INTERNATIONAL CIVIL AVIATION ORGANIZATION
South American Regional Office

THIRD MEETING OF AIR NAVIGATION AND SAFETY DIRECTORS OF THE SAM REGION

FINAL REPORT

Lima, Peru, 22 to 24 August 2016

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HISTORY OF THE MEETING

ii-1 PLACE AND DURATION OF THE MEETING

The Third Meeting of Air Navigation and Safety Directors of the SAM Region was held at the premises of the ICAO Regional Office in Lima, Peru, from 22 to 24 August 2016.

ii-2 OPENING CEREMONY AND OTHER MATTERS

Mr. Franklin Hoyer, Regional Director of the ICAO South American Office, greeted the participants and acknowledged their continuous support to the regional activities undertaken by the South American Regional Office, as well the continuous support of civil aviation authorities of the South American Region. Likewise, he highlighted the importance that by the end of the meeting a balance of the compliance achieved in the implementation of the priorities indicated in the Declaration of Bogota is made, and those pending priorities of implementation are review and corresponding implementation plans informed.

ii-3 SCHEDULE, ORGANIZATION, WORKING METHODS, OFFICERS AND SECRETARIAT

The Meeting agreed to hold its sessions from 09:00 to 15:00 hours, with appropriate breaks. The Meeting decided to work as a single committee and in working groups.

Mr. Ivan Tulcan, delegate from Ecuador was elected as Chairman, and Mr. Carlos Fernandez delegate from Argentina was elected Vice-Chairman.

The Meeting had two Secretaries: Mr. Onofrio Smarrelli, Regional CNS Officer of the Lima Regional Office, on the part of air navigation, and Mr. Marcelo Ureña, Regional Safety Officer of the Lima Regional Office, in the safety area.

The Secretariat also reckoned with the support of all the Officers of the Lima Regional Office: Miss Verónica Chávez, Technical Assistance Officer, Mr. Jorge Armoa, Regional Aeronautical Information Management and Meteorology Officer, Mr. Fabio Salvatierra, Regional Officer for Aerodromes, Air Routes and Ground Aids and Mr. Roberto Arca, ATM/SAR Adviser.

ii-4 WORKING LANGUAGES

The working language of the Meeting was Spanish.

ii-5 AGENDA

The following Agenda was adopted:

Agenda Item 1: Declaration of Bogota: Follow-up to the implementation of air navigation priorities

Agenda Item 2: Declaration of Bogota: Follow-up to the implementation of safety oversight priorities

Agenda Item 3: Preparation activities for the 39th Session of the ICAO Assembly (A/39)

Agenda Item 4: Initial activities for the implementation of a regional plan for the sustainability of air transport in the SAM Region

Agenda Item 5: Other business

ii-6 **ATTENDANCE**

The Meeting was attended by 22 participants from 9 SAM States (Argentina, Bolivia, Chile, Ecuador, Panama, Paraguay, Peru, Uruguay, and Venezuela), one representative of United States, in addition to ICAO Officers. The list of participants appears on page iii-1.

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Agenda Item 1: Declaration of Bogota: Follow-up to the implementation of air navigation priorities

1.1 Under this agenda item, the Meeting analysed WP/02 – *Follow-up to PBN implementation goals*, WP/03 – *Follow-up to ATFM implementation goals*, WP/04 – *Follow-up to AIM implementation goals*, WP/05 - *Follow-up to the implementation of AMHS interconnection, and WP*/06 – *Follow-up to the implementation of AIDC interconnection*, all presented by the Secretariat.

PBN OPERATIONAL IMPLEMENTATION

1.2 The progress made in the implementation of the SAM PBN Project since the AN&FS/2 meeting (September 2015) is as follows:

a) Updating of PBN national plans: 77% out of the 100% expected to be achieved in 2016. Colombia and Suriname did not update their PBN national plans. Panama reported that it would take the necessary steps to fulfil this commitment before the end of 2016.

b) Annual reduction of CO_2 during the period 2013-2016: Major environmental benefits were achieved. A reduction of 40,000 tonnes of CO_2 was achieved in 2013; 51,000 tonnes in 2014; and 23,351 tonnes in 2015. States will report savings achieved in 2016 to the SAMIG/18 meeting.

c) Implementation of RNAV routes: 65%, exceeding the 60% goal specified in the Declaration of Bogota.

d) Development of action plans for redesign of selected airspaces applying PBN: 78% out of the 100% goal established for 2016.

e) Implementation of PBN SIDs/STARs: 72.16%, exceeding the 60% goal of the Declaration of Bogota.

f) Implementation of CDOs: 22.58 % and CCOs: 20.65%, representing 18% and 15% progress since the AN&FS/2 meeting, respectively. The States have had difficulties with the implementation of these techniques associated to PBN SIDs and STARs. In this regard, the States were informed that the implementation of CDO and CCO techniques depended on the application of the processes specified in the ICAO CDO and CCO manuals. If these processes are applied to already-published PBN SIDs and STARs, they can be validated using these techniques.

g) The status of compliance by States of Resolution A 37-11 concerning PBN approaches is shown in **Appendix A** to this part of the report. A 75.14% compliance with Resolution A37/11 has been achieved in the Region. Panama reported that it would implement PBN instrument procedures at the Boca del Toro and Scarlet airports before the end of 2016, and Ecuador would do the same at 4 international airports. Argentina informed that it was planning to outsource instrument procedures. Peru provided the Secretariat with updated information on the status of its PBN procedures. The Secretariat would validate the data with the database and would proceed to do the updating.

1.3 The factors affecting compliance with the goals in the SAM Region have been identified as follows:

a) PBN procedure designers are lacking in two States. In this regard, Uruguay reported that it was in the process of hiring a basic and PBN training course for PANS-OPS procedure designers. Suriname did not attend the meeting to report on this difficulty.

b) Failure by project management to meet the goals in 4 States. Argentina reported that it had a new service provider and that PBN implementation plans foreseen for the second half of 2016 had been delayed. Colombia and French Guiana did not attend the meeting to report on their PBN projects. No progress had been made in Uruguay with respect to the PBN design project, awaiting a project integrating southern flows with Argentina-Uruguay, and Brazil.

c) Two States have interrupted the TMA PBN design project to take care of other ATS projects. Panama stated that it was in the process of implementing a new system, and that lack of human resources had been an obstacle for ATC training and for conducting the required PBN design simulation. Paraguay informed that it was planning to re-launch the redesign project before the end of 2016.

ATFM IMPLEMENTATION IN THE SAM REGION

1.4 The Meeting took note of the status of runway and ATC sector capacity calculations. The only States that had not complied with this requirement were Guyana and Suriname, which did not attend the Meeting. The current percentage of this metric is 85%.

1.5 Regarding metrics on the implementation of flow units in the SAM Region, which had reached 35% at the previous meeting (AN&FS/2), Ecuador, Panama (FMP in the Panama FIR between 12.30 UTC and 0100UTC), Peru, and Uruguay had joined FMP implementation, raising the ATFM implementation level in the Region to 63%. Accordingly, the progress made in the implementation of flow control units was 28%, as shown in the following table:

May 2016 63%	ARG	BOL	BRA	CHI	COL	FGY	ECU	GUY	PAN	PAR	PER	SUR	URU	VEN
	NO	NO	YES	YES	YES	NO	YES	NO	YES	YES	YES	NO	YES	YES

Percentage of States that have implemented ATFM in flow management units (FMUs) or flow management positions (FMPs)

1.6 The Meeting took note that Argentina was planning to implement an ATFM unit by May 2017 at the Ezeiza FIR. Bolivia informed of its plans to implement an ATFM position (FMP) at the La Paz FIR by February 2017.

Use of NOTAMs as ATFM measures

1.7 The Secretariat reminded the States of the importance of using NOTAMs as specified in Annex 15 and avoiding their use as a means of communicating ATFM measures. The States have been mixing ATFM measures with contingency measures. In this sense, it reminded the States that the use of NOTAMs outside of the regulatory context could have a negative impact on safety.

Implementation of ATFM in Peru

1.8 The Secretariat highlighted the example of Peru and noted that Peru would be asked to make a presentation at the SAM/IG/18 to give a practical explanation of the use of the CTOT, which is the tool available at several automated ATC systems in the region.

IMPLEMENTATION OF PHASE 1 OF THE AIS-TO-AIM TRANSITION

1.9 The Meeting analysed the progress made in the goals related to AIM requirements specified in the Declaration. The Meeting took note that the Project for the implementation of quality at aeronautical information management (AIM) units is the component of Phase 1 of the AIS-to-AIM transition roadmap that poses more obstacles for its completion.

1.10 At regional level, the Declaration of Bogota has obtained the commitment of top management to certify AIM processes. This commitment must be replicated at national level in order to achieve the certification within the agreed deadline.

1.11 In this regard, Argentina has completed the implementation of the AIM/QMS and has started a certification process, in which the external audit has already been conducted, and is awaiting the AIM/QMS certification. Panama has completed the implementation and has called for bids to select the company that will conduct the certification audit. Planning has been delayed due to administrative issues, but completion is expected by the last quarter of 2016. Colombia and Venezuela still have not been able to certify their AIM system, and the most preoccupying delay in quality implementation is that of Bolivia, Guyana, and Suriname. The delegate of Ecuador informed the Meeting that his State had not been able to re-certify the implemented AIM/QMS due to administrative problems.

1.12 Regarding the above, Bolivia reported that it expected to complete the implementation and certification processes by September 2017, and Venezuela was planning to complete implementation by September 2017, under ISO standard 9001:2015.

1.13 In order to move forward with the AIS-to-AIM Transition Plan, States that have not certified their AIM/QMS and are below 80% implementation must be requested to submit an action plan. The experts responsible for implementation in AIM units must consider including a detailed description of tasks in such action plan. Likewise, the States must be constantly reviewing their implemented AIM/QMS in order to identify opportunities for improvement, implement them, and keep processes under constant review.

1.14 The States took note that the transition period for certifications issued under ISO standard 9001:2008 would end in September 2018, after which all certifications would expire and re-certification would be required under ISO standard 9001:2015.

1.15 The following table shows the latest update on quality implementation and progress:

STATE	% IMPLEMENTA-TION - AUGUST 2016	DATE OF IMPLEMENTA-TION	% PROGRESS	REMARKS
Argentina	100%	FEB/2016	30%	Internal and external audits have been conducted. Awaiting the certificates.
Bolivia	30%	TBD	0%	Planning to certify under ISO standard 9001:2015 by Sep/2017
Brazil	**CERTIFIED**	----------	----------	
Chile	**CERTIFIED**	----------	----------	
Colombia	90%	SEP/2014	25%	A consulting firm has been hired for purposes of AIM QMS certification
Ecuador	**HAS NOT RE-CERTIFIED**	----------	----------	Plans will be made for a new re-certification during 2017
French Guiana	**CERTIFIED**	----------	----------	
Guyana	25%	DEC/2015	25%	No progress
Panama	90%	DEC/2015	20%	Internal audit conducted. Expects certification in August 2016
Paraguay	**CERTIFIED**	----------	----------	
Peru	**CERTIFIED**	DEC/2015		
Suriname	45%	AUG/2014	0%	
Uruguay	**CERTIFIED**	AUG/2015	--------	
Venezuela	85%	NOV/2014	15%	Plans to certify under ISO standard 9001:2015 by Sep/2017

Supplementary AIM activities related to the second transition phase

Status of implementation of e-TOD

1.16 The Meeting expressed its concern for the inconveniences that States are facing for e-TOD implementation. The Secretariat has been working in parallel towards the implementation of this requirement, in accordance with the standard in Annex 15, which deals with the electronic provision of data in the digital phase of AIM. The States took note that lack of compliance with this standard had resulted in a deficiency that should be resolved. Although the States reported that they would be completing the implementation of the standard between 2017 and 2018, the Secretariat will send a State letter requesting a Corrective Action Plan to complete e-TOD implementation, with concrete dates and milestones, in order to do the follow-up of the actions proposed by the States.

