



Chile

ICAO WORKSHOP ASBU IMPLEMENTATION

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Summary of the State:

1

D.G.A.C.

2

UNDER THE UMBRELLA OF
THE CHILEAN AIR FORCE

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Current Traffic Growth: 4%

4

Future Traffic Growth: 7.4%

Air Navigation Infrastructure

5 FIR Continental, 1 FIR Oceanic (Eastern Isl.)

7 International Airport

15 Domestic Aerodromes

C: CPLDC in Oceanic ACCS

N: GNSS implementation Continental & Oceanic

S: Whole Country under Radar Coverage

(Stdudy to implement: Radar – ADS-B or WAM

At the South Region FIR P. Montt – P. Arenas)

ATM: Working on ATFM implementation

A.N.S.

Challenges Air Nav. Plan 2013 - 2023



Technical: Reddig II AMHS (Plug in) MOU

Operational: RVSM Rnav Routes - APCH RNP
y RNP AR y APCH Rnav.

Economical: Fuel Reduction Non Staggered
APCH. & Optimum FL ASAP.

Environment: Reduce CO2 Fuel Burning
(Based on SID & STARS under Rnav Criteria)

Stakeholders Needs:



- CDM: Meetings twice on a Monthly basis, so as to know which are the operational requirements.
- DGAC: where the organization is going, based up on the Local Air Navigation Plan 2013 – 2023.
- Running in accordance with the Regional Air Navigation Plan.
- Operational Agreements b/n boundary countries.
- AirSpace Rationalization: Dangerous- Prohibited – Restricted Zones. (Meetings with actors involved)
- NavAids Rationalization: NDBs

Performance gaps:



- A.- Pseudo Visualization in the Oceanic Area.
- B.- Coverage of Communication in the Oceanic Area.
- C.- Weaknes to optimize the use of the Oceanic AWYs .
- D.- Radar coverage Sauth Region of Chile.

Analysis the 18 Modules



- 1.- Optimization of the Apch Procedures including Vertical Guidance.
Chile: It had been implemented in AMB Int. Ap., and for the future is planned to be worked in the other 6 Int. Aps. (Essential)
- 2.- WAKE, Optimize Wake Turbulence Separation, N.A. at the moment, just those included in Doc. 4444. (OPTIONAL)
- 3.- SURF, Safety and Efficiency of Surface Operations, used SMCGRS with Radar Ap., at the Int Ap. AMB., future study may determine to use ADS-B, and on other Airports should be study as it is necessary. (OPTIONAL)
- 4.- ACDM, On a monthly basis, the Directorate of the Service provider, use to have regular meetings for interchange information and to indicate where the DGAC is moving forward. (ESSENTIAL)
- 5.- RSEQ, Improve Traffic Flow through Rwy Sequency, at this time the BUDGET requirement had been included in 2014 so as to be approved for 2015 for the acquisition of a Software that could allow us to perform AMAN & DMAN (SPECIFIC).

Block 0.....



6.- FICE, Increase Interoperability Efficiency and Capacity, AMHS Implementation in the whole country, and working with other countries of the Region SAM, like Argentina and Peru. (DESIRABLE)

7.- DATM, N.A.

8.- AMET, Service Improvement, through Digital Aeronautical Information Management, OPMET information via the Internet to all user, and relevant information in the web site. (SPECIFIC)

9.- EERT, Improved operations through Enhanced En-Route Trajectories, at the time Chile has an active representant working on the ATSRO team who is involved in perform straight routes in the region SAM in order to minimize time in flight.(ESSENTIAL)

10.- NOPS, N.A.

11.- ASUR, Initial capability for Ground Surveillance. At the time there is in progress a Study done by an advisor under the umbrella of the USATDA. (ADS-B) (OPTIONAL)

Block 0.....



12.- ASEP, Air Traffic Situational Awareness, as the Chilean country is almost under Radar coverage, the System allows the ATC user to be provided with ATSA, nevertheless there is a gap in the south region of Chile that in the future possibly should be covered by ADS. (ESSENTIAL)

13.- OPFL, Access/equity to Optimum FL through climb/descent procedures by using ADS-B, once the Study of the advisor is finished, Chile will study the real necessity of the implementation of this tool. (SPECIFIC)

14.- ACAS, Improvement. N.A. at the moment. (X)

15.- SNET, Increase Effectiveness of Ground-Based Safety Net.(X)

16.- CDO, Improved Flexibility and Efficiency in Descent Profiles, at the time people is working on a Letter of Intentions, so as to perform different STARS that should set the acft established in the final track of the apch. Mainly it's decided to start at AMB the Int. AP.(SPECIFIC)

Block 0.....



17.- TBO., Improved Safety and Efficiency through initial application of the Data-link En – Route comm., at the time Chile is performing a new “contract” with a Satellite Communication Provider so as to have CPLDC in the Ocean area.(ESSENTIAL)

18.- CCO., Improved flexibility and Efficiency in Departures Profiles, (CCO.), Nothing at the moment. (SPECIFIC)

2 Block 0 Analysis.



VEASE ARCHIVO EN WORD.



GRACIAS