

AIR NAVIGATION SERVICES NATIONAL PLAN



Presented by:
Ing. Betty Castaing
Air Navigation Technical Coordinator



DOMINICAN INSTITUTE OF CIVIL AVIATION



GENERAL OVERVIEW



IDAC OVERVIEW

- The Dominican Institute of Civil Aviation (IDAC) is an autonomous state agency that regulates, certifies, oversees and promotes civil aviation in the Dominican Republic; Is the provider of air navigation services as well.





Dirección de Transparencia y Atención Ciudadana (TAC)

Nos complace brindarle un servicio de calidad. Satisfacer al usuario es nuestro deber

"Acérquense a nosotros y sus requerimientos serán atendidos"

Horarios oficina: lunes a viernes de 8:00 a.m. a 5:00 p.m.
En la sucursal técnica: lunes a viernes de 8:00 a.m. a 5:00 p.m.
Teléfono: 809-774-4222 ext. 3288 y 3214, fax: 809-480-0163



IDAC OVERVIEW

- IDAC, manages the entire operational activities of civil aviation, overseeing compliance with national and international standards, promoting growth and ensuring safety of air operations.





AIR NAVIGATION DIRECTORATE





Area responsible for planning, organizing and managing the Air Navigation Services.

Evaluates the system needs turning them into actions and projects referring to new infrastructure and equipment to provide the service within our

FIR.





- It's Mission:
- Provide Air Navigation Services in the Flight Information Region (FIR) of the Dominican Republic, complying with regulations and managing safety effectively.



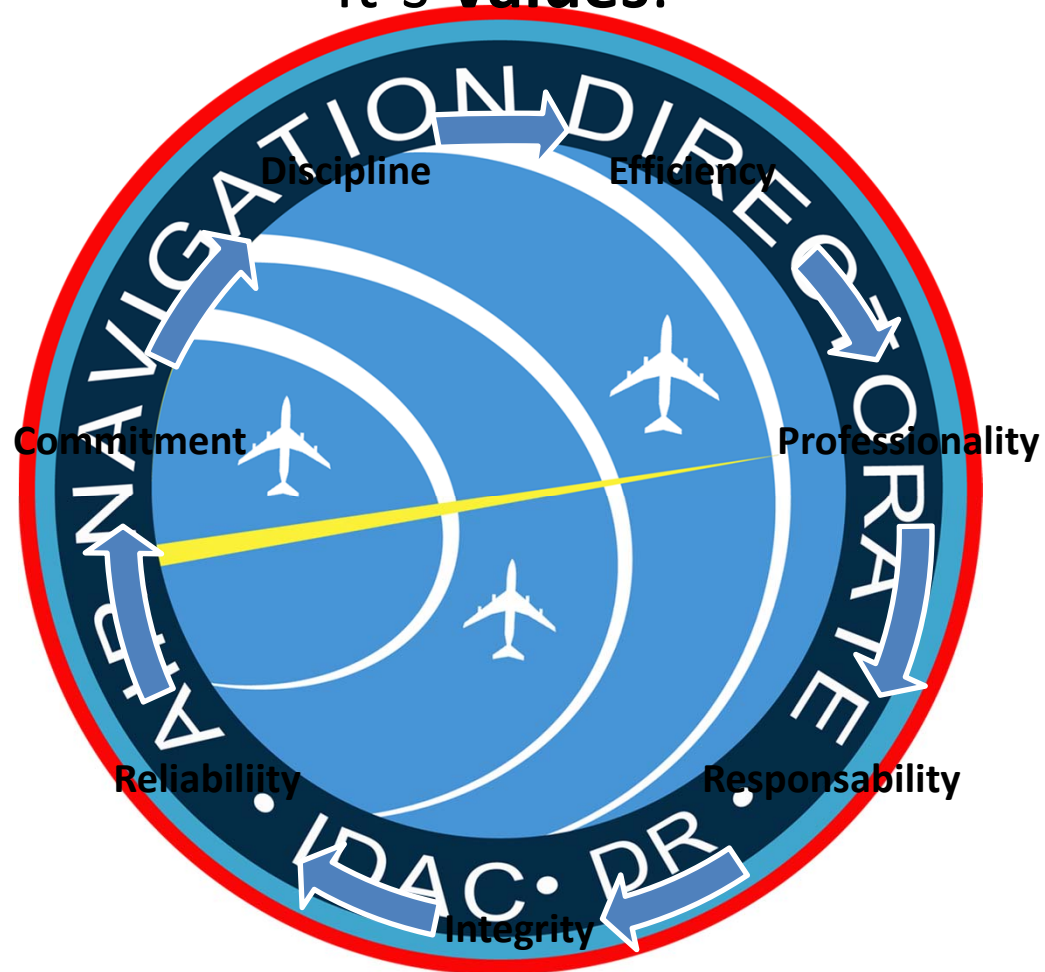


- It's Vision:

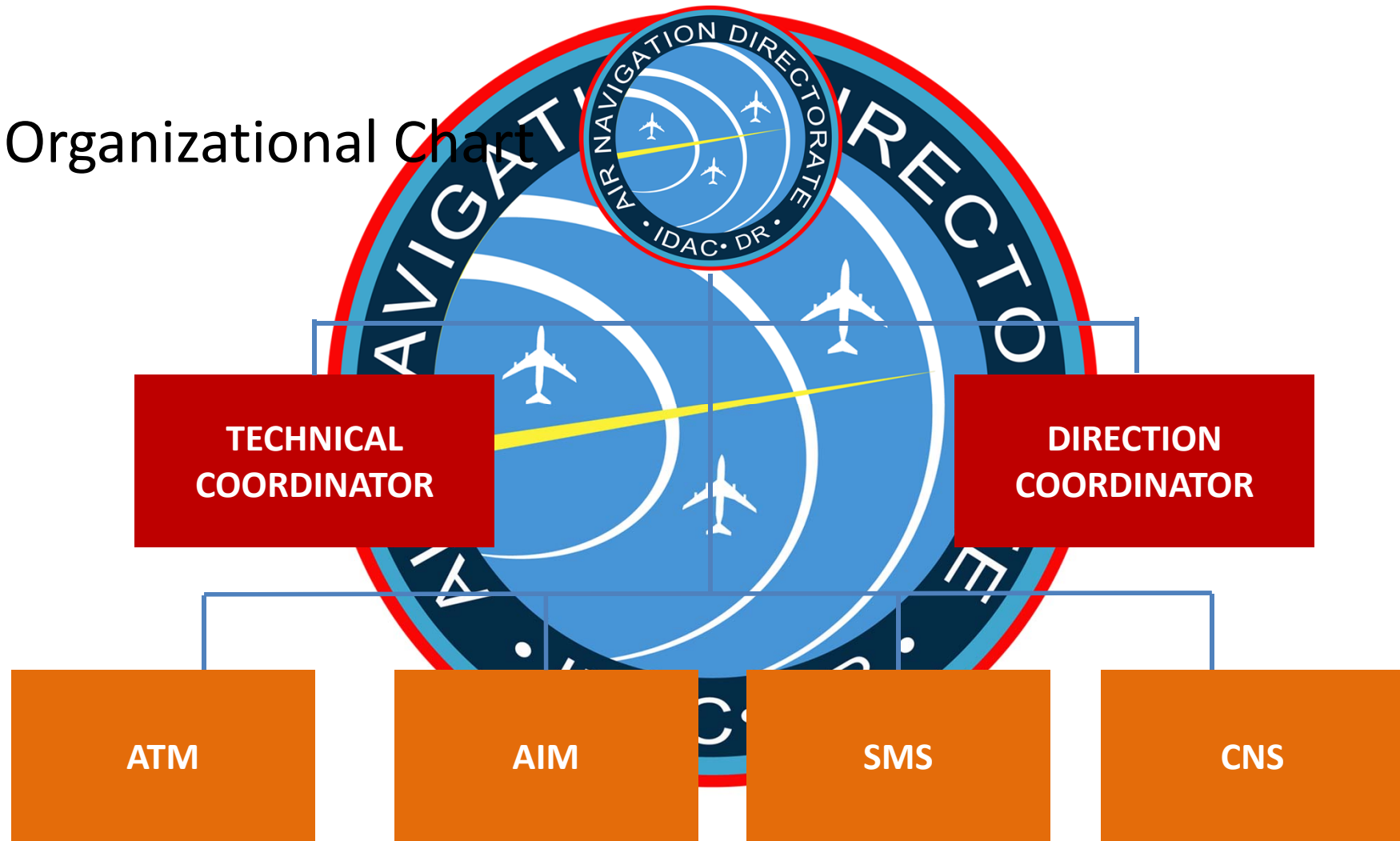
To be a profitable organization that efficiently manages air navigation services, while raising the level of quality and safety of air navigation services, thus contributing to the development of the industry.