1.17 The status of implementation of electronic terrain and obstacle survey data in the Region for the various areas described in Annex 15 is specified in WP/4 of this Meeting.

AMHS INTERCONNECTION AND NATIONAL IP NETWORKS

1.18 The Meeting took note that significant progress had been made in the implementation of the AMHS interconnection since the Fourteenth Meeting of Civil Aviation Authorities (RAAC/14), where no new AMHS interconnection were reported. In this regard, it was noted that the AMHS interconnection between Brasilia and Lima became operational on 14 December 2015, and the AMHS interconnection between Argentina and Venezuela in June 2016.

1.19 The Meeting also took note of the implementation of connections through REDDIG II using the P1 protocol, and of positive AMHS operational trials conducted between Brazil-Spain and Argentina–Brazil, to be commissioned in September 2016.

1.20 Likewise, the Meeting took note that P1 connections had been completed between Argentina–Peru, Argentina-Uruguay, and Peru-Venezuela, to be commissioned by the end of 2016.

1.21 In this regard, the Meeting took note that out of the 26 AMHS interconnections scheduled for the end of 2016, 11 have already been completed, 6 of which were in the operational phase and the remaining were awaiting operational trials, totalling 42% implementation.

1.22 The Meeting estimated that all of the interconnections listed in the Declaration of Bogota were to be implemented by the end of 2016. **Appendix B** to this agenda item contains a table with the date of implementation for all AMHS interconnections.

IMPLEMENTATION OF NATIONAL IP NETWORKS

1.23 With regard to the implementation of national IP networks, the Meeting noted that these had been implemented in Argentina, Brazil, Chile, Ecuador, Panama, Paraguay, Uruguay, and Venezuela, accounting for 73% of all implementations envisaged for the end of 2016 (80% of States in the Region).

1.24 In this regard, Peru informed the Meeting that the implementation of the national IP network was delayed because the company that had been awarded the bid had been declared bankrupt and a new firm had been designated to complete the implementation by 2017. In this sense, **Appendix C** to this agenda item contains an updated table showing the status of implementation of national IP networks.

AIDC INTERCONNECTION

1.25 Regarding AIDC implementation activities conducted since the RAAC/14 meeting, mention should be made of the commissioning of AIDC between:

- Lima ACC - Guayaquil ACC (21 March 2016)
- Amazónico ACC - Recife ACC (2 May 2016)
- Recife ACC - Brasilia ACC (June 2016)
- Amazónico ACC –Brasilia ACC (June 2016)
- Curitiba ACC –Amazónico ACC (July 2016)
- Curitiba ACC –Recife ACC (July 2016)
- Curitiba ACC - Brasilia ACC (July 2016)

1.26 Furthermore, the Meeting noted that the AIDC between the Lima ACC and the Bogota ACC, the Guayaquil ACC and the Bogota ACC, the Bogota ACC and the Panama ACC, and the Ezeiza ACC and the Córdoba ACC were in the pre-operational phase and would enter the operational phase during the course of this year. In this regard, amendments had been made to the letters of operational agreement between the ACCs where the AIDC was in the pre-operational phase, and only signatures were pending.

1.27 The Meeting also noted that AIDC trials had been successfully carried out between the Lima ACC and the Iquique ACC, the Córdoba ACC and the Iquique ACC, and the Amazónico ACC and the Lima ACC.

1.28 Thus, taking into account AIDC interconnections in the operational and pre-operational phase, the Meeting noted that a total of 11 AIDC interconnections had been completed to date, accounting for 73.33% of all (15) AIDC implementations foreseen and listed in the Declaration of Bogotá.

1.29 The Meeting urged the States with AIDCs in the pre-operational stage (see paragraph 1.26) to do the migration to the operational phase as soon as possible by amending and signing the letters of operational agreement. It also urged those States that had successfully completed AIDC trials to proceed to the implementation of the pre-operational phase (see paragraph 1.27).

1.30 The Meeting informed that the remaining 15 AIDC interconnections would be fully implemented by the end of 2016. **Appendix D** to this agenda item contains a table showing the status of implementation of all AIDC connections.

APPENDIX A

ESTADO/ STATE	IAC							SID		STAR		SID O STAR PBN AIRPORT	CCO	CDO
	LNAV/ VNAV	RNPAR	LNAV/ VNAV o RNP AR	LNAV/ VNAV o RNP AR AIPORT	RNPAR "ONLY" AIRPORT	LNAV	LNAV/ VNAV o RNP AR o LNAV	SID PBN AIRPORT	SID PBN	STAR PBN AIRPORT	STAR PBN			
Argentina	36.00%	0.00%	16.00%	37.50%	0.00%	36.00%	36.00%	31.25%	28.00%	56.25%	48.00%	56.25%	16.67%	20.83%
Bolivia	33.33%	0.00%	33.33%	33.33%	0.00%	33.33%	33.33%	66.67%	50.00%	0.00%	0.00%	66.67%	0.00%	0.00%
Brasil/Brazil	82.26%	4.84%	82.26%	85.71%	10.71%	88.71%	88.71%	92.86%	91.94%	42.86%	46.77%	92.86%	35.42%	35.42%
Chile	60.00%	30.00%	75.00%	62.50%	50.00%	85.00%	85.00%	75.00%	66.67%	87.50%	80.00%	87.50%	35.29%	41.18%
Colombia	0.00%	8.33%	8.33%	9.09%	9.09%	75.00%	75.00%	81.82%	83.33%	63.64%	66.67%	81.82%	0.00%	0.00%
Ecuador	25.00%	50.00%	50.00%	50.00%	37.50%	25.00%	50.00%	37.50%	50.00%	25.00%	50.00%	0.00%	0.00%	25.00%
Guyana Francesa / Fr. Guiana.	0,00%	0,00%	0,00%	0,00%	0,00%	100,00%	100,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%
Guyana	0,00%	0,00%	0,00%	0,00%	0,00%	75,00%	75,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%
Panamá	28.57%	57.14%	57.14%	50.00%	40.00%	57.14%	71.43%	25.00%	28.57%	25.00%	28.57%	25.00%	0.00%	0.00%
Paraguay	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Peru	7.14%	71.43%	78.57%	87.50%	87.50%	7.69%	78.57%	50.00%	33.33%	87.50%	46.67%	87.50%	62.50%	75.00%
Surinam/ Suriname	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Uruguay	25.00%	0.00%	25.00%	50.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Venezuela	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%
Región SAM / SAM Region	51.93%	14.36%	53.14%	60.82%	19.39%	68.89%	75.14%	64.95%	60.00%	46.39%	41.76%	72.16%	20.65%	22.58%

Explanatory notes:

- LNAV/VNAV - Percentage of IFR thresholds at international airports with at least one LNAV/VNAV procedure, excepting RNP/AR procedures.

- RNP AR - Percentage of IFR thresholds at international airports with at least one RNP AR procedure, excepting other type of LNAV/VNAV procedures.
- LNAV/VNAV or RNP AR - Percentage of IFR thresholds at international airports with at least one LNAV/VNAV procedure, including RNP AR procedures.
- LNAV/VNAV or RNP AR AIPORT – Percentage of airports with at least one LNAV/VNAV procedure, including RNP AR procedures in at least one threshold.
- RNPAR “ONLY” AIRPORT - Percentage of airports with at least one RNP AR procedure, excepting other type of LNAV/VNAV procedures, in at least one threshold.
- LNAV - Percentage of IFR thresholds at international airports with at least one LNAV procedure.
- LNAV/VNAV or RNP AR or LNAV - Percentage of IFR thresholds at international airports with at least one LNAV/VNAV procedure, including RNP AR procedures or one LNAV procedure.
- SID PBN - Percentage of IFR thresholds at international airports with at least one SID PBN.
- SID PBN AIRPORT - Percentage of airports with at least one SID PBN in at least one threshold.
- STAR PBN - Percentage of IFR thresholds at international airports with at least one STAR PBN.
- STAR PBN AIRPORT - Percentage of airports with at least one STAR PBN in at least one threshold.
- SID or STAR PBN AIRPORT - Percentage of airports with at least one SID PBN or one STAR PBN in at least one threshold.
- CCO - Percentage of airports where Continued Climb Operations techniques apply in both, design of procedures as well as its application by air traffic controllers and pilots.
- CDO - Percentage of airports where Continued Descent Operations techniques apply in both, design of procedures as well as its application by air traffic controllers and pilots.

APPENDIX B

AMHS INTERCONNECTION REQUIREMENT AND DATE OF IMPLEMENTATION

STATES	AMHS INTERCONNECTION REQUIREMENTS	DATE OF IMPLEMENTATION	COMMENTS
Argentina	Bolivia	Dec 2016	
	Brazil	Sep 2016	Pending operational implementation. Final operational tests for AMHS interconnection between Brasilia and Ezeiza were successfully completed on 18 May 2016
	Chile	Dec 2016	
	Paraguay	Mar 2012	Implemented and operational
	Peru	Oct 2016	Positive P1 connectivity between MTA Ezeiza y MTA Lima (March 2016). Pending operational tests.
	Uruguay	Dec 2016	Connectivity in Protocol P1 level between MTA Ezeiza – Montevideo achieved, pending Montevideo – Ezeiza tests (March 2016)
	Venezuela	June 2016	Implemented and operational
Bolivia	Argentina	Dec 2016	
	Brazil	Dec 2016	
	Peru	Dec 2016	
Brazil	Argentina	Sep 2016	Pending operational implementation. Final operational tests for AMHS interconnection between Brasilia and Ezeiza were successfully completed on 18 May 2016
	Bolivia	Dec 2016	
	Colombia	Dec 2016	
	Guyana	Dec 2016	
	French Guiana	TBD	
	Paraguay	Oct 2016	Tests of P1 interconnectivity started mid July 2016 MTA
	Peru	Dec 2015	Implemented and operational 14 December 2015
	Suriname	Dec 2016	
	Uruguay	Dec 2016	
	Venezuela	Dec 2016	
	Spain	Sep 2016	Pending operational implementation. Operational tests successfully completed. Connection made through CAFSAT.
	United States	Mar 2017	Technical coordination began on May 2016

