



ASSEMBLY — 37TH SESSION

TECHNICAL COMMISSION

Agenda Item 46: Other business to be considered by the Technical Commission

**INTENTION OF THE VENEZUELAN STATE TO SUPPLY
AIR NAVIGATION SERVICES OVER ISLA DE AVES**

(Presented by the Bolivarian Republic of Venezuela)

SUMMARY

The aim of this working paper is to inform the Assembly of the intention of the Bolivarian Republic of Venezuela to start supplying Air Navigation Services in the airspace over “Isla de Aves” (Bolivarian Republic of Venezuela); San Juan, Puerto Rico was previously responsible for supplying these services following the last reorganization of FIRs in the CAR and SAM Regions, as at the time Venezuela did not have the necessary aviation infrastructure to fulfil this function.

<i>Strategic objectives:</i>	This information paper relates to Strategic Objective D: Efficiency — Enhance the efficiency of aviation operations.
<i>Financial implications:</i>	Not applicable
<i>References:</i>	Report of the South American/South Atlantic Regional Air Navigation Meeting – Buenos Aires October – November 1951 Report of RAN CAR/SAM/1 (1976) Air Navigation Plan CAR/SAM (1976) Air Navigation Plan CAR/SAM (1999) Annex 11 — <i>Air Traffic Services</i>

* The original of this working paper was submitted in Spanish.

1. INTRODUCTION

1.1 The need of States to organize airspace in order to supply Air Navigation Services emerges as an essential requirement when determining which section each State must supply services to in order to guarantee aircraft can travel rapidly, without hindrance, and with the required safety levels.

1.2 The first regional coordination meetings organized primarily focused on the fact that each State should supply Air Navigation Services in the airspace over which it exercises full sovereignty, that is, the continental platform, territorial seas and insular airspace. However, sections of airspace over international waters were also included.

1.3 Isla de Aves is a small and remote Venezuelan island measuring approximately 4.5 hectares, located in the Caribbean Sea to the west of Islas de Sotavento, 110 km to the west of Guadalupe and Dominica. The island belongs to the Federal Dependencies of Venezuela and the Venezuelan navy has installed a military base there.

1.4 Recommendation 6/3 of the Report of the RAN CAR/SAM/1 (1976) details the amendment proposed for the Regional Air Navigation Plan for that year, and defined the common boundaries of Flight Information Regions of Maiquetía, Piarco, Guyana, Brazil and Colombia, which have remained in force up to this date. This division meant that the airspace over Isla de Aves was left outside the Maiquetía FIR, as at that time Venezuela did not dispose of the necessary infrastructure to provide flight and warning services; for this reason, therefore, it was allocated to the responsibility of San Juan, Puerto Rico, and up to now they have been providing such services to aircraft traveling in this airspace.

2. SITUATION

2.1 Annex 11 to the Convention on International Civil Aviation, in chapter 2 “GENERAL INFORMATION”, 2.1 “Determination of the Competent Authority” states the following:

“...Note. — If one State delegates to another State the responsibility for the provision of air traffic services over its territory, it does so without derogation of its national sovereignty. Similarly, the providing State’s responsibility is limited to technical and operational considerations and does not extend beyond those pertaining to the safety and expedition of aircraft using the concerned airspace. Furthermore, the providing State in providing air traffic services within the territory of the delegating State will do so in accordance with the requirements of the latter which is expected to establish such facilities and services for the use of the providing State as are jointly agreed to be necessary. It is further expected that the delegating State would not withdraw or modify such facilities and services without prior consultation with the providing State. Both the delegating and providing States may terminate the agreement between them at any time...”

2.1.1 Similarly, the Venezuelan Aeronautical Regulation RAV 275, Chapter B “GENERAL INFORMATION”, Section 275.3 in relation to “Determining the Competent Authority” states the following:

