



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

Fourteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/14)

(San Jose, Costa Rica, April 16 to 20, 2007)

Agenda Item 4: Evaluation of Air Navigation Planning and Implementation Deficiencies/ Problems in the CAR/SAM regions

4.2: Specific Air Navigation Planning and Implementation Deficiencies/ Problems in the CAR/SAM regions

ADVANCES IN AIS/MAP ASPECTS

(Presented by COCESNA)

SUMMARY

This information paper has the purpose to communicate COCESNA's advances that contributes in the solution of the AIS deficiencies in Central America.

In several opportunities the airlines have expressed their concern for the solution of specific air navigation deficiencies/problems, estimating that they cause strong loses in operative costs.

References:

- GREPECAS 13 Report, Santiago de Chile, November 14 – 18, 2006;
- AIS/MAP/SG/10 Report, Caracas, Venezuela, February 26 to March 2, 2007.

1. Introduction

1.1 In GREPECAS 13 meeting as well as in the recent AIS/MAP/SG/10 meeting, airlines have indicated their concern for the solution of specific air navigation deficiencies/problems and the difficulties in the regional planning and implementation, which has been considered as the principal safety objective and for operative costs reduction.

1.2 Under this perspective, in COCESNA we continue working on eliminating these deficiencies.

2. Analysis

2.1 WGS-84 System Implementation

One of the requirements for implementing more safe air navigation systems, including the GNSS, is the total WGS-84 implementation, for which, through a project for Central America promoted by COCESNA in which the states of El Salvador and Honduras have done the WGS-84 publication as the system coordinates and have finished their international airport obstacles draw-up to proceed with the corresponding RNAV/RNP procedures for these airports.

2.2 RNAV / RNP Procedures

The finish of the obstacles draw-up process had permitted the analysis of new SID STAR procedures and RNAV RNP approaches in the international airports: El Salvador in El Salvador, in Tegucigalpa and San Pedro Sula as well as shortly for the airports of Roatan and La Ceiba, in Honduras.

2.3 Central America AIP

Another important finished project is the AIP of Central America, document of regional scope that will be available in the AIS Web site of COCESNA (www.cocesna.org) by May 15, 2007.

2.4 COCESNA's AIS Quality Certification

The quality assurance in the service provision has been also an ICAO requirement, for which special attention has been given, estimating to achieve AIS and other services of COCESNA, ISO certification by the second semester of 2007.

2.5 AIS Automation in Central America

From the AIS Automation point of view, according to the established in the ANP CAR/SAM, in Central America COCESNA had accomplished all the requirements stated in the Plan, also carrying out its own software developments to the Central American States leading them to levels that will allow the AIM transition under a global context.

3. Conclusions

3.1 The solution to deficiencies and problems that are identified by COCESNA at a regional level represent a preoccupation that must be handled and solved through an Action Plan as recommended by GREPECAS.

3.2 COCESNA gives a special follow up to the identification of all the deficiencies, through the coordination with the Central American States, promoting planning meetings and including the implementation of working days, seminars and courses for the training and induction of the technical personnel.

3.3 As well as the airlines, in COCESNA we keep a constant concern for achieving higher level of operational safety and to contribute significantly in the reduction of operative costs which are currently demanded by the international air navigation.

4. Suggested action

The meeting is invited to take note of this information.

- END -