STATES	AMHS INTERCONNECTION REQUIREMENTS	DATE OF IMPLEMENTATION	COMMENTS
Chile	Argentina	Dec 2016	
	Peru	Dec 2016	
Colombia	Brazil	Dec 2016	
	Ecuador	Dec 2016	
	Panama	Dec 2016	
	Peru	Sep 2010	Implemented and operational
	Venezuela	Dec 2016	
Ecuador	Colombia	Dec 2016	
	Peru	Julio 2012	Implemented and operational
	Venezuela	Dec 2016	
French Guiana (France)	Brazil	TBD	AMHS pending implementation
	Venezuela	TBD	AMHS pending implementation
Guyana	Brazil	Dec 2016	
	Suriname	Jun 2011	Implemented and operational
	Venezuela	Dec 2016	
Panama	Colombia	Dec 2016	
Paraguay	Argentina	Mar 2012	Implemented and operational
	Brazil	Oct 2016	IP interconnectivity tests began mid July 2016
Peru	Argentina	Oct 2016	Positive P1 connectivity between MTA Ezeiza y MTA Lima (March 2016)
	Bolivia	Dec 2016	
	Brazil	Dec 2015	Implemented 14 December 2015
	Chile	Dec 2016	
	Colombia	Sep 2010	Implemented
	Ecuador	Jul 2012	Implemented
	Venezuela	Oct 2016	Positive P1 connectivity between MTA Lima y MTA Maiquetia. Pending operational tests
Suriname	Brazil	Dec 2016	
	Guyana	Jun 2011	Implemented and operational
	Venezuela	Dec 2016	
Uruguay	Argentina	Dec 2016	Positive P1 connectivity between Ezeiza and Montevideo achieved. Pending tests between Montevideo and Ezeiza (March 2016)
	Brazil	Dec 2016	
Venezuela	Argentina	Jun 2016	Implemented and operational
	Brazil	Dec 2016	

STATES	AMHS INTERCONNECTION REQUIREMENTS	DATE OF IMPLEMENTATION	COMMENTS
	Colombia	Dec 2016	
	Ecuador	Dec 2016	
	Guyana	Dec 2016	
	French Guiana	TBD	AMHS pending implementation
	Peru	Jun 2016	Positive P1 connectivity between MTA Lima y MTA Maiquetia. Pending operational tests
	Suriname	Dec 2016	

APPENDIX C

IMPLEMENTATION OF DOMESTIC IP NETWORKS /
IMPLANTACION DE REDES IP NACIONALES

STATE/ESTADO	IP APPLICATIONS IMPLEMENTED/ APLICACIONES IP IMPLANTADAS	IMPLEMENTATION DATE OF DOMESTIC IP NETWORK FOR ALL IP APPLICATIONS/ FECHA DE IMPLANTACION DE RED IP NACIONAL PARA TODAS LAS APLICACIONES EN IP
Argentina	AMHS, DATA RADAR, IP VOICE/VOZ IP	2005
Bolivia	AMHS	End/Finales 2016
Brazil/Brasil	AMHS, DATA RADAR, IP VOICE/VOZ IP	2015
Chile	AMHS	2015
Colombia	AMHS, RADAR	2016
Ecuador	AMHS, RADAR	2014
French Guiana (France) / Guyana Francesa (Francia)	No	2018
Guyana	AMHS	2018
Panamá	AMHS, RADAR	2016
Paraguay	AMHS	2014
Perú	AMHS, RADAR	2017
Suriname/Surinam	AMHS	2018
Uruguay	AMHS RADAR	2014
Venezuela	AMHS	2014

Green = Implemented
Verde = Implantada

- END / FIN -

APPENDIX D

(AIDC) GROUND-GROUND DATA INTERCONNECTION LEVEL REQUIREMENTS IN THE SAM REGION

ARGENTINA						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels *				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
CORDOBA (AUT. INDRA AIRCON2100) (2007)	IQUIQUE	XI			X	Positive AIDC trials - March 2016 As a result of the trials, the transmission speed has to be incremented from 2400 to 9600 bit/seg AIDC foreseen to be operational on second half of 2016
	LA PAZ	XI			X	AIDC foreseen for period 2017-2019
	EZEIZA	XI			XI	AIDC in pre-operational phase since December 2015. Operational phase foreseen by second half of 2016
	MENDOZA	XI			X	AIDC pre-operational by the end of 2016
	RESISTENCIA	XI			X	AIDC pre-operational by the end of 2016
RESISTENCIA (AUT. INDRA AIRCON2100) (June 2016)	ASUNCION	XI			X	Positive AIDC trials were conducted in 2015 between Ezeiza and Asunción. Trials between Resistencia and Asunción will be conducted on mid-2016 AIDC foreseen to be operational on second half of 2016
	CORDOBA	XI			X	AIDC pre-operational by the end of 2016
	CURITIBA	XI			X	AIDC foreseen for second half of 2016
	EZEIZA	XI			X	AIDC pre-operational by the end of 2016
	MONTEVIDEO	XI			X	AIDC foreseen for second half of 2016
EZEIZA (AUT. INDRA AIRCON2100) (2007)	COMODORO RIVADAVIA	XI			X	AIDC pre-operational by the end of 2016
	MENDOZA	XI			X	AIDC pre-operational by the end of 2016
	PUERTO MONTT	XI			X	AIDC by end 2016

	CORDOBA	XI			XI	AIDC in pre-operational phase since December 2015. Operational phase foreseen by second half of 2016
	RESISTENCIA	XI			X	AIDC pre-operational by the end of 2016
	JOHANNESBURG	XI			X	AIDC TBD
	MONTEVIDEO	XI			X	AIDC foreseen for second half of 2016
MENDOZA (AUT INDRA AIRCON2100) (June 2016)	EZEIZA	XI			X	AIDC pre-operational by the end of 2016
	SANTIAGO	XI			X	AIDC foreseen for period 2017-2019
	CORDOBA	XI			X	AIDC pre-operational by the end of 2016
COMODORO RIVADAVIA (AUT INDRA AIRCON2100) (June 2016)	EZEIZA	XI			X	AIDC pre-operational by the end of 2016
	PUNTA ARENAS	XI			X	AIDC by the end of 2016
	PUERTO MONTT	XI			X	AIDC by the end of 2016

BRAZIL						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
AMAZÓNICO (MANAUS) AUTO. SAGITARIO ATECH	BRASILIA	XI			XI	AIDC implemented June 2016
	BOGOTÁ	XI			X	AIDC foreseen for first semester 2019
	CAYENNE	XI			X	AIDC foreseen for period 2017-2019
	CURITIBA	XI			XI	AIDC implemented July 2016
	GEORGETOWN	XI			X	AIDC foreseen for period 2017-2019
	LA PAZ	XI			X	AIDC foreseen for period 2017-2019
	LIMA	XI			X	Positive trials have been conducted in March 2016 AIDC foreseen for second half of 2016
	MAIQUETIA	XI	X		X	AIDC foreseen for period 2017-2019
	PARAMARIBO	XI			X	AIDC foreseen for period 2017-2019
	RECIFE	XI			X	AIDC implemented since 2 May 2016
	CAYENNE	XI			X	AIDC foreseen for period 2017-2019

	ATLÂNTICO	XI			X	AIDC TBD
BRASILIA AUTO. SAGITARIO ATECH	AMAZÔNICO	XI			XI	AIDC implemented June 2016
	CURITIBA	XI			XI	AIDC implemented July 2016
	RECIFE	XI			XI	AIDC implemented June 2016
CURITIBA AUTO. SAGITARIO ATECH	AMAZONICO	XI			XI	AIDC implemented July 2016
	ASUNCION	XI			X	AIDC foreseen for second half of 2016
	BRASÍLIA	XI			Xi	AIDC implemented July 2016
	LA PAZ	XI			X	AIDC foreseen for period 2017-2019
	MONTEVIDEO	XI			X	AIDC foreseen for second half of 2016
	RECIFE	XI			XI	AIDC implemented July 2016
	RESISTÊNCIA	XI			X	AIDC foreseen for second half of 2016
	ATLÂNTICO	XI			X	AIDC TBD
RECIFE AUTO. SAGITARIO ATECH	AMAZÔNICO	XI			X	AIDC Implemented on 2 May 2016
	BRASÍLIA	XI			XI	AIDC implemented June 2016
	CURITIBA	XI			XI	AIDC implemented July 2016
	ATLÂNTICO	XI			X	AIDC TBD
ATLÁNTICO AUTO. SAGITARIO ATECH	AMAZÔNICO	XI			X	AIDC TBD
	CURITIBA	XI			X	AIDC TBD
	DAKAR	XI			X	AIDC TBD
	JOHANNESBURG	XI			X	AIDC TBD
	LUANDA	XI			X	AIDC TBD
	MONTEVIDEO	XI			X	AIDC foreseen for period 2017-2019
	RECIFE	XI			X	AIDC TBD
	CAYENNE	XI			X	AIDC foreseen for period 2017-2019

BOLIVIA						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
LA PAZ (MANUAL)	AMAZÔNICO	XI			X	AIDC foreseen for period 2017-2019
	ASUNCION	XI			X	AIDC foreseen for period 2017-2019
	CURITIBA	XI			X	AIDC foreseen for period 2017-2019

	CORDOBA	XI			X	AIDC foreseen for period 2017-2019
	LIMA	XI			X	AIDC foreseen for period 2017-2019
	IQUIQUE	XI			X	AIDC foreseen for period 2017-2019

CHILE						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
SANTIAGO (AUTO THALES TOPSKY)	IQUIQUE	XI			X	AIDC foreseen for period 2017-2019
	LIMA	XI			X	AIDC foreseen for period 2017-2019
	MENDOZA	XI			X	AIDC foreseen for period 2017-2019
	PUERTO MONTT	XI			X	AIDC foreseen for period 2017-2019
IQUIQUE (AUTO INDRA AIRCON 2100)	CORDOBA	XI			X	Positive AIDC trials - March 2016 AIDC foreseen to be operational on second half of 2016
	LA PAZ	XI			X	AIDC foreseen for period 2017-2019
	LIMA	XI			X	Positive AIDC trials conducted in February 2016 AIDC foreseen to be operational on second half of 2016
PUERTO MONTT (INDRA AUTOMATED)	SANTIAGO	XI			X	AIDC foreseen for period 2017-2019
	PUNTA ARENAS	XI			X	AIDC by the end of 2016
	EZEIZA	XI			X	AIDC by the end of 2016
	COMODORO RIVADAVIA	XI			X	AIDC by the end of 2016
PUNTA ARENAS (MANUAL)	PUERTO MONTT	XI			X	AIDC by the end of 2016
	COMODORO RIVADAVIA	XI			X	AIDC by the end of 2016

COLOMBIA						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
BOGOTÁ (AUTO INDRA AIRCON 2100)	AMAZÔNICO	XI			X	AIDC foreseen to be operational on second half of 2016
	CENAMER	XI			X	AIDC foreseen for period 2017-2019
	GUAYAQUIL	XI			XI	Positive AIDC trials conducted AIDC in pre-operational phase (August 2015)
	LIMA	XI			XI	Positive AIDC trials conducted AIDC operational since 30 May 2016 according to letter of operational agreement (August 2015)
	MAIQUETIA	XI			X	AIDC foreseen for period 2017-2019
	PANAMA	XI			X	Positive AIDC trials conducted AIDC foreseen to be operational by second half of 2016
	BARRANQUILLA	XI			XI	AIDC pre-operational (March 2016)
BARRANQUILLA (AUTO INDRA AIRCON 2100)	MAIQUETIA	XI			X	AIDC foreseen for period 2017-2019
	PANAMA	XI			X	Positive AIDC trials conducted AIDC foreseen to be operational by mid 2016
	BOGOTA	XI			XI	AIDC pre-operational (March 2016)
	KINGSTON	XI			X	AIDC TBD
	CURAÇAO	XI			X	AIDC TBD

ECUADOR						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
GUAYAQUIL AUTO INDRA AIRCON 2100	BOGOTA	XI			XI	Positive AIDC trials conducted AIDC pre-operational (August 2015)
	LIMA				XI	AIDC operational implementation (31 March 2016)
	CENAMER	XI			X	Positive AIDC trials conducted AIDC foreseen for period 2017-2019