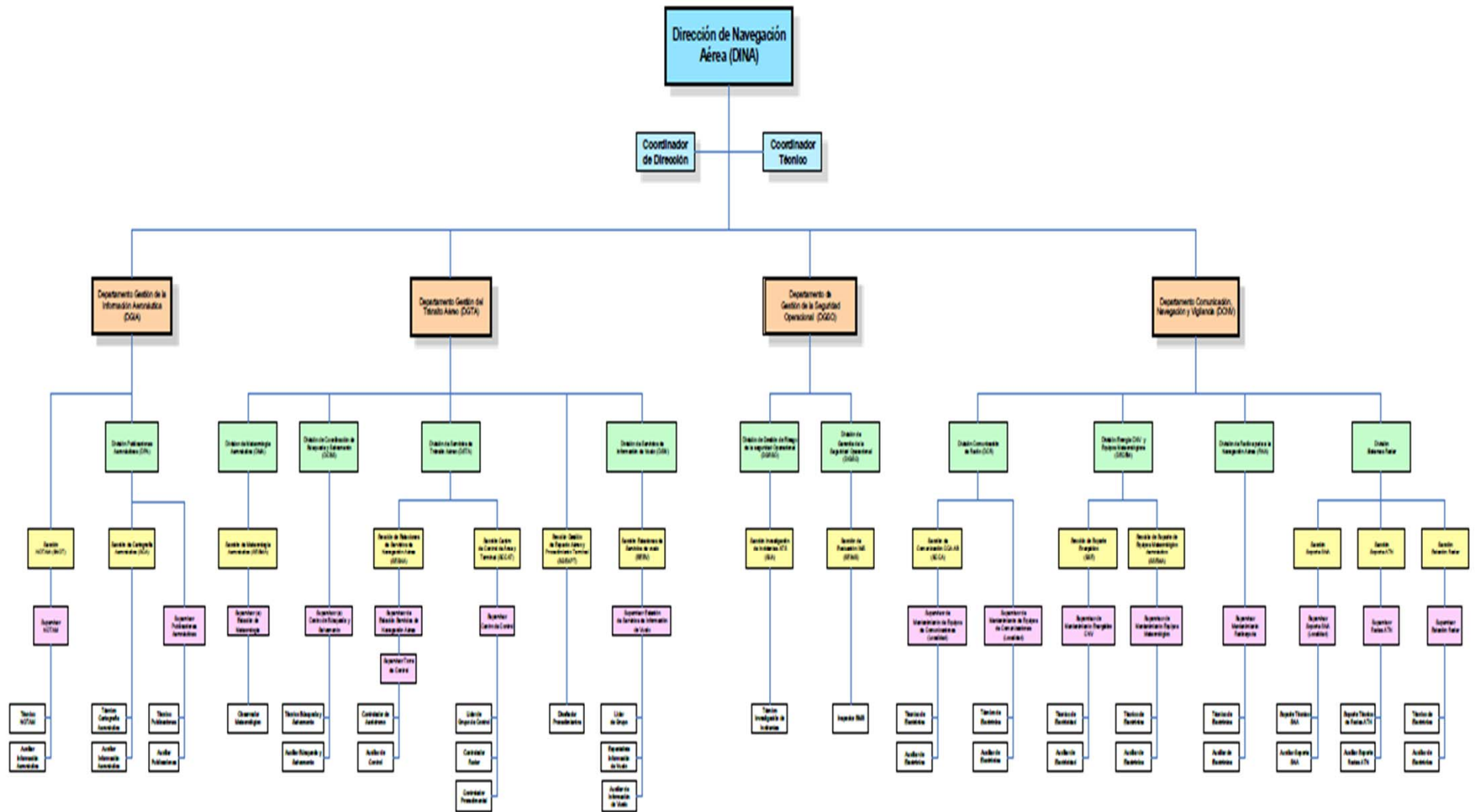


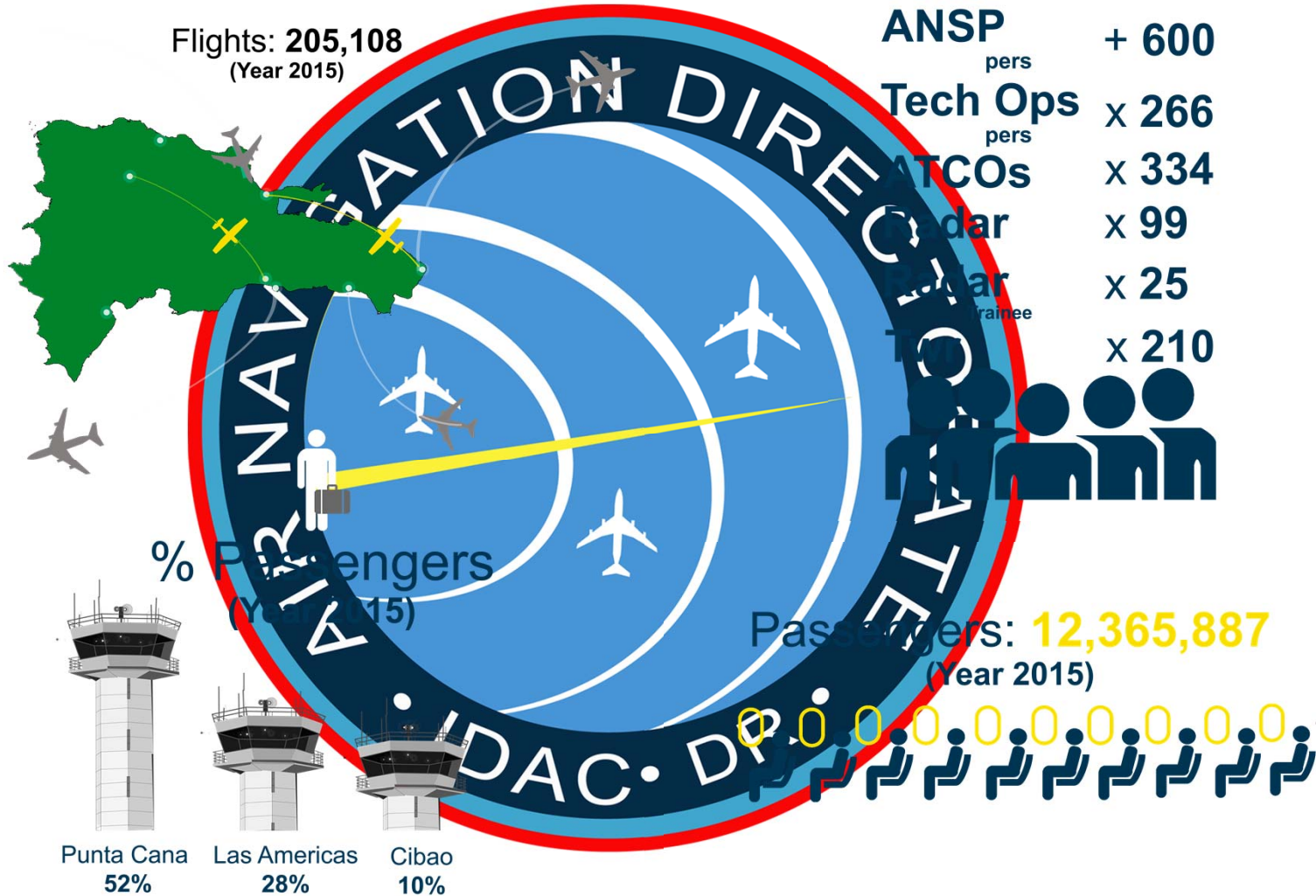
It's Values:



Organizational Chart







Romana



Barahona



Puerto Plata



Cibao



ACC

Santo Domingo

Higüero



Punta Cana



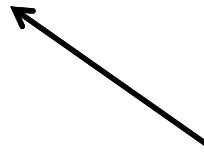
Las Américas



Catey



VHF Communication Range
350 NM



Sector Norte

TMA Cibao

48,442 km²

CDO Radar Range
250 NM

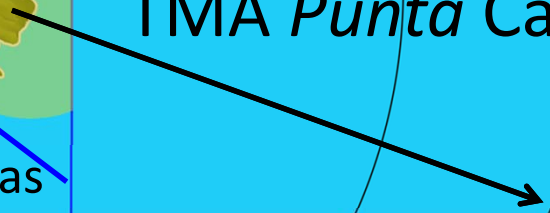


TMA Las Americas

FIR Responsibility area
172,578 km²

TMA Punta Cana

PNA Radar Range
250 NM

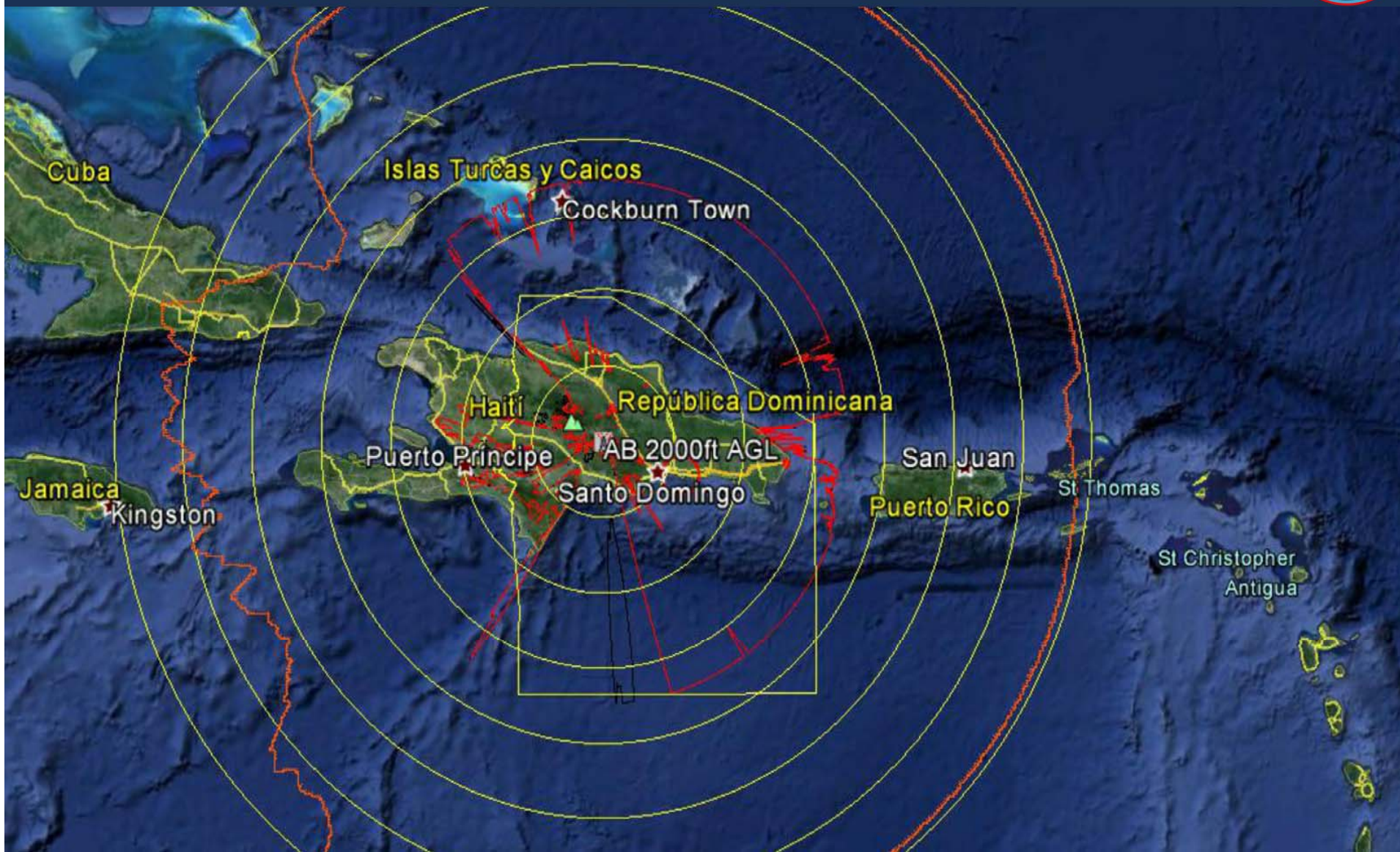


Sector Sur





IDAC VHF Communication Range At FL 350

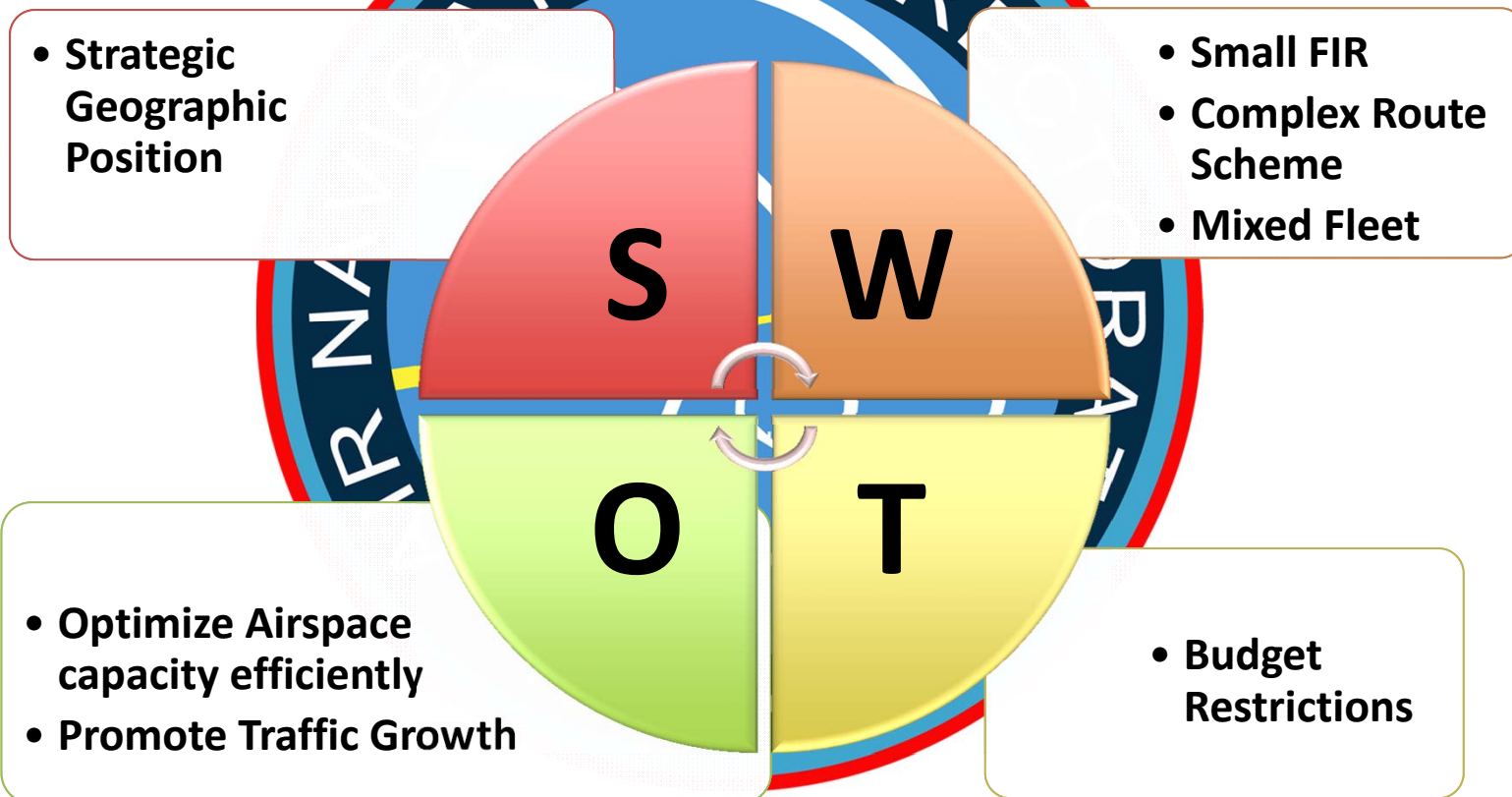


✓ REALITY CHECK

- In 2015, more than 12,000,000 passengers used the national air transport system for business or tourism.
