

**Twenty Eighth Meeting of the  
Informal South Pacific ATS Co-ordinating Group  
(ISPACG/28)**

**Papeete, Tahiti  
5-7 March 2014**

---

**Agenda Item 5: Seamless Airspace Chart**

**Seamless Airspace in Chile**

**Presented by DGAC - Chile**

**SUMMARY**

This Background summarizes the initiatives and projects initiated by Chile from 2013, 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 de Chile” (Directorate General of Civil Aviation of Chile) is, as all ANSP, committed to improving operational safety levels and reducing environmental impact due to the growing demand of airspace users. For these goals, the DGAC has developed plans for a general improvement of the internal systems in order to manage the airspace.
- 1.2 Consistent with the above, this information paper presents the initiatives developed by the Air traffic Services of Chile, beginning in 2013, to move towards the concept of “Seamless Airspace” within a period of three years.

**2. DISCUSSION**

- 2.1 During the last quarter (4Q) of 2013 it was implemented, as a trial period, a surveillance system using ADS-C, and CPDLC communications in Isla de Pascua's FIR, and expanding the Oceanic ACC's jurisdiction to the Airways UL302 and UL780, providing Radar service in the coverage areas within delegated airspace of Santiago and Antofagasta FIR. In the first quarter (1Q) of 2014, we will provide ADS-C surveillance, and CPDLC communications in all Oceanic ACC jurisdiction area.
- 2.2 During the first quarter (1Q) of 2014, we will proceed to the implementation of RNP/RNAV-10 on the upper airspace of Isla de Pascua FIR, reducing to 50/50 lateral and longitudinal separation between UPR routes.

- 2.3 In the second quarter (2Q) of 2014, AIDC trial between Isla de Pascua FIR, Tahiti and Auckland FIR will be implemented, although initially limited to TOC, CPL, EST and CDN messages exchange.
- 2.4 With ADS-C system in full operation mode, we could start during the third quarter (3Q) of 2014 trial period to "Initiate" the DARP (Dynamic Airborne Reroute Procedure) with Auckland and Tahiti Oceanic FIR. From the end of 2013, we can "Accept" DARP.
- 2.5 During 2015 the feasibility studies and checks for the implementation of RNP4 in Isla de Pascua FIR will be set and therefore the reduction of lateral and longitudinal separations to 30 NM.

### **3. ACTION BY THE MEETING**

- 3.1 The meeting is invited to:
  - a) To acknowledge the Declaration of Intent 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
  - b) Discuss any relevant matters as appropriate.