FRENCH GUIANA						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
CAYENNE AUTO ADACEL AIDC not installed	AMAZÔNICO	XI			X	AIDC foreseen by first semester 2017
	PARAMARIBO	XI			X	AIDC foreseen for period 2017-2019
	PIARCO	XI			X	AIDC foreseen for period 2017-2019
	DAKAR	XI			X	AIDC foreseen by end 2016
	ATLANTICO	XI			X	AIDC foreseen by first semester 2017

GUYANA						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
GEORGETOWN AUTO INTELCAN AIDC not installed	AMAZONICO	XI			X	AIDC foreseen for period 2017-2019
	PIARCO	XI			X	AIDC foreseen for period 2017-2019
	MAIQUETIA	XI			X	AIDC foreseen for period 2017-2019
	PARAMARIBO	XI			X	AIDC foreseen for period 2017-2019

PANAMA						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
PANAMA (AUTO THALES)	BOGOTA	XI			X	Positive AIDC trials conducted AIDC foreseen to be operational by mid 2016
	BARRANQUILLA	XI			X	Positive AIDC trials conducted AIDC foreseen to be operational by mid 2016
	CENAMER	XI			X	Positive AIDC trials conducted AIDC foreseen to be operational by the end of second half of 2016

PARAGUAY						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
ASUNCION AUTO AIRCON 2100 INDRA	CURITIBA	XI			X	AIDC foreseen by second half of 2016
	LA PAZ	XI			X	AIDC foreseen for period 2017-2019
	RESISTÊNCIA	XI			X	Positive AIDC trials conducted in 2015 between Ezeiza and Asunción. Trials between Resistencia and Asunción will be conducted on mid 2016 AIDC foreseen to be operational on second half of 2016

PERU						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
LIMA AUTO AIRCON 2100 INDRA	AMAZONICO	XI			X	Positive trials conducted in March 2016 AIDC foreseen to be operational on second half of 2016
	BOGOTA	XI			XI	Positive AIDC trials conducted AIDC pre-operational phase (August 2015) 30 May
	SANTIAGO	XI			X	AIDC foreseen for period 2017-2019
	IQUIQUE	XI			X	Positive AIDC trials conducted in February 2016 AIDC foreseen to be operational on second half of 2016
	GUAYAQUIL	XI			XI	AIDC operational (31 March 2016)
	LA PAZ	XI			X	AIDC foreseen for period 2017-2019

SURINAME						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
PARAMARIBO (AUTO INTELCAN) AIDC not installed	AMAZÓNICO	XI			X	AIDC foreseen for period 2017-2019
	GEORGETOWN	XI			X	AIDC foreseen for period 2017-2019
	PIARCO	XI			X	AIDC foreseen for period 2017-2019
	CAYENNE	XI			X	AIDC foreseen for period 2017-2019

URUGUAY						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
MONTEVIDEO (AUTO INDRA AIRCON2100)	CURITIBA	XI			X	AIDC foreseen by second half of 2016
	EZEIZA	XI			X	AIDC foreseen by second half of 2016
	RESISTENCIA	XI			X	AIDC foreseen by second half of 2016
	ATLANTICO	XI			X	AIDC foreseen for period 2017-2019
	JOHANNESBURG	X			X	AIDC TBD

VENEZUELA						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
MAIQUETIA (AUTO ATECH X4000) AIDC not installed	AMAZONICO	XI	XI		X	AIDC foreseen for period 2017-2019
	BOGOTA	XI			X	AIDC foreseen for period 2017-2019
	BARRANQUILLA	XI			X	AIDC foreseen for period 2017-2019
	PIARCO	XI			X	AIDC TBD
	CAYENNE	XI			X	AIDC foreseen for period 2017-2019
	CURAZAO	XI			X	AIDC TBD
	SAN JUAN	XI			X	AIDC TBD

*** X PLANNED**
***XI IMPLEMENTED AND IN PRE-OPERATIONAL OR OPERATIONAL PHASE**

Agenda Item 2: Declaration of Bogota: Follow-up to the implementation of safety priorities

2.1 Under this agenda item, the topics described below were discussed:

Follow-up to the goals concerning safety oversight, accidents, and runway excursions

2.2 On this item, the Meeting took note that ICAO had incorporated methods for measuring the performance of its various strategic objectives into all its processes, through the establishment of a set of indicators and metrics and the performance dashboards for each region.

2.3 The performance dashboard of the SAM Region allows States to manage safety based on measurements. This approach is based on the following essential safety principles: work by results, and measuring for managing.

2.4 The Meeting was then informed about the results of the first three goals agreed in the Declaration of Bogota.

Safety oversight – Goal: Attain 80% effective implementation (EI) in the SAM Region

2.5 Between November 2011 and August 2015, ICAO held nine (9) ICAO coordinated validation missions (ICVM), three (3) CMA audits, and three (3) off-site activities in the SAM Region.

2.6 During this period of time, 8 out of the 10 States that had had any USOAP CMA activity showed major improvements in effective implementation of ICAO SARPs.

2.7 Based on the results obtained, the average for the SAM Region increased from 66.31% in 2011 to 71.75% (+5.44%) in May 2016, leaving 8.25% still remaining to attain the goal by the end of 2016.

2.8 The results from three ICVMs that ICAO had scheduled starting in June 2016 would still need to be included until December 2016. In this regard, the Region expects to achieve the 80% goal by the end of 2016.

Accidents – Goal: Reduce the accident rate gap of the SAM Region with respect to the global accident rate by 50%

2.9 The accident rate in South America for scheduled commercial air transport operations with aircraft of more than 5 700 kg has been gradually dropping until reaching a rate of 1.03 accidents in 2015 compared to the global rate of 2.79 for every 1,000,000 departures. Based on this performance, the goal established for the end of 2016 was exceeded in 2015.

2.10 It is important to highlight that, for the first time, the rate of the SAM Region was below the global average rate in 2015, with a 63% reduction below that rate, as shown in the previous paragraph.

Runway excursions – Goal: Reduce the rate of runway excursions by 20% with respect to the average rate of the SAM Region (2007-2012)

2.11 The average rate of runway excursions (RE) between 2007 and 2012 in the SAM Region was 2.24 accidents per million departures. The 20% reduction goal represents 1.8 accidents per million

departures. In 2014 and 2015, the runway excursion accident rate in the SAM Region was 0.51 and 0 respectively, below the 1.8 rate of the established goal.

2.12 Likewise, the Meeting took note that the SAM Region would request ICAO at the 39th Assembly Session to review the way in which accidents are classified in the States and the Regions after determining their cause, and to assign them to the State of Registry or to the State of the Operator and their respective Regions when the State where the accident occurred (State of occurrence) has no responsibility.

2.13 This is mainly because accidents involving extra-regional operators that occur in the Region increase the perception of insecurity, without the SAM Region having any responsibility over their causes. Even more so, if we take into account that the number of extra-regional operators exceeds by far the number of operations from the region.

2.14 Upon analysing the possible causes of an RE, the Meeting noted that, when assessing data on the operators of the Region, a very high percentage of these unstable approaches ended up in complete landings. Consequently, it proposed the establishment of parameters to detect unstable approaches, which could be used at regional level to measure these approaches, as a first step to address the issue of runway excursions, and of disseminating and harmonising these parameters among authorities and the industry before their implementation at regional level. Accordingly, it formulated the following conclusion:

CONCLUSION AN&FS/3-01: PARAMETERS FOR STABILISED APPROACHES

Request the General Coordinator of the SRVSOP to appoint a task force for the establishment of parameters for stabilised approaches as a first step for harmonising these parameters between the States and the industry of the SAM Region. These harmonised parameters would allow SAM States to have common criteria to measure the number of unstable approaches performed by their aircraft operators than end up in a complete landing or in a missed approach. They would also allow flight crews to have harmonised parameters for deciding whether to conduct a complete landing or a missed approach, depending on flight conditions.

Aerodrome certification – Goal: Achieve 20% of international aerodromes certified

2.15 Under agenda item 2, the Meeting was presented with WP/8, which analysed the challenges and measures taken for aerodrome certification. According to the Declaration of Bogota, the goal was to achieve 20% of international aerodromes in the SAM Region duly certified (ICAO Doc 8733 – CAR/SAM Air Navigation Plan). The number of certified aerodromes had increased from eight (8) originally reported in 2013 to twenty-one (21) in July 2016. With these figures, the goal of 20% certified aerodromes established in the Declaration of Bogota has been reached. It is important to note that, when the goal of 20% certified aerodromes was established, the number of international aerodromes listed in Doc 8733 was 100, a figure that has now increased to 105.

2.16 The Meeting was then presented with an analysis showing that a single State accounted for 12.4% of the total achieved (21%), while the remaining 8.6% was distributed among 4 other States. Consequently, there was an opportunity for the rest of States/Territories (9) that had not yet contributed to the certification goal, to start defining a strategy to contribute to the attainment of the objectives.

2.17 Regarding the challenges for aerodrome certification, the Meeting took note of the results of a survey conducted among the States, in which, *inter alia*, they were asked to list the main obstacles to certification. The survey revealed that the main hindrance for certification was physical characteristics and obstacles.

2.18 Under this agenda item, the Meeting felt that the results of the survey, although serving as a guide as to the main problems in common, were very subjective and unspecific. In this regard, one State noted that, with the introduction of the PANS AGA and the possibility of analysing issues concerning physical characteristics and obstacles through an aeronautical study and risk analyses to permit initial certification based on corrective action/measures, this is no longer the main reason that prevents certification.

2.19 After WP/8 was presented, the Meeting discussed the need to further expand the results of this question about the main obstacles to aerodrome certification, so that instead of having multiple-choice answers, it would allow for a detailed response. Accordingly, the Meeting formulated the following conclusion:

CONCLUSION AN&FS/3-02: CONDUCTION OF A NEW SURVEY ON THE DIFFICULTIES PREVENTING AERODROME CERTIFICATION

Request the Secretariat to prepare and circulate a new survey to the States covering all the aspects that will permit the identification of the main difficulties preventing aerodrome certification.

2.20 During the debate, mention was made of the lack of trained personnel in both the airport operator and the regulator as an obstacle for aerodrome certification. Under this item, one State described its experience concerning the training of the operator’s personnel, since although it was not the direct responsibility of the regulator, it affected the certification process, since the counterpart did not have the competences required for conducting the process and preparing the required documentation, especially because of high turnover in aerodrome operators. This same State also noted that training processes should place more emphasis on the practical part. Likewise, another State mentioned that in its jurisdiction, where the operator was part of the State, it was much more complicated to have duly trained personnel within the airport operator.

2.21 Following an analysis and discussion of this issue, the Meeting considered that the aerodrome certification strategy presented in WP/8 was in keeping with these training requirements. However, it felt that its scope should be expanded, with the support of the SRVSOP, in order to generate more guidance documentation (advisory circulars) that clearly included guidelines to be followed by airport operators with regard to their training plans. Accordingly, the SAM States represented at the Meeting adopted the following conclusion:

CONCLUSION AN&FS/3-03: ACCEPTANCE OF THE PROPOSED AERODROME CERTIFICATION STRATEGY, INCLUDING IMPROVEMENTS

a) Accept the proposed aerodrome certification strategy presented in WP/8; and

b) Request the General Coordinator of the SRVSOP to instruct the Technical Committee to enhance the guidance material for airport operators so that they may have a guidance document (in the form of advisory circulars) for properly drafting their training programmes and plans.

