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INTERNATIONAL CIVIL AVIATION ORGANIZATION

FOURTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER THE SOUTH ATLANTIC (SAT/14)

Montevideo, Uruguay, 7 to 9 May 2008

Agenda Item 3. Communications, navigation and surveillance / Air traffic management (CNS/ATM) Systems.

CNS/ATM implementation in Argentina

(Presented by Argentina)

Summary

This paper comments the CNS/ATM implementation at Argentina

1. **INTRODUCTION**

1.1 During the last years the Aeronautical Administration Argentina has adopted a series of measures for to optimize the Air Traffic Services in our country, according to the technological evolution and the CNS/ATM plans.

2. **SUMMARY**

2.1 Those measures can be summarized in a series of concrete actions, some already concluded, other in full development at this moment, and some to be carried out in the short and medium term, as it is summarized:

2.2 To participate actively in all the regional and international forums related to the implementation of VSAT networks (REDDIG, CAFSAT) and CNS/ATM implementations.

2.3 To carry out bilateral and multilateral agreements with the same proposal.

CNS

Communications:

2.4 *ATN IP national Implementation*: concluded in 2005, at this time we are improvement it.

2.5 *AMHS (Aeronautical Message Handling System) national implementation*:

2.5.1 It concluded initially in December 2005, with the implementation's service in 72 airports and central dependences.

2.5.2 Nevertheless, during July's and Augusts' months of the present year, two new MTA (Message Transfer Agent) will be available at Córdoba and Commodore Rivadavia ACCs. At this moment the project will conclude in its national orbit.

2.5.3 One AMHS Trainer in CIPE (Instruction, Improvement and Experimentation Center), at Ezeiza Airport: it concluded in December 2007.

2.6 *To advance in interregional operative AMHS implementation and external regional pre operational tests*:

2.6.1 For the second semester of this year, it's foreseen the AMHS connection with Paraguay, who has a national system since the beginning of this year.

2.6.2 For requirement of the Bolivian Aeronautical Administration, we will expand our services to this country.

2.6.3 We were carried out the first contacts with AENA for to do pre operational tests among both administrations.

2.7 *To assure national covering communications for (concluded 2002):* VHF Air - Ground (all terrestrial connections, except one site at the south of the country, which is covered by satellite) and Ground – Ground (for 58 airports).

2.8 *To renovate VHF equipment* for thirty one airports (it will be concluded at the end 2008).

2.9 *To carry out pre operational probes with VDL*: the renovated VHF equipment has the VDL capacity.

2.10 *To install automated audio systems (VCS) in all the ACC and Buenos Aires main airport*: at middle of this year just it will remain Comodoro Rivadavia ACC (to settle during 2009).

2.11 *OLDI (On Line Interchange Dates) implementation*:

2.11.1 Between Ezeiza and Córdoba, foreseen for Julio 2008.

2.11.2 Between Ezeiza and Montevideo, foreseen second part of this year.

2.12 *CPDLC Implementation*: at Ezeiza ACC, during the next second semester.

Surveillance

2.13 *Installation of eleven secondary radars, all them developed and manufactured in our country by an Argentinean company, in way to assure all the main routes*:

2.13.1 Four installed (for the Ezeiza - Bariloche route), they' re in last pre operational tests.

2.13.2 Three to settle during 2008.

2.13.3 Four to settle during 2009.

2.14 *Inter state radar signals exchange*:

2.14.1 Ezeiza - Montevideo: active from 1999, by terrestrial connection until 2003, by REDDIG from this moment.

2.14.2 At study with other states.

2.15 *ADS*: to be implemented at Ezeiza ACC, during the second semester of this year.

ATM

2.16 To maintain the five existent FIR (Ezeiza, Resistencia, Mendoza, Córdoba and Commodoro Rivadavia), *reducing the ACC number* from five to three (Ezeiza, Córdoba and Commodoro Rivadavia), where Resistencia is integrated with Ezeiza and Mendoza with Córdoba, but both maintaining the ACC operational capacity in the event of contingency; *so, in the next three months, it will be fully operational available:*

2.16.1 *Ezeiza ACC technology services Upgrade*:

2.16.1.1 New radar data processor and flight plans data processor and all the Operational Control Positions, with AMHS interface and integration of TMA TWRs.

2.16.1.2 Expand Voice Communications System access to all Air - Ground and Ground - Ground Communications for Resistencia FIR.

2.16.1.2 OLDI with Cordoba ACC and Montevideo ACC, via REDDIG.

2.16.2 *ACC Trainer / Emergency ACC implementation at CIPE, Ezeiza (all new)*:

2.16.2.1 Radar data processor and flight plans data processor (FDP).

2.16.2.2 Voice Communications System, with access to all Ezeiza FIR route communications.

2.16.2.3 AMHS System.

2.16.3 *Complete renovation of Córdoba ACC services (all new)*:

2.16.3.1 Technical and operative facilities.

2.16.3.2 Radar data processor and flight plans data processor (FDP), with AMHS interface.

2.16.3.3 Voice Communications System with access to all Air - Ground and Ground - Ground Communications for Cordoba & Mendoza FIRs:

2.16.3.4 AMHS MTA.

2.16.3.5 OLDI with Ezeiza.

3. ACTION BY THE MEETING

3.1 The SAT/14 Meeting is invited to take note of the information provided in this IP.