- In the past 5 years, an average growth of 7% has been showed.
- According to trends, 6.4 billions of passengers are expected to be traveling globally, by 2030.



✓ REALITY CHECK



New Challenges

- Implement an interoperable ATM system, seamless and with a global approach.
- Support industry development through optimization of available resources.
- Foster the environmental aspects towards the global growth of operations.



ATM into the Future

**ANS=Business
Approach**

**Performance
Focus=Compliance**

**Safety
Management=
First Priority**

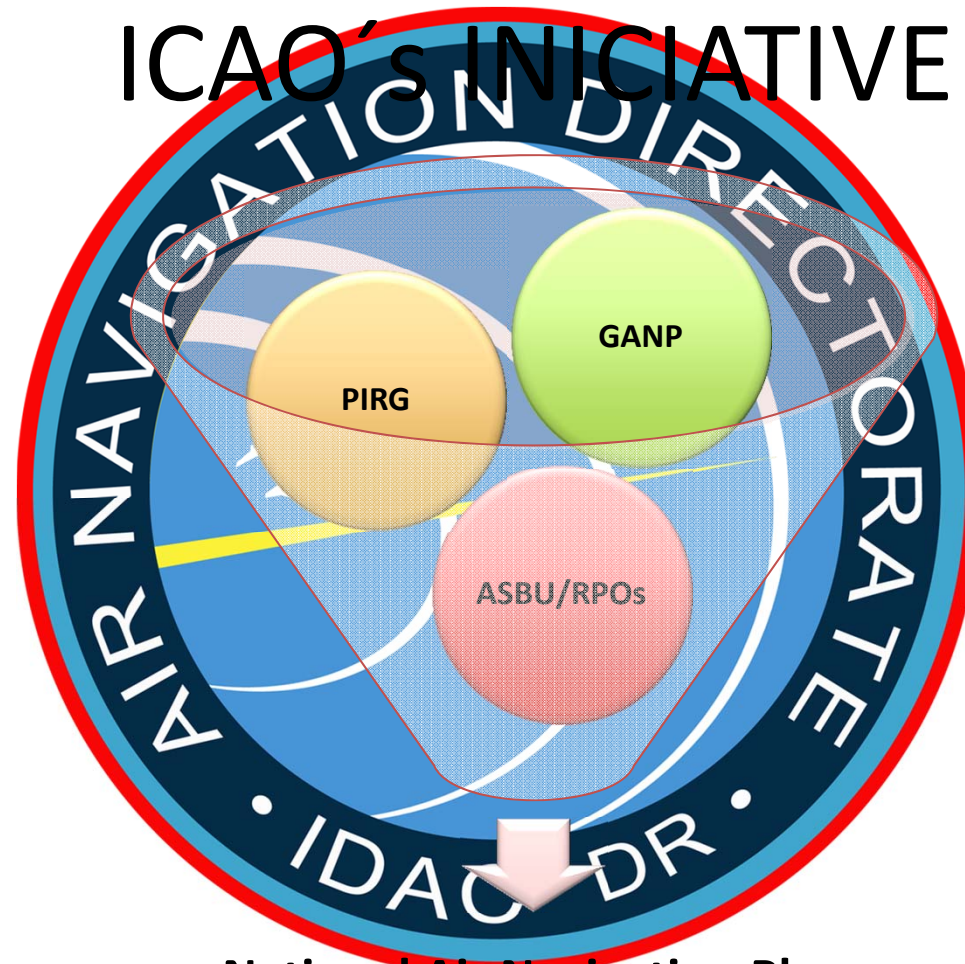


SPECIFIC..

WHAT?