State safety programme (SSP) – Goal: Achieve 67% implementation of the SSP

Safety management system (SMS) – Goal: Achieve 100% SMS oversight capability among service providers

2.22 Upon analysing these agenda items, the Meeting considered that the compliance percentages of 42 % for SSP and of 83 % for SMS, which were estimated and submitted by the States at the Fourth Annual Meeting of SSP Coordinators (Lima, Peru, 16-18 March 2015), did not reflect the reality concerning progress made to comply with SSP and SMS goals established in the Declaration of Bogota. Accordingly, the Meeting agreed to establish the assessment of the 91 SSP/SMS protocol questions (PQs) as the new method for measuring progress, using the self-assessment tool of the USOAP CMA on-line framework. It was expected that, during the next triennium (2017-2019), States that have an effective implementation (EI) of more than 60% will reach 80% compliance in the 91 SSP and SMS PQs.

2.23 In this regard, the Meeting was informed that, through State letter (Ref. AN 6/37-16/68) dated 25 July 2016, the Secretary General of ICAO had urged States to use the ICAO gap analysis tool of the State safety programme (SSP) and the self-assessment of the on-line framework (OLF) of the Universal safety oversight audit programme (USOAP) Continuous monitoring approach (CMA) to facilitate the monitoring and implementation of the SSP.

2.24 The Meeting also took note that the SAM Office had circulated a State letter requesting States to submit information on the status of compliance with the 91 SSP/SMS protocol questions (PQs) at the Fifth SSP implementation meeting (Lima, Peru, 7-11 November 2016). Safety directors, national continuous monitoring coordinators (NCMC), SSP coordinators, and AIG authorities of SAM States have been invited to attend this meeting.

2.25 In this regard, the Meeting requested that workshops be organised during the Fifth SSP implementation meeting to assess compliance with the 91 PQs, instead of having each State present its status information. In this sense, the Meeting noted that workshops would allow States to acquire the necessary skills to complete the SSP/SMS PQs.

2.26 Furthermore, the Meeting requested the Secretariat to remind States of the importance of having Safety Directors participate at the Fifth SSP implementation meeting. The Meeting highlighted that the presence of Safety Directors at the SSP implementation meeting was extremely important since they were responsible for safety management within their Administrations and thus should be the main entities in charge of monitoring and controlling SSP implementation. Furthermore, the Meeting noted that the consolidation of the eight (8) critical elements of the SSP framework in Amendment 1 to Annex 19 further clarified and ratified the responsibilities of Safety Directors *vis-à-vis* safety management. Chapter 3 of Annex 19, Amendment 1, clearly states that *the critical elements (CE) of the State safety oversight (SSO) system shown in Appendix 1 constitute the foundation of an SSP*.

2.27 Finally, the Meeting highlighted the need for States to train their officials in SSP, SMS, the on-line framework (OLF) tools, and the USOAP CMA, in order to further SSP implementation and

complete the SSP/SMS PQs. Accordingly, the SAM Office was requested to support training of the States.

2.28 In view of the above, the Meeting adopted the following conclusions:

CONCLUSION AN&FS/3-04: IMPORTANCE OF PARTICIPATION BY SAFETY DIRECTORS AT THE FIFTH SSP IMPLEMENTATION MEETING AND ACTIVITIES THEREIN

a) Remind States of the importance of having their Safety Directors participate at the Fifth SSP implementation meeting (Lima, Peru, 7-11 November 2016); and

b) Schedule workshops during the course of the meeting to review the 91 PQs on safety management.

CONCLUSION AN&FS/3-05: TRAINING ACTIVITIES FOR SAM STATES ON MATTERS RELATED TO SAFETY MANAGEMENT AND THE USOAP CMA

Schedule annual training activities for SAM States on SSP, SMS, the main on-line framework (OLF) tools, and the USOAP CMA, so that they may further the implementation of safety management (SSP/SMS).

Agenda Item 3: Preparatory activities for the 39th Session of the ICAO Assembly (A/39)

3.1 Under this agenda item, the Meeting reviewed WP/10 – *Preparation for the thirty-ninth Session of the ICAO Assembly – Air navigation activities* and WP/11 - *Preparation for the thirty-ninth Session of the ICAO Assembly – Safety activities*, presented by the Secretariat.

3.2 The Meeting took note that, in order to support SAM States in preparation for A39, the SAM Office had organised web-based teleconferences in the areas of air navigation, safety, and security. These teleconferences had been conducted by air navigation, safety, and security officers of the ICAO SAM Office, and, on behalf of the States, air navigation, safety, and security directors or representatives designated by the States.

Air navigation activities

3.3 The Meeting took note that, as a result of the teleconferences with air navigation directors, it had been decided that the SAM Region would prepare three working papers for the Assembly, one on agenda item 15 – Technical cooperation and technical cooperation activities; one on agenda item 26 - Multilingualism in ICAO; and the last one on agenda item 33 – Aviation safety and air navigation – Control and analysis. Agenda items 15 and 26 correspond to the Executive Committee, while agenda item 33 corresponds to the Technical Commission.

3.4 The working paper concerning agenda item 15 refers to regional technical cooperation projects and their positive contribution to the implementation of air navigation systems and continuing safety, and could serve as a reference for States in other ICAO Regions. The working paper addresses regional air navigation projects RLA/03/901 and RLA/06/901, and project RLA/99/901 on safety. This working paper was prepared by Peru and is supported by all SAM States.

3.5 The working paper on agenda item 26 deals with the importance of having ICAO documentation in Spanish in the Region, and the difficulties currently being faced in the planning and implementation of air navigation and safety services, procedures, and facilities due to the absence of such documentation. The working paper was prepared by Colombia in coordination with Brazil, and is supported by all SAM States.

3.6 The working paper on agenda item 33 deals with the mechanism used in the SAM Region to identify air navigation and safety implementation priorities for the 2014-2016 period (Declaration of Bogota), the status of implementation of priorities and the plans foreseen following completion of the aspects contemplated in the Declaration of Bogota. This working paper was prepared by Chile, and is supported by all SAM States.

3.7 The working papers were sent to Montreal in early August 2016, before the deadline of 9 August.

3.8 **Appendices A, B**, and **C** to this agenda item contain the three aforementioned working papers, respectively.

Safety activities

3.9 Under this agenda item, the Meeting took note that, as a result of the four (4) teleconferences held with Air Navigation Directors, it had been decided that the SAM Region would submit to the 39th Session of the ICAO Assembly six (6) working papers for discussion within the Technical Commission on the topics listed below. These papers are contained in WP/11 of this Meeting:

- ✓ Item 33 - WP/109 – Strategy for the implementation of SSP within the framework of safety management;
- ✓ Item 33 - WP/113 – Compliance with the Declaration of Bogota;
- ✓ Item 33 - WP/115 – Acknowledgment of multinational certifications;
- ✓ Item 34 - WP/111 – Assessment of the amendment to the GASP;
- ✓ Item 36 - WP/102 – Establishment and management of the South American Regional AIG Cooperation Mechanism (ARCM); and
- ✓ Item 36 - WP/110 – Protection of safety information.

3.10 Finally, the Meeting took note that the Fifth Virtual Meeting of Safety Directors would be held on 16 September 2016 to review the working papers from other States and Regions that might be of interest to the SAM Region, and to agree on their support thereto.

Coordination of working papers at the Assembly

3.11 The Meeting took note that Mr. Lorenzo Sepúlveda, of Chile, had been designated by LACAC States as focal point for coordinating activities related to the A39 Technical Commission and for securing the support of other Latin American States outside of the SAM Region and other States from other Regions of the world to the working papers jointly submitted by the SAM Region, giving them more strength before the Assembly in order to obtain favourable results.

3.12 In view of the extensive work to be carried out by the delegate of Chile at the Assembly, Argentina and Bolivia offered to support the focal point, and designated Mr. Carlos Fernández and Mrs. Martha Jacob, respectively. The Meeting endorsed this support. Initially, this support would involve coordination of working papers related to air navigation and security.

Other considerations concerning the A39

3.12 Argentina informed that it would submit four working papers and three information papers to the A39, as follows:

- *Electronic personnel licensing* (Technical Commission, Item 35, Safety – Standardisation).

- *Training – Work performed by specialised organisations in Argentina* (Executive Committee, Item 31, Other matters).

- *Programme for managing stress during critical incidents (MEIC) for air navigation service professionals* (Executive Committee, Item 24, Management of human resources).

- *Hazard ratio – Algorithm to estimate probability* (Technical Commission, Item 37, Other matters to be considered by the Technical Commission).

3.13 Regarding the three information papers that Argentina will submit to the A39, they deal

with the *Development of a GBAS system in Argentina* (Technical Commission, Item 37, Other matters to be considered by the Technical Commission), *Environmental programme to reduce the noise of helicopters by operational means* (Executive Committee, Item 20, Environmental protection - Noise) *National system for the oversight and control of Argentinian airspace* (Technical Commission, Item 37, Other matters).

APPENDIX A

International Civil Aviation Organization

WORKING PAPER

ASSEMBLY – 39TH SESSION

TECHNICAL COMMISSION

Agenda Item 15: Technical Cooperation - Policy and activities on technical cooperation

REGIONAL TECHNICAL COOPERATION PROJECTS IN THE SOUTH AMERICAN REGION

(Presented by Peru with the support of Argentina, Brazil, Chile, Colombia, Ecuador, Panama, Paraguay, Uruguay, Bolivia, Guyana, Venezuela, and Suriname)

SUMMARY

This working paper is aimed at providing information regarding the technical cooperation projects that ICAO SAM Regional Office supports in the region.

At the same time presents the achievement obtained in the Region, such as the implementation of services, technologies, preparation of standardized Latin American regulations; with the intention of increasing safety in SAM States and EI USOAP.

Assembly decision: The Assembly is invited to:

a) Inform States on the advantages of working in common goals through ICAO technical cooperation regional projects.

Strategic Objectives:	• Safety. • Air Navigation Capacity and Efficiency. • Environmental protection.
Financial implications:	Resources for the mentioned activities depend upon Regional projects to be implemented.
References:	• *Convention on International Civil Aviation (Doc. 7300);* • *Assembly Resolution A38-2; and* • *Meeting of Civil Aviation Authorities of the SAM Region (RAAC/5, 9 and 13).*

1. INTRODUCCTION

1.1 Since 1948, the ICAO South American Regional Office is located in Lima, having as main objective to provide support to South American States including Panama, in all matters related to international civil aviation.

1.2 ICAO Assembly Resolution A38-2 has recognized that the best way to further enhance safety, capacity and efficiency of civil aviation worldwide is through the cooperative association, collaborative; between States. In this sense member States were convened to devise sustainable solutions in order to fully exercise their responsibilities of monitoring safety and air navigation, objective that can be achieved by sharing resources, using internal or external resources, such as regional and sub regional organizations and the expertise of other States; coordination of all stakeholders under the leadership of ICAO.

1.3 South American States in connection with ICAO SAM Office, has adopted a working method through technical cooperation regional projects addressed to the suitable implementation of the Air Navigation Regional Plan. In this sense, SAM Office manage the following regional projects:

a) Project RLA/03/901, System for the Management of the REDDIG and the Administration of the Satellite Segment (REDDIG).
b) Project RLA/06/901, Assistance in the implementation of an ATM regional system according to the ATM operational concept and the corresponding technological support for communications, navigation, and surveillance (CNS).
c) Project RLA/99/901, Regional Safety Oversight Cooperation System (SRVSOP).

