



Agenda Item 5: Implementation of the Air Traffic Flow Management (ATFM)

Air Defense Identification Zone - Northern Argentina (ANADIZ)

(Presented by Argentina)

SUMMARY	
The purpose of this information paper is to inform about the implementation of the Air Defense Identification Zone - Northern Argentina (ANADIZ) and the requirements for the entry/exit of aircraft into the Argentinean airspace corresponding to the Cordoba and Resistencia FIRs.	
REFERENCES	
- Manual concerning safety measures relating to military activities potentially hazardous to civil aircraft operations (Doc. 9554) - Air Traffic Services Planning Manual (Doc. 9426) - Global Air Navigation Plan (Doc. 9750) - GPI 1 refers precisely to “Flexible use of air space” - Illustrative text for the implementation of the flexible use of air space (FUA) concept in the South American Region	
ICAO strategic objectives:	<i>A – Operational Safety</i> <i>B – Capacity and efficiency of air navigation</i>

1. Background

1.1 South American Region States, taking into account the provisions of the Global Air Navigation Plan, the ATM operational concept and the Conclusions of the CAR/SAM Regional Planning and Implementation Group (GREPECAS), elaborated the SAM Performance-Based Air Navigation Implementation Plan (SAM-PBIP), a plan which was approved for regional application by Conclusion RAAC/12-1 SAM Performance-Based Air Navigation Implementation Plan (SAM-PBIP) which was achieved during the Twelfth Meeting of Civil Aviation Authorities (RAAC/12) of the SAM Region taking place on October 12th 2011.

1.2 It is important to emphasize what is expressed in the FUA/SAM Guidance Manual which considers the different aspects that the States should take into account for the coordination and cooperation between civil and military air traffic, acknowledging that the airspace is a common resource for both civil and military aviation, which should pursue the safety, regularity and efficiency of civil aviation and fit the requirements of military air traffic through the implementation of a dynamic airspace.

1.3 Taking into consideration what was mentioned in the above paragraph, Republica Argentina is coordinating together with the military authorities of the Argentinean Air Force, the authorities of the National Civil Aviation Administration and the General Direction of Air Traffic Control acting as air navigation services provider, the implementation of an ADIZ from GND/ILM, denominated *Air Defense Identification Zone - Northern Argentina* (ANADIZ), attached to this working paper as **Appendix A**, which shall partially affect the Argentinean airspace of the Cordoba and Resistencia FIRs and the ones bordering La Paz , Asuncion and Curitiba.

2. Analysis

2.1 Having said all this, it will be established as a requirement that any aircraft flying to/from Republica Argentina into a foreign country shall have SSR (Transponder) equipment, A and C Mode in service, for its identification when entering or exiting the airspace affected by the ANADIZ.

