

**Twenty Seventh Meeting of the
Informal South Pacific ATS Coordinating Group
(ISPACG/27)**

**Auckland, New Zealand
27 February – 01 March 2013**

Agenda Item 5 – Seamless Airspace Chart

Intentions Adjustments Pacific FIR Seamless Airspace Chart

Presented by ATS DGAC - Chile

SUMMARY

This Backgrounder summarizes the initiatives and projects that will be explored in three years aimed to standardize the services provided by Chile in the South Pacific and move towards the concept of “Seamless Airspace”.

1. INTRODUCTION

- 1.1 The Dirección General de Aeronáutica Civil (General Directorate of Civil Aviation of Chile) is compromised for improving of operational safety levels and environmental impact reduction due to the growing demand of airspace users, for this the DGAC has developed plans for a general improvement of the internal systems in order to manage the airspace.
- 1.1 Consistent with the above, this information paper presents the initiatives that will be developed by the Air traffic Services, of Chile area DGAC within a period of three years to move towards the concept of “Seamless Airspace”.

2. MATTER

- 2.1 In the first quarter (1Q) of the year 2013 a trial period of automatic positions report using the reports via ACARS that the FMC sends to the AOC WPR) will be coordinated with LAN and QANTAS. According the result this position procedure will be used meanwhile the system ADS-C and CPDLC will be installed, replacing reports via HF frequency
- 2.2 During the second quarter (2Q) of 2013 surveillance systems using ADS-C will be implemented in Isla de Pascua FIR expanding the jurisdiction of Oceanic ACC to the Airways UL302 and UL780, providing Radar service in the coverage areas within delegated airspace of Santiago FIR.

- 2.3 With ADS-C system in operation, checks could start during the second quarter (2Q) of 2013 to “Accept” the DARP (Dynamic Airborne Reroute Procedure) of the Oakland Oceanic FIR and reduce the longitudinal separation to 10 minutes by using Mach number restriction.
- 2.4 During the third and last quarter (3Q and 4Q) of the year 2013, feasibility studies will be carried out aiming to declare as RNP10 the upper airspace of Isla de Pascua FIR, allowing by this to reduce the lateral separation between UPR routes, ATS routes and a combination of both to 50 NM. (Lateral and longitudinal)
- 2.5 During 2013 the bidding process for a new ADS-C and CPDLC system will be set with all the features of the oceanic ACC and ACC Santiago display systems. This should allow throughout 2014 the beginning of the check to “Start” DARP (Dynamic Airborne Reroute Procedures)
- 2.6 By Installing the new system CPDLC and ADS-C display systems of the oceanic ACC, requested with the ability to meet the standards of data communication between ATS units, the coordination with the Tahiti FIR and Oakland Oceanic FIR for the accomplishment of tasks which help to implement the following AIDC messages:
 - CPL/EST
 - CDN
 - Weather deviation
 - Block Level and
 - Mach Speed
- 2.7 During 2015 the feasibility studies and checks for the implementation of RNP4 in the Easter FIR will be set and therefore the reduction of lateral and longitudinal separations to 30 NM.

3. ACTION BY THE MEETING

3. The meeting is invited to:
 - a) To acknowledge the Intentions Statements of the DGAC Chile
 - b) Support the efforts of the DGAC of Chile for the implementation of systems and procedures aiming to go forward in the concept of Seamless Airspace