1.4 Project RLA/99/901 - SRVSOP began operations on 1 November 2001 under the framework of the Memorandum of Understanding signed between ICAO and LACAC, the agreement for the implementation of the Regional Safety Oversight Cooperation System, the Regulations for such Systems and the Trust Found Agreement signed by the participant States to support the operational capacity of the System, consisting of the ICAO Technical Cooperation Project Document RLA/99/901 of five years of duration, removable for same terms.

1.5 Project RLA/03/901 is in charge of the administration of the South American Digital Network (REDDIG) which is the communications platform that interconnects all SAM States with oral and data communications through which the interconnection of AMHS systems, the radar and interconnection of centers of control via the AIDC have been implemented. This network has been recently modernized currently attending services through a satellite network supported by a terrestrial network and planned for all CNS/ATM applications scheduled in the Region.

1.6 Regional Project RLA/06/901 has as main objective to provide assistance to the civil aviation authorities of participating States and organizations in the development of global air navigation plan initiatives that will contribute to the implementation of a regional air traffic management system, taking into account the global ATM operational concept and the corresponding CNS technology support, including the necessary AGA, AIS, and MET elements, the exchange of experiences concerning the processes, and the training of personnel in the topics involved.

2. Analysis

RLA/99/901 – SRVSOP

2.1 The Fifth Meeting of Civil Aviation Authorities of the SAM Region (RAAC/5) hold in Cuzco, Peru in 1996, requested ICAO to evaluate the feasibility of creating a multinational or regional organism of safety, agile, dynamic and with supranational authority to assist States in their responsibilities with regard to the implementation of ICAO standards and recommended practices, which should operate under direct coordination of ICAO through it Regional Office.

2.2 Nevertheless on October 1, 1998 a Memorandum of Understanding (MoU) between LACAC and ICAO was signed in Montreal, Canada, to establish the Regional Safety Oversight Cooperation System.

2.3 Under this context and in order to administrate SRVSOP founds and activities the Regional Technical Cooperation Project RLA/99/901 called Regional Safety Oversight Cooperation System, is used.

2.4 The SRVSOP aims to optimize levels of civil aviation safety in the region providing advice and assistance toward overcoming difficulties of the States in the compliance of their responsibilities in safety field, as well as to contribute, in close coordination with ICAO, to the harmonization and updating of safety regulations and proceedings for the civil aviation among their participant States.

2.5 In order that States of SAM Region increase their effective implementation (EI) obtained in the last USOAP audit, the SRVSOP sends experts provided by States to advice on the best way to meet the requirements for each orientation of the Protocol's questions. A significant improvement in EI has been obtained in States where these assistances have been offered.

2.6 So far the SRVSOP has developed 31 LAR regulations corresponding to ICAO Annexes 1, 2, 6, 7, 8, 14, 16, 18 and 19; as well as more than 65 supporting documents. 147 training activities, around 80 meetings; activities of assistance to the States and multinational activities which include multinationals certification of maintenance organizations, training and medical centers, have been carried out.

2.7 On 2015 the implementation of project LAR ANS began, whose objective is to develop regulations for ICAO Annexes 3, 4, 10, 11, 12 and 15. To date model regulations for Annexes 10 and 11 have been drafted and the Manual of the ANS Inspector has been prepared. Additionally the first course of governmental inspector ANS was delivered. The courses encompassed aspects of Annexes 10 and 11 and was attended by 23 participants from Argentina, Bolivia, Brazil, Colombia, Ecuador, Paraguay, Peru and Venezuela.

2.8 The objective of the development of the Latin American regulations - LAR, is supporting States in the harmonization of their national regulations with ICAO Annexes and Documents, therefore LARs are a valuable tool to carry out their safety activities. Additionally, LAR ANS project was drawn up considering the USOAP aspects that the annexes do not contain. In that sense, the ANS LAR, also are intended to support States in increasing the USOAP EI.

RLA/03/901 - REDDIG

2.9 On 2003 the South American Digital Network was implemented through RLA/98/019 Technical Cooperation Regional Project to meet the aeronautical fixed service requirements within the medium term, and support those pertaining to the aeronautical mobile service. The REDDIG is based on sharing of satellite segment users and network resources to establish a system of management and control of network. This network currently has 17 nodes. For the network administration and maintenance, Project RLA*/03/901 Management of the REDDIG and the Administration of the Satellite Segment (REDDIG)* was arranged.

2.10 In order to upgrade the REDDIG equipment, SAM Region civil aviation authorities agree to begin the bidding process through the ICAO technical cooperation section. The implementation of REDDIG II went into operation at the beginning of February 2015.

2.11 REDDIG II is a mixed satellite and ground, fully IP-based technology digital network with a ground network acting as a support network highly available. REDDIG II is capable of supporting current services over the new envisaged in the Performance Based Implementation Plan (PBIP) for the SAM Region (PBIP). The new services will be part of the requirements provided for corresponding modules of the blocks 0 and 1 of the ASBU (Aviation System Block Upgrades), mainly, to the global interoperability of data and systems by means of an information management of the entire system with global interoperability (Area 2 of efficiency improvement - PIA 2).

2.12 REDDIG II, as a communications platform has enabled the interconnection of systems AMHS, AIDC, sharing of radar data between different States of the SAM Region to date.

2.13 The REDDIG management has been assigned to the Regional Project RLA/03/901 monitored by ICAO SAM Regional Office. The REDDIG has 02 network control centres NCC for their management, the principal at Manaus, Brazil, and the NCC's back in Buenos Aires, Argentina. Management has an administrator located in the NCC WHO coordinates all operational technical aspects technical contacts of each States REDDIG. Maintenance of the network is also managed by the administrator.

RLA/06/901 ATM Regional

2.14 During the Ninth Meeting of Civil Aviation Authorities of the SAM Region (RAAC/9) (Santiago, Chile, 18/20 April 2015) Conclusion RAAC/9 -8 it was requested to ICAO the preparation of a document of technical cooperation project to guide SAM States in the implementation of the ATM regional system considering the Global ATM operation concept and the corresponding CNS support.

2.15 Project RLA/06/901 was created with the purpose of providing assistance to the civil aviation authorities of participating States in the development of global air navigation plan initiatives that will contribute to the implementation of a regional air traffic management system, taking into account the global ATM operational concept and the corresponding CNS technology support, including the necessary AGA, AIS, and MET elements, the exchange of experiences concerning the processes, and the training of personnel in the topics involved.

2.16 This project has achieved to support activities required by the SAM implementation group (SAM/IG), which include the structuring of the airspace of the Region, the PBN implementation; automation support; support in the implementation of quality systems for AIM and MET among others.

2.17 Since 2007 41 training activities and 34 meetings have been carried out, totalizing 320 fellowships awarded and 2400 attendees, plus several assistance missions. Through RLA/06/901 project has been possible to implement an availability prediction service RAIM via WEB in support of the air navigation operations based on PBN.

2.18 Progress in the implementation in the upper airspace RNAV routes has been 65%, achieving overcome the goal of 60% established in the Declaration of Bogota signed by all the States of the Region during the RAAC/13 meeting of authorities. The processes of complete redesign with implementation of PBN in the main TMA South American are being carried out through workshops PBN, under the auspices of the Regional project RLA/06/901. The status of implementation of SIDs / STARs regional PBN has reached 70%, exceeding 60% stated in the Declaration of Bogotá.

2.19 All of these PBN procedures PBN have led to the reduction of CO2 that was reached during 2015 (23.351 tons of CO2). It is expected for 2016 more annual savings of CO2, if States continue accomplishing their implementation plans foreseen for this year. The great majority of States have used the ICAO IFSET tool. Other States have calculated these savings collaboratively with operators.

2.20 Guidance material for the implementation of the CNS systems as well as support in the implementation of automated systems such as the AIDC interconnection supporting the realization of tests and training have been developed. Several training events (courses, seminars and workshops) required for the implementation of the CNS systems improvements. These documents and courses generated by regional projects have helped States succeed in the implementation.

2.21 The project also supports the drafting of the Performance Based Implementation Plan (PBIP) for the SAM Region as well as the activities in aeronautical information management, meteorology and airdromes.

3. CONCLUSION

3.1 These projects contribute to SAM States to increase its effective implementation with respect to the questions of Protocol USOAP. Currently the EI of the SAM Region has been increased to 71.75%. This proves a breakthrough in safety at regional level, with a significant percentage of compliance with the USOAP questions protocol.

3.2 The projects presented on this Working Paper have allowed States to jointly implement services and systems for the benefit of all SAM Region, supporting the achievement of common objectives. To achieve these objectives, regulations, manuals, guides, advisory circulars and courses and workshops delivered by specialists from different SAM States, have played a main role.

4. RECOMENDATION

With base on the positive experience described in this Working Paper, the Assembly is invited to promote among the States the implementation of technical assistance, new services, new systems together and with Regional vision through technical cooperation projects to achieve joint objectives that support the increase of the operational safety in all aviation areas.

-END-

APPENDIX B

International Civil Aviation Organization

WORKING PAPER

ASSEMBLY – 39TH SESSION

TECHNICAL COMMISSION

Agenda Item 26: Multilingualism at ICAO

ICAO POLICY ON LANGUAGE SERVICE MATTERS

(Presented by Colombia, supported by Argentina, Brazil, Chile, Ecuador, Panama, Paraguay, Peru, Uruguay, Bolivia, Guyana, Venezuela and Suriname)

SUMMARY

The provision of all documentation issued by ICAO is essential for the preservation of safety and security of international civil aviation, as well as its labor in other important areas; therefore is crucial to keep an adequate level of service in the working languages of the Organization, for the worldwide spreading of ICAO documentation.

Thus, with a population close to 500 million of inhabitants, the Spanish-speaking Region is of vital importance for the achievement of ICAO objectives.

Action: The Assembly is invited to:

a) Reaffirm the need for multilingualism in ICAO work.
b) Continue exploring new methods and procedures to further increase efficiency and ensure that ICAO could continue to provide quality services to its Member States; and
c) Request to the Assembly to empower Regional Offices, so that they can implement cost-return mechanisms thus to produce translations that are officially recognized by ICAO.

Strategic Objectives:	• Safety. • Security and facilitation. • Air Navigation Capacity and Efficiency.
Financial implications:	Not applicable
References:	• *Convention on International Civil Aviation* (Doc. 7300); • *Publications Regulations* (Doc. 7231); • (A38-WP/403.), • *Assembly Resolutions in force (Doc 10022)* • *Resolutions A37-25* ICAO *police on language services*

1. **INTRODUCCTION**

1.1 Since the beginning of ICAO in 1944, its main objective has been to ensure safety, aviation security and economic environmental sustainability of all contracting States.