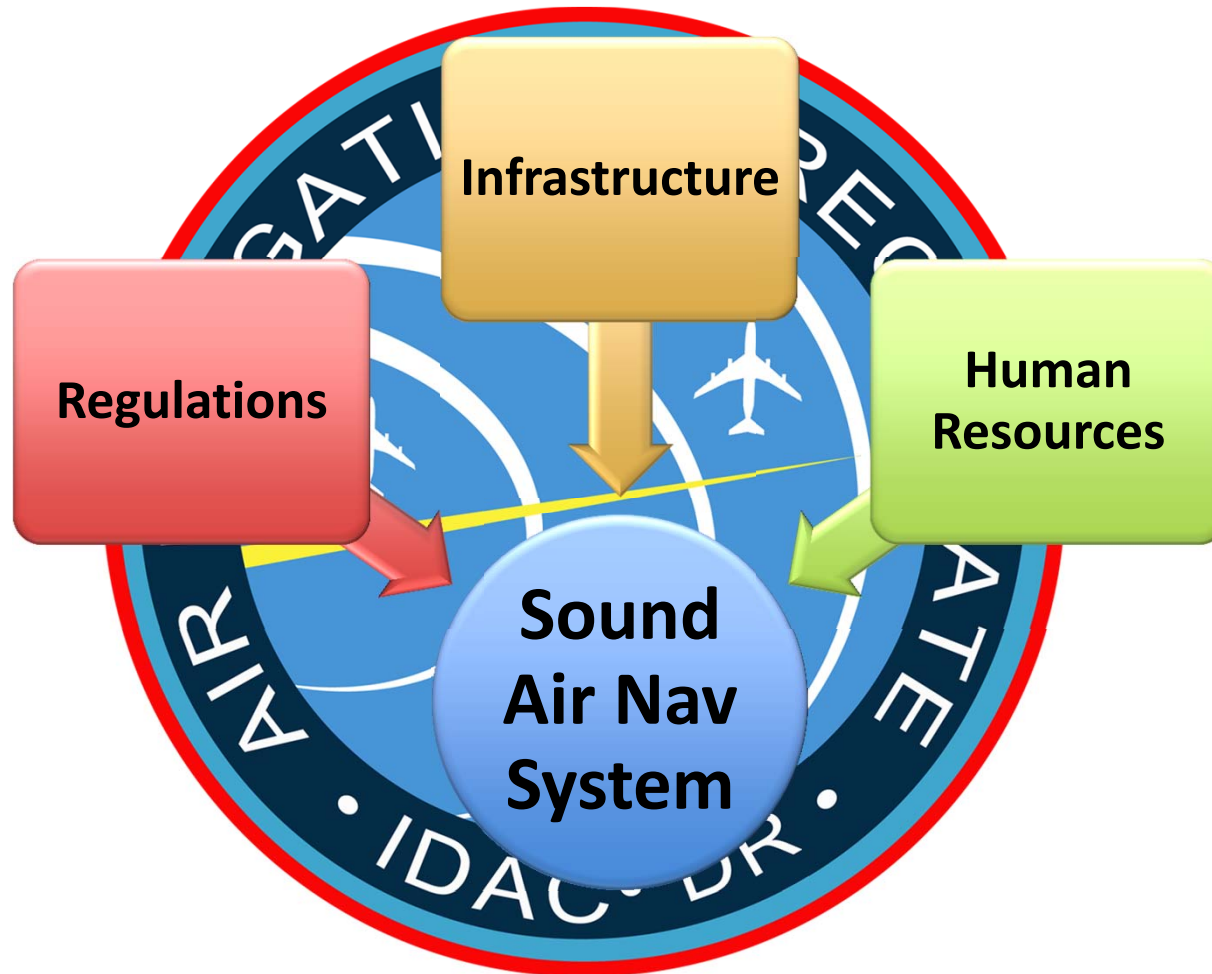
ICAO's INITIATIVE



National Air Navigation Plan







AXE # 1

Regulations:
Regulatory
framework
guarantor of
balance and
competitiveness



Regulations

**Sound Air
Navigation
System**



AXE # 2

Infrastructure:

Cutting edge
technology that
become the best
ally of the
operation



Infrastructure

The diagram features a large yellow rounded rectangle labeled 'Infrastructure' at the top. A yellow arrow points downwards from this rectangle to a blue rounded circle labeled 'Sound Air Navigation System'. A yellow line also originates from the 'Infrastructure' box and points towards the 'Sound Air Navigation System' circle. The background of the slide includes a large circular logo for the Air Navigation Directorate, which contains the text 'AIR NAVIGATION DIRECTORATE' and 'IDAC • DR' around a central emblem with three aircraft icons.

Sound Air
Navigation
System

AXE # 3

Human Resources:

Well trained, as the basis of safety

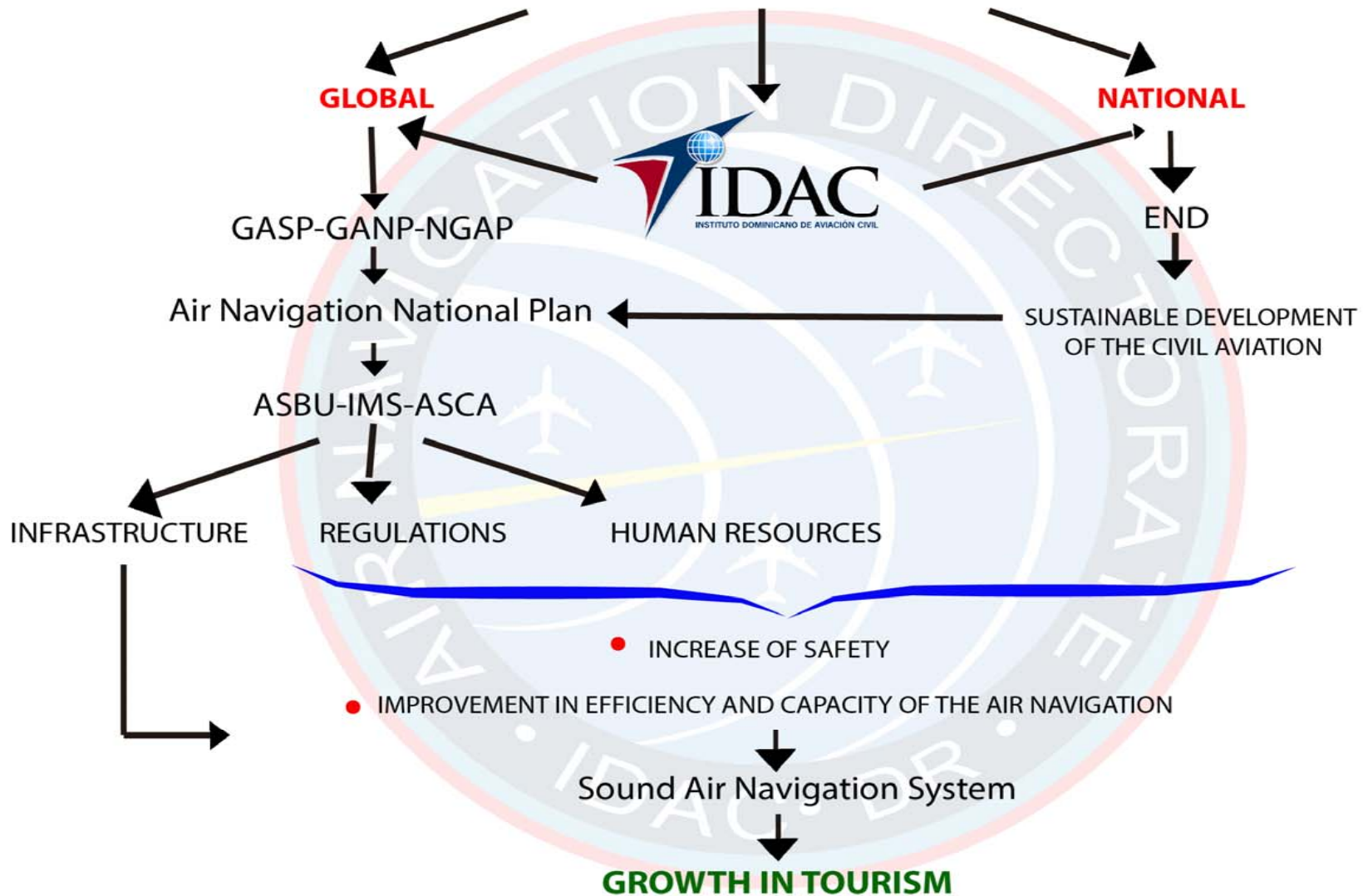


Human Resources

Sound Air Navigation System



SUPPORT TO THE NATIONAL STRATEGY OF INCREASE IN THE NUMBER OF TOURISTS
(GOVERNMENT PROGRAMM GOAL)



GENERAL OBJECTIVE

- Manage and Harmonize the elements
- Potentiate Air Navigation Infrastructure
- Comply with Applicable Regulations
- Provide an efficient response to the expected growth operations and Government goals
- 2013-2018





MEASURABLE...