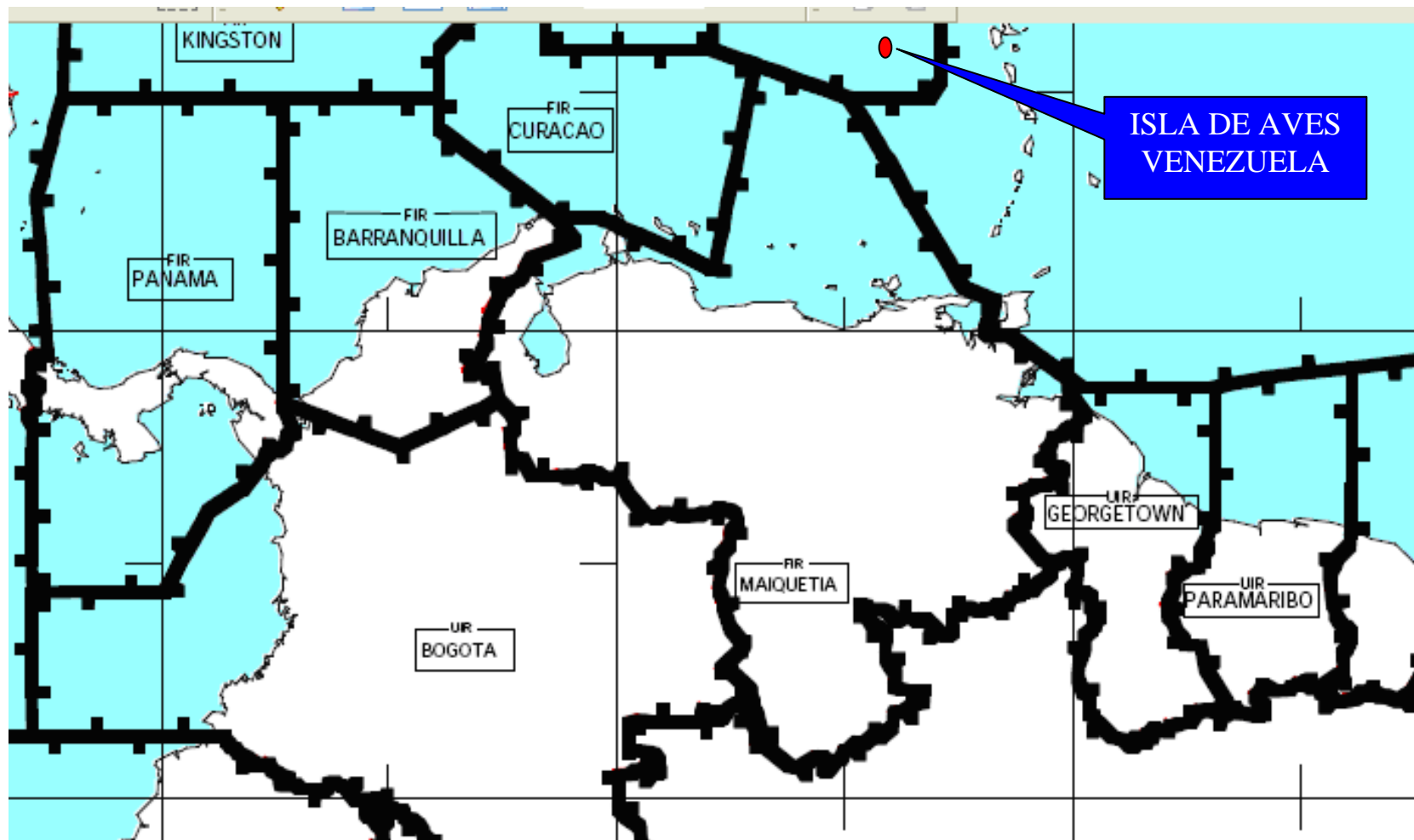
“...(c) The Civil Aviation Authority, is entitled to delegate responsibility for the Air Traffic Services over the territory of the Bolivarian Republic of Venezuela, without this delegation implying at any time an entitlement to infringe Venezuelan airspace or any derogation of its sovereignty. The provision of Air Traffic Services is only limited to technical and operating considerations and does not extend beyond those pertaining to the safety and expedition of aircraft using Venezuelan airspace; likewise, the delegation is carried out in accordance with the needs of the Venezuelan Civil Aviation Authority, which is responsible for establishing any facilities and services to be used by the Supplier State providing the service, and which both parties have mutually agreed are necessary; likewise, it may agree that the Supplier State installs the facilities and services. By mutual agreement, the Bolivarian Republic of Venezuela and the latter may agree to terminate this delegation, if deemed necessary...”

2.2 Through the Airport Modernization and Air Traffic Management Project the Venezuelan State has invested heavily in an extended VHF/AM band station and a VSAT relay station at Isla de Aves, which is currently in its final installation and operating phase; this facility is expected to be able to cover the communication shortfall in this section of airspace.

2.3 When the VHF/AM extended band relay station becomes operational, the Maiquetía Area Control Center will have the necessary communications infrastructure to assume responsibility for supplying Flight and Alert Information Services over Isla de Aves and surrounding area. It should be noted that with the installation of 11 monopulse radars on a national level, including one in Margarita (SVMG), which has been operational since October 2009, it is now possible to watch over 95% of the Maiquetía FIR.

2.4 As a consequence of the information provided above, the Venezuelan State informs the Assembly that it is already working on a new proposal to incorporate the airspace corresponding to Isla de Aves within the Maiquetía Flight Information Region, taking into consideration all the issues required to guarantee that this proposal does not hinder the due operation of air traffic; furthermore, it will make all the coordination requests required with the adjacent States, using the mechanisms established for this purpose, to reach an agreement that satisfies all interested parties.

ANNEX TO THE INFORMATION PAPER
OVER ISLA DE AVES



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