1.2 During the 37° ICAO Assembly carried out in Montreal from 28 September to 8 October 2010, it was a matter of discussion the importance of the provision of the adequate levels of service in the working languages of ICAO, reaching "**Resolution A37-25, ICAO Policy on the language services"**

1.3 The resolutions states the following:

"Resolution A37-25, ICAO Policy on the language services

The Assembly:

1. *Reaffirms that multilingualism is one of the fundamental principles to achieve goals of ICAO as the specialized UN agency;*

2. Reaffirms its previous resolutions regarding the strengthening of the working languages of ICAO;

3. Recognizes that language services are an integral part of any ICAO programme;

4. Resolves that parity and quality of service in all of the working languages of ICAO be the continuous objective of the Organization;

5. Resolves that the introduction of a new language should not affect the quality of service in the other working languages of the Organization;

6. Resolves that the Council continue to monitor language services, which will be a subject of review;

7. Requests the Secretary General to develop and implement a quality management system in the field of language services;

8. Requests the Secretary General of ICAO to adhere to UN best practices related to the language Services, including temporary recruitment of staff at peak periods and the level of outsourcing translations and interpretation;

9. Requests the Council to consider the need for amendment of Doc 7231/11 "ICAO Publication Regulations" to provide dissemination of ICAO publications in all working languages of ICAO;

10. Invites those Member States who represent ICAO's working languages, if they so desire, to support ICAO through the establishment of officially recognized centres for translation of ICAO publications and by the secondment of competent staff to the ICAO Secretariat, including the Regional Offices, in order to reduce backlogs and support special events; and

11. Declares that this Resolution supersedes Assembly Resolution A31-17".

1.4 On the other hand, the Report of the Executive Committee of the 38th ICAO Assembly (A38-WP/403.), states for agenda item 24, to request the Council to closely monitor the implementation of the policies and decisions it had adopted to enhance efficiency and effectiveness on language service matters, **recognizing multilingualism as fundamental principle to achieve the goals of ICAO.**

1.5. Taking into consideration the multilingualism principle, during the 38th ICAO Assembly Resolution A-38-11 was also approved, stating:

> *"4. Reiterates that SARPs and PANS shall be drafted in clear, simple and concise language. SARPs shall consist of broad, mature and stable provisions specifying functional and performance requirements that provide for the requisite levels of safety, regularity and efficiency. Supporting technical specifications, when developed by ICAO, **should be translated** in all working languages of ICAO in a timely manner and shall be placed in separate documents to the extent possible".*

1.6. Although multilingualism is a fundamental principle as it has been pointing out, is has been noticed that for technical meetings English is been chosen as main working language usually, as well as aid documentation, without considering the time required to produce all the necessary information in the other five languages.

1.7. Then again, when deadlines are set for responses to surveys or positions with respect to technical matters, the documentation is also being sent in English, which complicates the work of the Spanish-speaking States.

1.8. Situations as described may result in difficulties in understanding and compliance with SARPS to States that depend more on documentation translated, impacting negatively the implementation levels measured by the ICAO Universal Safety Oversight Audit Programme.

2. DEVELOPMENT

2.1. When reviewing ICAO documentation published in ICAO NET, it is confirmed that all Annexes are in Spanish and from all the documents on the ICAO-NET, which are four-hundred more or less, only 67% are in Spanish approximately.

2.2. From the remaining 33% available only in English, it is worth mentioning documents containing important technical, operational and planning aspects, such as the Docs 8991, 9683, 9760, 9873, 9880, 9881, 9888, 9966 and 10018.

2.3. In addition, it should be noted that document 7231 "*ICAO Publications Regulations*" (see **Appendix A**), stipulates that all manuals and circulars will be presented in the ICAO official languages (article VII languages).

2.4. Although ICAO has supported multilingualism as a fundamental principle, it is known that in discussions aimed at the preparation of the budget for the triennium 2017-2019, zero nominal growth scenarios could be a risk for multilingualism, affecting the ability to respond to increases in demand for translation.

2.5. Even though it is possible to promote greater collaboration from States through secondment or programmes of direct support for the translation of documents produced by ICAO, it

should be noted that commitment to multilingualism is not the exclusive responsibility of States that need translation but a fundamental objective of the ICAO.

2.6. Consequently, we consider that multilingualism should not be affected by any budget limitations and is necessary for ICAO to find mechanisms of increased efficiency and effectiveness of the translation services, which ensure this important objective avoiding extended delays in the availability of documentation in all languages adopted by the ICAO.

3. CONCLUSION

3.1. To fully comply with ICAO strategic objectives, the member States must have a perfect understanding of documents of the organization. On this respect it is essential that all documents are provided in different languages recognized by ICAO, without making any exception in terms of communications, publications, working papers, information papers, appendixes, explanatory tables, content of the web page, and other means of dissemination of information established.

3.2. It must continue to ensure the provision of suitable language services for the appropriate operation of ICAO and its permanent entities, ensuring that language services are a primary part of all ICAO programmes, which preserves uniformity and quality of services in all work languages (A37-25), similarly to arrangements to provide timely translations to supporting technical specifications and valuable documents for the safety in the Region (Suggestion made by Argentina).

3.3 The possibility of requesting the Assembly to empower Regional Offices so they can implement cost-returning mechanisms thus to produce translations that are officially recognized by ICAO, should be assessed.

-END-

APPENDIX C

International Civil Aviation Organization

WORKING PAPER

ASSEMBLY — 39th SESSION

TECHNICAL COMMISSION

Item 33: Aviation safety and air navigation – Monitoring and Analysis

COMPLIANCE WITH THE DECLARATION OF BOGOTA

(Presented by Chile with the support of Argentina, Brazil, Colombia, Ecuador, Panama, Paraguay, Peru, Uruguay, Bolivia, Guyana, Venezuela, and Suriname)

SUMMARY

This working paper presents the progress made by SAM States in the attainment of the safety and air navigation goals set in the Declaration of Bogota for 2016.

Decision by the Assembly: The Assembly is invited to review the background information and request ICAO to review the way in which accidents are classified in the Regions.

Strategic objective:	• Safety
Financial repercussions:	• N/A
References:	• Annex 19 – Safety • Annex 13 – Aircraft accident and incident investigation

1. INTRODUCTION

1.1 ICAO has incorporated into all its processes methods for measuring performance with regard to its different strategic objectives, through the establishment of a set of indicators and metrics, and performance dashboards for each Region. The performance dashboard of the SAM Region allows States to manage safety based on measurements. This approach is based on the essential safety principles: result-based work, and measuring for the purpose of managing. In the concrete case of the Declaration of Bogota, the aeronautical authorities of the SAM Region established a set of goals to be achieved by the end of 2016, the performance of which is analysed below:

2. DISCUSSION

Safety: Achieve 80% effective implementation (EI) in the SAM Region

2.1 Between November 2011 and May 2016, ICAO has conducted nine (9) ICAO coordinated validation missions (ICVMs), three (3) CMA audits, and three off-site activities in the SAM

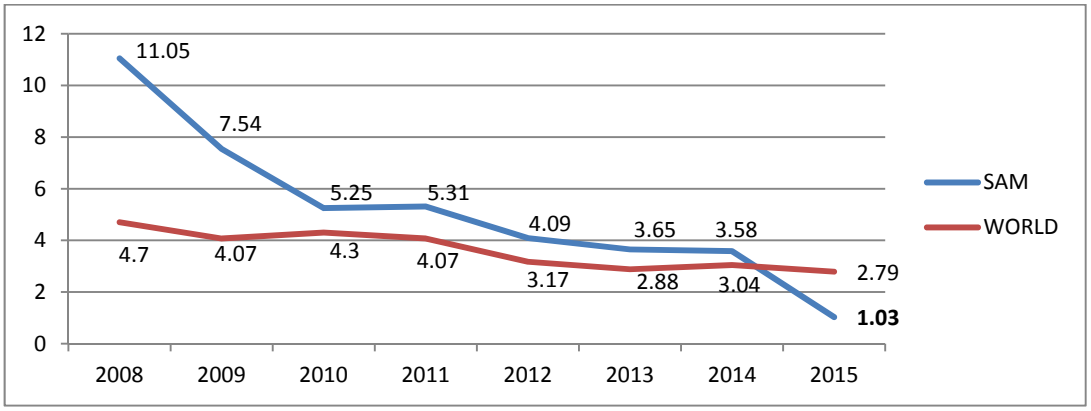
Region. During this period, 8 out of the 10 States that had had a USOAP CMA activity showed significant improvement in the effective implementation of ICAO SARPs.

2.2 Based on the results obtained, the average for the SAM Region went from 66.31% in 2011 to 71.75% (+5.44%) in May 2016, still requiring an 8.25% improvement to attain the goal by the end of 2016.

2.3 The results of the three missions that ICAO will conduct starting in June 2016 until December 2016 would still need to be added. In this regard, the Region trusts that it will be able to reach the 80% goal. Seventy per cent (70%) of SAM States show an EI of SARPs above 60%.

Accidents: Reduce the accident rate gap of the SAM Region with respect to the global accident rate by 50%.

2.4 The following table shows that the accident rate in South America (blue line) for aircraft above 5 700 kg conducting scheduled commercial air transport operations has been gradually decreasing, reaching a rate of **1.03** accidents per 1.000.000 departures in 2015. Based on this performance, the goal was exceeded in 2014, and for the first time the SAM rate was lower than the global average rate (red line) in 2015 (1.03).



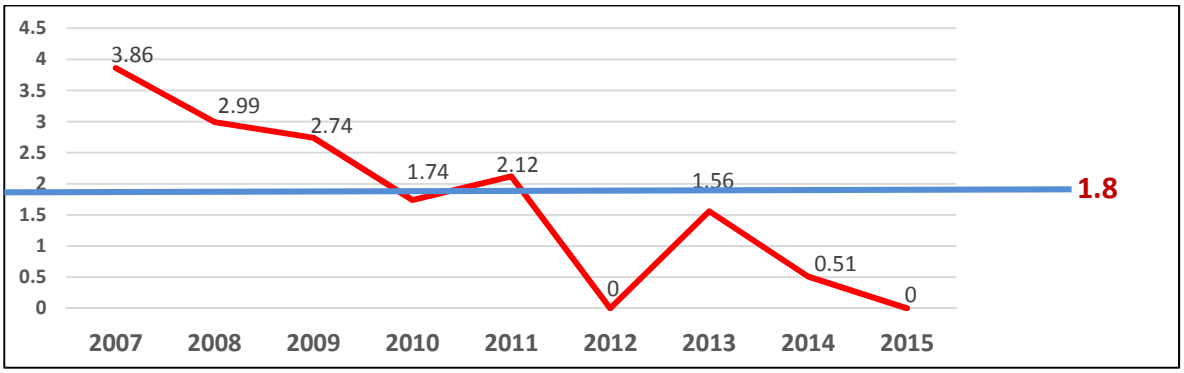
2.5 However, it should be noted that the data on accidents occurred in scheduled commercial air transport in the SAM Region between 2008 and 2016, obtained through the ICAO iSTARS 3.0 ADREP application, shows that 92 accidents occurred with aircraft above 5 700 kg, 14 of which involved aircraft of registry and operators from non-SAM States, accounting for 15% of total accidents.

2.6 In this regard, the Region requests ICAO to review the way in which accidents are classified in the Regions, so that, after identifying the cause of the accident, it should be classified by State of the Operator and its Region, or State of Registry and its Region, as applicable, when the State where the accident occurred has no responsibility.

2.7 This is mainly based on the fact that accidents involving aircraft of extra-regional operators that occur in the Region increase the perception of lack of safety, when the Region actually is not responsible for the cause of the accident, even more so, when the number of extra-regional operators exceed by far the number of operators of the Region.

Runway excursions: Reduce the rate of runway excursions by 20% with respect to the average rate of the SAM Region (2007-2012).

2.8 The average rate of runway excursions between 2007 and 2012 was 2.24 accidents per million departures. The 20% reduction goal represents 1.8 accidents per million departures. The following table shows that the performance of the SAM Region exceeded the goal set for 2014 and 2015.