HOW MUCH?



SPECIFIC OBJECTIVES

Provide air navigation services safely and efficiently, maintaining and improving the acceptable level of risk in safety.

National and International regulations compliance

Harmonize Block Upgrades and Regional Performance Based Air Navigation Implementation Plan in National Civil Aviation.



Air Navigation Goals

Optimize airspace capacity promoting safety and efficient management to support operations growth.

Implementation of tools to improve air traffic forecast and collaborative decision making.

Establish the information management as the core ATM support process by ensuring the provision of updated and quality aeronautical information to cover all phases of flight.

Provide the telecommunication platform with the integrity, availability and reliability to support operations.





ACHIEVABLE...

HOW?



Hands on the Job

**Operative
(Axe # 2)**

**Administrative
(Axes # 1 & 3)**

9 modules of the ASBU Block 0 and Roadmaps drawn according to regional and national priorities

Active integration to national and international WG,TF and Panels to follow up and support

Training Program for technical and administrative staff at all levels

QMS under a scheme of processes. SMS to monitor and measure the safety as an integral part of business

Data base to collect aviation, operational and safety information



Hands on the Job

**Operative
(Axe # 2)**

**Administrative
(Axes # 1 & 3)**

9 modules of the ASBU Block 0 and Roadmaps drawn according to regional and national priorities

Active integration to national and international WG,TF and Panels to follow up and support





REALISTIC...
WITH WHAT?

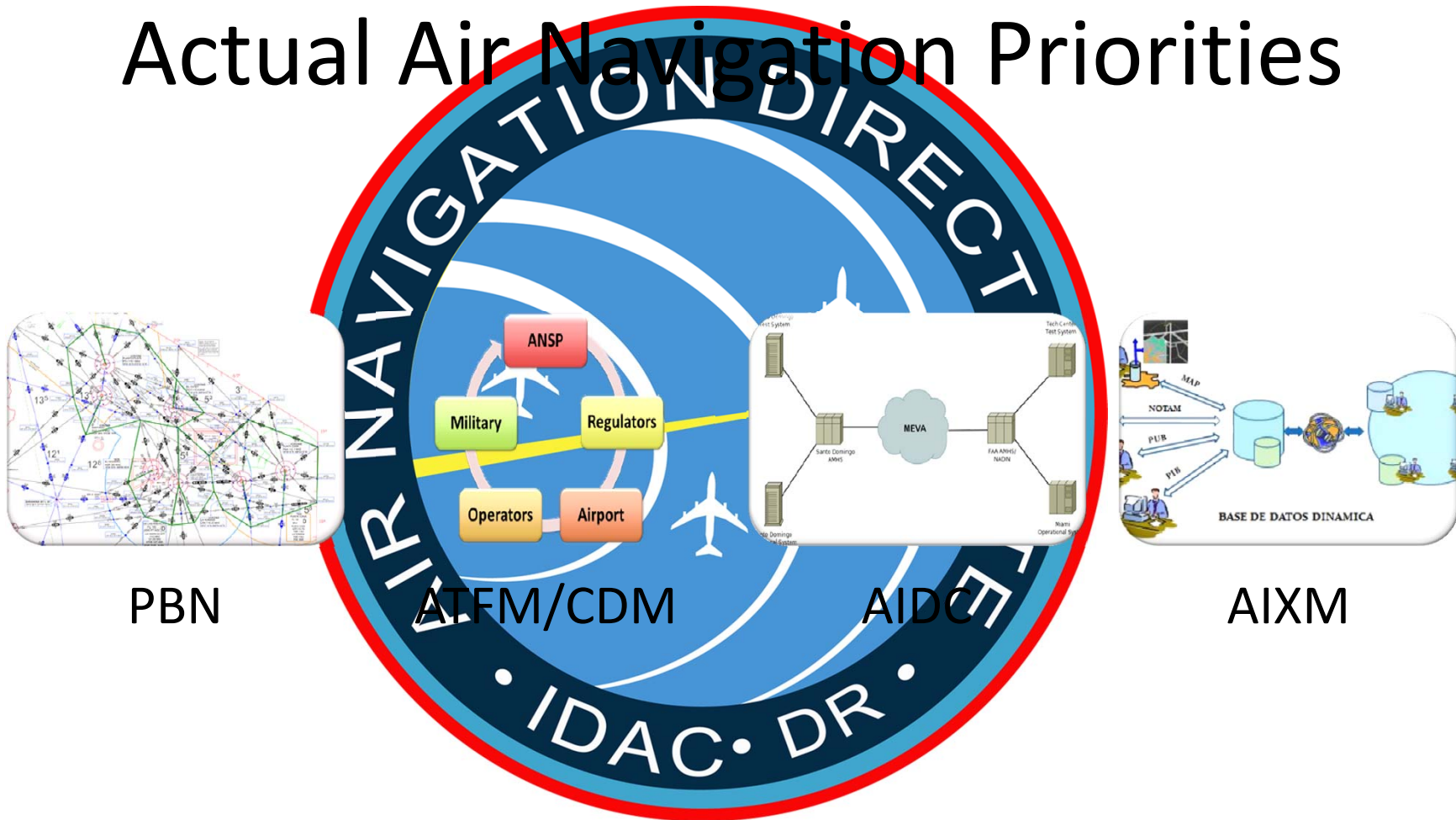


ASBU MODULES/RPBANIP

ASBU RPO	PIA1 Airport Operations					PIA2 SWIM			PIA3 Global Collaborative ATM						PIA4 Trajectory-based Operations			
	B015 RSEQ	B065 APTA	B070 WAKE	B075 SURF	B080 ACDM	B025 FICE	B030 DAIM	B0105 AMET	B010 FRTO	B035 NOPS	B084 ASUR	B085 ASEP	B086 OPFL	B0101 ACAS	B102 SNET	B005 CDO	B020 CCO	B040 TBO
PBN Implementation		X							X							X	X	
FUA									X									
DCB	X									X								
ATM Situational Awareness	X			X							X				X			X
Improve SAR																		
Improve Cap/Efficiency Aerodrome Operations				X	X													
COM					X	X								X				X
AIM							X											
MET								X										



Actual Air Navigation Priorities





TIME-BOUND
WHEN?

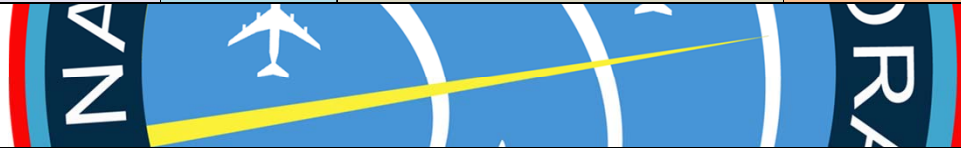


Yearly Operative Plan

- Projects
- Activities
- Tasks
- Responsibilities
- Schedule
- Etc.....