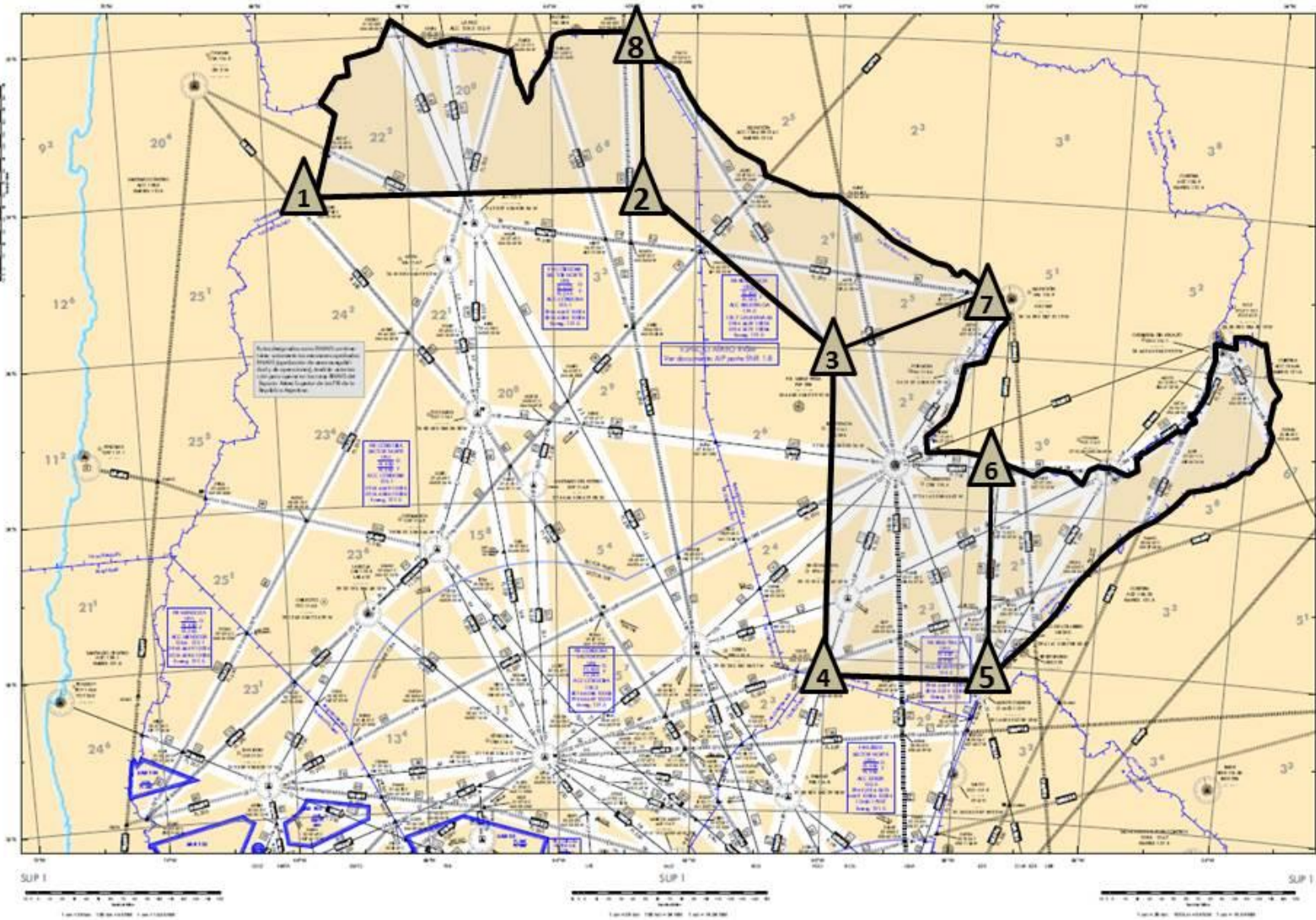
2.2 State owned aircraft or those performing humanitarian flights shall be exempted (SAR, sanitary, aiding in a catastrophe).

2.3 The effectiveness of said requirements shall be initially published by a NOTAM to later be incorporated into the Republica Argentina AIP.

3. Conclusion

3.1 Participants attending this meeting and the representatives of bordering States (Bolivia, Paraguay and Brazil) which are directly involved in the matter are invited to take notice of this working paper and report back the requirement stated in paragraphs 2.1, 2.2 and 2.3.

AIR DEFENSE IDENTIFICATION ZONE - NORTHERN ARGENTINA (ANADIZ)



Designation	Lat. / Long.	
POINT 1	S 24° 0'	W 67° 18'
POINT 2	S 24° 0'	W 63° 0'
POINT 3	S 26° 0'	W 60° 0'
POINT 4	S 30° 30'	W 60° 0'
POINT 5	S 22° 0'	W 63° 0'
POINT 6	S 25° 03' 18''	W 58° 0'
POINT 7	S 30° 30'	W 57° 53'
POINT 8	S 27° 17' 48''	W 57° 30'