombia to improve ATS services in this airspace, which had been entrusted to Panama in order to improve the quality of services provided to aircraft and safety, with the commitment of improving this infrastructure, which Colombia has been doing.

- END -