Strategic Objective	No.	Key Factors of Success (KFS)	Actions	Tasks				Responsible	Means of Verification
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Times	Process	Indicator	Measurement	Results of Measurement				Resources	Base Line	Expected Yearly Results	Final Results	Comments
				Jan-Mar 2016	April-Jun 2016	Jul-Sept 2016	Oct-Dec 2016					



Strategic Objective	No.	Success Key Factors (SKF)	Actions or Projects
Provide air navigation services safely and efficiently, maintaining and improving the acceptable level of risk in safety.	1	Promotion of the Situational Awareness, Safety and Occupational Health	Redesign of physical spaces in the offices of Flight Information Services across the country.
	2		Implementation of System Redundant Networks for STA
	3		Remodeling and equipment of the Control Tower and Communications Room in La Isabela International Airport.
	4	Creation of IT Development Unit	1- Creation of a Research, Development and Innovation Unit. 2- Creation of a consolidated structure based on information technology, which allows the Dominican Civil Aviation Institute (IDAC) get closer to users, facilitating access to services.
	5		Creation of the Administrative and Operational platform "DINA-Tech-Network"
	6		Develop and promote an ANS APP for Mobile Applications

Strategic Objective	No.	Success Key Factors (SKF)	Actions or Projects
Strategies for armonizing Block Jpgrades in Civil Aviation	1	Modernizing telecommunications platform	Implementation of AIDC
	2		Replacement of the communications system of El Higüero TWR.
	3	Implementation of Safety Nets	Provide radar display screens in all TWRs
	4	Implementation of ATFM	ATFM Unit Creation
	5	Airspace optimization and safety assurance	Installation of a GBAS system in the Punta Cana International Airport
	6		Installation of a VOR / DME DOPPLER at La Isabela International Airport, (the Higuero) and the replacement of the Conventional VOR / DME in Las Americas International Airport (AILA)
	7		Installation of a New AWOS in Las Americas International Airport (AILA)
	8		Expanding the capacity of surveillance by using ADS-B
	9		PBN Airspace designation and increased flexibility and efficiency in descent and ascent profiles with CCO / CDO
	10	Implementation of AIXM	Development of Electronic Maps Acquisition of the AIP Electronico Acquisition of the NOTAM Data Base Globally Interoperable Systems and Data

Strategic Objective	No.	Success Key Factors (SKF)	Actions or Projects
Compliance with National and International Regulations	1	Integration of a Safety Management System	Completion of the fourth phase of the SMS implementation plan and integration with the quality management system ISO 9001: 2015



SO FAR...



PIA 1: AIRPORT OPERATIONS



PIA 2: GLOBALLY INTEROPERATIVE SYSTEM AND DATA

DAIM – Digital Aeronautical Information Management

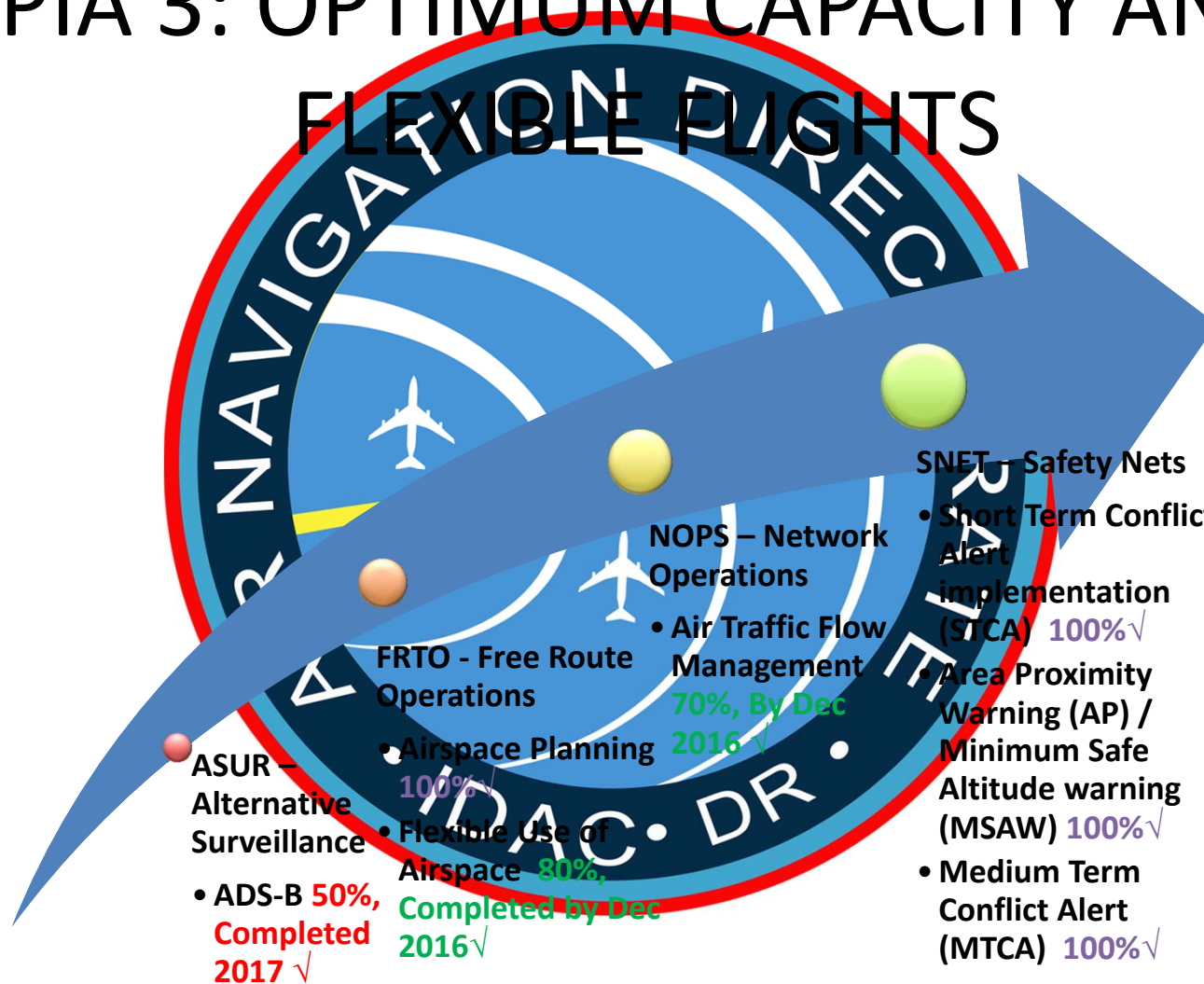
- QMS – AIM 100% ✓
- e-TOD 50%, Completed
By 2017 ✓
- AIXM 5.1 60%, Completed
By 2017 ✓
- e-AIP 60%, Completed By 2017 ✓
- Digital NOTAM 100% ✓