Aerodromes: Achieve 20% of international aerodromes certified

2.9 The number of certified aerodromes has gone from 8 in 2013 to 19 in July 2016, reaching 18.3%. Therefore, the goal is expected to be reached by the end of 2016.

SSP and SMS: Reach 67% implementation of the SSP and 100% implementation of the SMS of service providers

2.10 To date, 42% SSP implementation and 83% SMS implementation has been achieved, although these percentages are subjective because they are based on State estimates. These percentage estimates will improve in 2016 through a survey and virtual meetings.

Resolution A37/11: Achievement of goals concerning APV procedures

2.11 Regarding compliance with approach procedures with vertical guidance (APV), 69.14% implementation was achieved by June 2016, compared to the expected 100%.

SIDs/STARs and en-route PBN: 60% of international airports with SIDs and STARs, and 60% of routes with PBN

2.12 Regarding the implementation of SIDs and STARs, the 60% goal was exceeded in June 2016, reaching 70.7% compliance.

2.13 Regarding the implementation of PBN routes/airspaces, the 60% goal was exceeded in June 2016, reaching 65%.

CCO and CDO: 40% international aerodromes with continuous descent operations (CDO) and continuous climb operations (CCO)

2.14 Regarding the implementation of CDO and CCO, 18% and 19% was achieved by June 2016, respectively.

Reduction of CO_2 emissions: Reduce CO2 emissions in the Region by 40,000 tonnes through the implementation of en-route PBN

2.15 As a result of the route network optimisation process in the SAM Region during 2014, the annual goal of 40,000 tonne reduction of CO2 established in the Declaration of Bogota was exceeded by more than 11,000 tonnes, obtaining a reduction of 51,132 tonnes of CO2. In 2015, it was 23,351 tonnes of CO_2. It is estimated that more CO_2 annual savings will be achieved during the course of 2016 if the implementation plans foreseen for this year are fulfilled. In this sense, several States have done a good job at calculating savings resulting from the optimisation of selected airspaces. Most States have used the ICAO IFSET tool, while others have calculated these savings in collaboration with air service operators.

ATFM: 100% ACCs providing ATFM service

2.16 Progress has not been as expected. By June 2016, only 56% of the States of the Region had implemented ATFM. Consequently, 44% still remains to be completed in order to comply with the Declaration of Bogota.

AIM: 100% of the elements required in Phase 1 of the AIS-to-AIM roadmap

2.17 By June 2016, 70% of SAM States had implemented Phase 1 of the AIS-to-AIM transition, which involves the implementation of quality management. The remaining States have already started the quality management process.

AMHS interconnection: 100% of AMHS interconnections in the Region implemented

2.18 Out of the 26 interconnections that had to be implemented by the end of 2016, only six had been implemented and were operational by June 2016. AMHS interconnection tests have been conducted with positive results in three interconnections, which should be in operation by the end of 2016. The goal established for this critical implementation in the Declaration of Bogota would not be attained.

Interconnection of automated systems: 100%

2.19 Out of the 15 AIDC interconnections foreseen in the Declaration of Bogota, only one is in the operational phase, three are in the pre-operational phase, and 4 have been tested, with positive results. The goal set in the Declaration of Bogota for this implementation would not be reached.

Implementation of national IP communication networks: 80%

2.20 Regarding the implementation of national IP networks, 60% of the total implementation stipulated for the end of 2016 had been achieved by June 2016.

Post-Declaration of Bogota

2.21 For safety and air navigation planning after 2016 in the SAM Region, a Regional Plan to Support Air Transport in the SAM Region is being developed as a management tool to support decision-making by States to ensure the sustainable development of air transport during the next 15 years (until 2032) and thus contribute to the attainment of several sustainable development goals (SDGs) established by the United Nations to ensure the prosperity of humankind and environmental protection.

2.22 A diagnosis of the current status (applying a gap analysis) will define the activities and actions required to attain the benefits defined in the civil aviation objectives—safety, capacity, and efficiency of air navigation, aviation security and facilitation, economic development of air transport, and environmental protection. The goals, indicators, and metrics of the plan are based on the following four main axes: connectivity, capacity building, safety, and the environment.

3. RECOMMENDATIONS

The Assembly is invited to:

a) take note of the information provided with respect to the progress made in the implementation of the safety and air navigation goals established in the Declaration of Bogota; and

b) urge ICAO to review the methodology for classifying accidents in the Regions, so that, after identifying the cause of the accident, it may be classified according to the State of the Operator and its Region, or the State of Registry and its Region, as appropriate, when the State where the accident occurred is not responsible.

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Agenda Item 4: Initial activities for the implementation of a regional plan to support air transport in the SAM Region

4.1 Under this agenda item, the Meeting reviewed WP/12 – *Regional plan to support air transport in the SAM Region*, presented by the Secretariat.

4.2 The Meeting took note that the SAM Region had plans for developing civil aviation in the areas of air navigation, safety and security strategies, as well as mechanisms to support their implementation in order to ensure the harmonisation and coordination of efforts to improve safety, capacity, efficiency, and security.

4.3 But these plans, strategies, and mechanisms do not contemplate all of the aspects required to ensure the sustainable development of air transport as a whole, and its relationship with all the entities involved. Therefore, it would be necessary to draw a plan for the SAM Region that covered all areas.

4.4 In this regard, the Meeting was informed that the ICAO SAM Office had started to develop a regional plan to support decision-making by States to ensure the sustainable development of air transport during the next 15 years (until 2032) and thus contribute to several of the sustainable development goals (SDG) established by the United Nations to ensure the prosperity of human beings and environmental protection.

4.5 The plan, based on a diagnosis of the current situation (through a gap analysis), would establish the activities and actions to be taken to attain a “desired future” (vision) through defined objectives, metrics, and goals.

4.6 The goals, indicators, and metrics of the plan are based on the following four main axes:

- Connectivity
- Institutional strengthening
- Safety
- The environment

4.7 Regional objectives will be aligned with the strategic objectives established by ICAO, and will be developed with the collaboration and concurrence of the States and the regional aeronautical industry, organisations like IATA, ACILAC, CANSO, ALTA, IBAC, IFALPA, IFATCA, LACAC, and other regional organisations and/or institutions. The agreed goals and metrics will permit the establishment of an appropriate framework for regional planning, with a view to attaining the proposed goals for the benefit of all stakeholders.

4.8 The Meeting took note of the content of the plan in its four main axes (connectivity, safety, institutional strengthening, and the environment), its format, and drafting timetable, as summarised below:

CONNECTIVITY

4.9 Connectivity is based on the following concept: Movement of passengers, mail, and cargo, involving the minimum of transit points which makes the trip as short as possible, with optimal user satisfaction and at the minimum price possible (http://www.icao.int/sustainability/Pages/Connectivity.aspx).

4.10 There are several factors that enable connectivity: availability of air transport, air navigation, and airport services; airline practices; and security and facilitation procedures.

4.11 The chapter of the plan dealing with connectivity will make reference to the benefits of using air connectivity opportunities as a fundamental element to make sure that the Region will be able to achieve greater economic, social, and technological prosperity. It will have four sections:

- Air transport in the SAM Region
- Operational improvements (ASBU)
- Improved airport planning
- Improvements in security, facilitation, and the safe transport of dangerous goods by air

Air transport in the SAM Region

4.12 This section would contain a diagnosis of the status of air transport in the SAM Region. It would initially cover the following aspects:

- Socio-economic characterisation, including demographic and economic aspects
- Description of regional air transport (operators, fleet, general aviation, military aviation, etc.)
- Air transport statistics and forecasts
- Current aspects concerning connectivity within the Region and beyond
- Analysis of air transport requirements
- Identification and analysis of the obstacles that might affect the development of the regional aeronautical industry in areas such as the legal and regulatory framework, policies, regulations, development plans, master plans, infrastructure and facilities, technology, rates, resources, training, etc.

Operational improvements (ASBU)

4.13 This section will contain a diagnosis of the current status in terms of air navigation services in the SAM Region, identifying the operational improvements required and the corresponding infrastructure and procedures needed to attain the final vision of the plan. For this section, use will be made of information contained in the SAM Performance-based air navigation implementation plan (Version 1.4, November 2013).

Airport planning improvements

4.14 In this section, a diagnosis will be made of the condition of airport infrastructure in the international airport network, the status of international airports (requirements based on category, capacity, etc.), and regional hubs required to attain the final vision of the plan.

Improvements in security, facilitation, and safe transport of dangerous goods by air

4.15 This section will make a diagnosis of the status of aviation security and facilitation, and of the safe transport of dangerous goods by air, identifying the actions required to attain the final vision of the plan.

Expected results

4.16 Based on the aspects and limitations identified in the previous paragraphs, it should be possible to envisage the expected results in terms of air transport, connectivity optimisation, plans/projects/activities in the areas of ANS, etc., that are currently underway and that are directly related to each area.

4.17 The expected or desired results over a period of 15 years will be defined, and general and specific objectives for the short-, medium-, and long term will be identified, together with the goals and metrics to be used for measuring outcomes.

4.18 An implementation programme will be included for each of these areas, covering the transition between the current scenario and the target scenario, based on identified gaps. Activities will be defined in each area in order to achieve the defined objectives. Most of these objectives are already defined in the SAM Performance-based air navigation implementation plan, the Safety Plan and the AVSEC/FAL Strategic Plan.

INSTITUTIONAL STRENGTHENING

4.19 This chapter of the plan will include the desired civil aviation authority model and the level of authority and powers, based on a legal document issued at the highest level of each State to ensure attainment of the final objective of the plan. The institutional strengthening of aeronautical authorities shall ensure the development of commercial air transport, based on the provision of regular, efficient, and continuous services, through a modern organisation with well-defined functions and competencies. Also within this context, civil aviation authorities should promote transparency and have sufficient resources, highly qualified and specialised personnel, offering them an attractive career path.

Safety

4.20 In this chapter, it is expected that the strategic plan will cover safety-related aspects, both on the side of the aeronautical authority, through its safety programme, as well as from the point of view of service providers, through the implementation of safety systems.

4.21 It should also include a regional safety plan, since currently the Region does not have one. This plan should include an analysis of the status of implementation, a summary of the activities of the safety oversight system, the activities of the Regional Aviation Safety Group – Pan America, and the objectives, goals, and metrics for the attainment of the final vision of the sustained air transport development plan for the SAM Region.

ENVIRONMENT

4.22 This chapter will describe ICAO's environmental protection objective, aviation-related environmental activities, environmental protection policies and practices of the United Nations System and ICAO, the MBM (Market Based Measure) programme, and State action plans. In this regard, this chapter may focus on the current situation, the objectives, goals, and metrics to attain the final vision of the plan.

PLAN FORMAT

4.23 The plan will be structured in three interconnected levels. The first level will be a high-level, easy-to-read document of attractive presentation, accompanied by graphics, mainly addressed to the high authorities of the State and general public; a second level with a document containing more details about the information shown in the first-level document, to be accessed through hyperlinks from the first-level plan document; and a third level to be accessed by hyperlinks from the second-level document, containing detailed information, such as regional air navigation, safety, and security implementation plans and other plans of the aeronautical community, addressed to the aeronautical community concerned.

Plan drafting timetable

4.24 It is expected that the first level will be completed by the end of September 2016, the second level by March 2017, and the third level by mid 2017. It is expected that the final document will be submitted for approval to the Fifteenth Meeting of Civil Aviation Authorities (RAAC/15) to be held in November 2017.

Agenda Item 5: Other business

5.1 Nil.