FICE - Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration

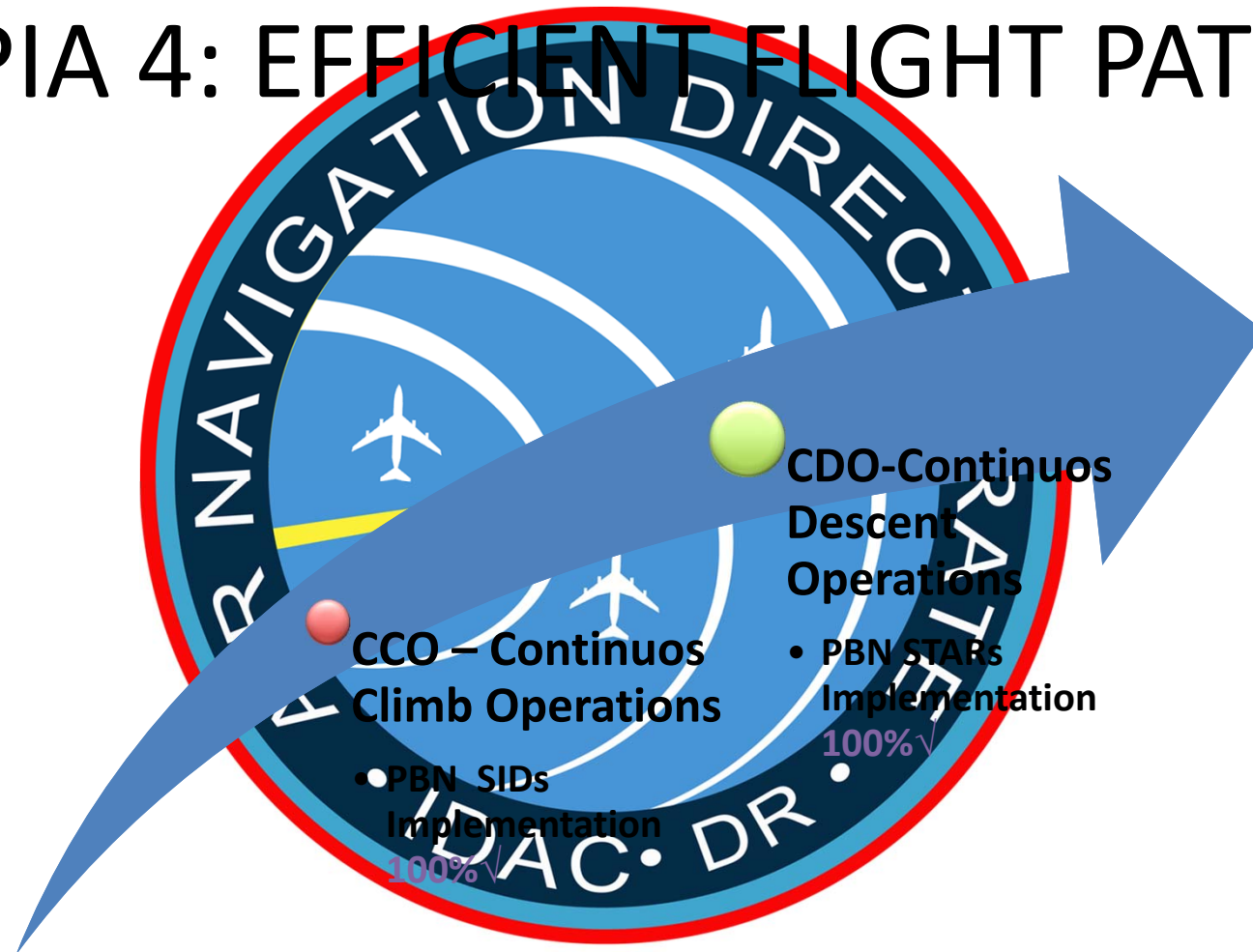
- MEVA III IP Network
Implementation 100% ✓
- AMHS Implementation 100% ✓
- AIDC Implementation 80%,
Completed By Dec 2016 ✓
- ATM Router Structure
Implementation 80%, Completed
By Jan 2016 ✓



PIA 3: OPTIMUM CAPACITY AND FLEXIBLE FLIGHTS



PIA 4: EFFICIENT FLIGHT PATH



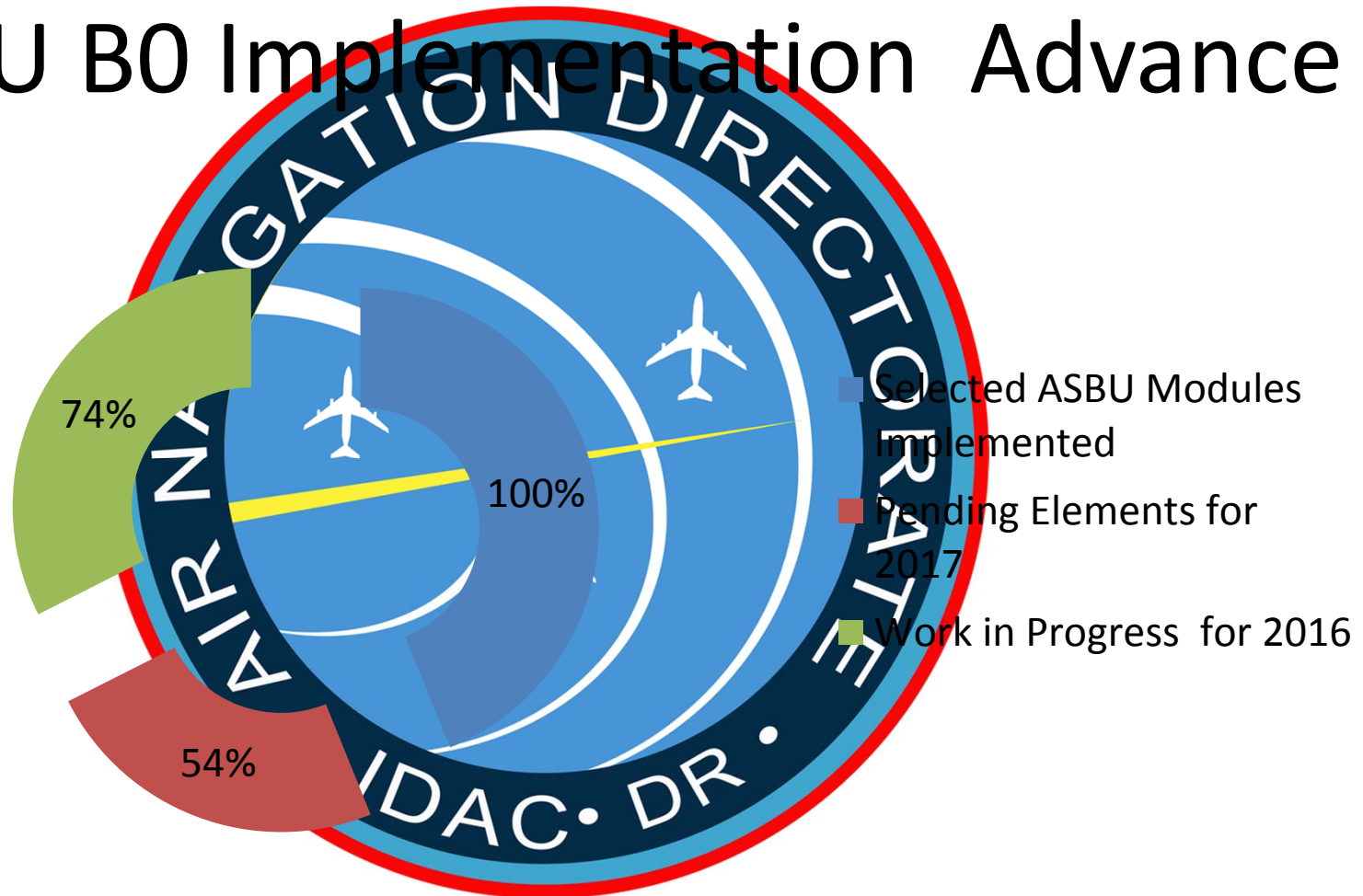
ASBU B0 Implementation Advance

11. MANAGEMENT INDICATORS (MI)

		ACCEPTANCE REQUIREMENTS			MEASUREMENT		
Name	Formula and Unit	BAD	REGULAR	GOOD	Evaluation Period	Control Period	Evaluation Process
2	Implementation Projects Objective Compliance Percentage (Number of goals met / Number of Project Objectives to be Implemented) * 100	MI < 25%	25% < MI < 75%	MI > 75%	ANNUAL	BIANNUAL	ASBU-001



ASBU B0 Implementation Advance



OBJECTIVES...



Thank You Very Much!!!

