



INTERNATIONAL CIVIL AVIATION ORGANIZATION
South American Regional Office

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

FINAL REPORT

Lima, Peru, 24 to 26 June 2019

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HISTORY OF THE MEETING

ii-1 PLACE AND DURATION OF THE MEETING

The Sixth Meeting of Air Navigation and Safety Directors of the SAM Region was held at the premises of the ICAO South American Regional Office in Lima, Peru, from 24 to 26 June 2019.

ii-2 OPENING CEREMONY AND OTHER MATTERS

Mr. Fabio Rabbani, Regional Director of the ICAO South American Office, greeted the participants and acknowledged the continuous support of their civil aviation authorities to the regional activities undertaken by the South American Regional Office. Likewise, he highlighted the importance of the implementation of national air navigation and safety plans in achieving the objectives and goals of the SAM Region. In this regard, he offered the support of the South American Regional Office to the States that need assistance in the development of national air navigation plans.

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. Roque Díaz Estigarribia, delegate from Paraguay, was elected as Chairman, and Mr. Marcos Revetria, delegate from Uruguay, was elected Vice-Chairman.

The Meeting had two Secretaries: Mr. Marcelo Ureña, Regional Safety Officer of the Lima Regional Office, on the part of flight safety, and Mr. Jorge Armoa, Regional Aeronautical Information Management and Meteorology Officer of the Lima Regional Office, in the air navigation area.

The Secretariat also reckoned with the support of the Officers of the Lima Regional Office: Mr. Fabio Salvatierra, AGA Regional Officer, Mr. Fernando Hermoza, ATM/SAR Regional Officer, Mr. Javier Puente, FLS/2 Regional Officer, Mr. Francisco Almeida, CNS Regional Officer, Mr. Roberto Sosa, ANS/SFTY Regional Officer, and Mr. Murillo Boery, AIG Specialist.

ii-4 WORKING LANGUAGES

The working language of the Meeting was Spanish with simultaneous interpretation in English and its relevant documentation was presented in Spanish and English.

ii-5 **AGENDA**

The following Agenda was adopted:

- Agenda Item 1: Follow up of air navigation national plans implementation
- Agenda Item 2: Beginning of the implementation of safety national plans
Presentation by Brazil on their national safety plan - Brazil (PSO-BR).
- Agenda Item 3: Preparatory steps for the 40th Session of the ICAO Assembly
- Agenda Item 4: Follow-up of GREPECAS and RASG-PA activities
- Agenda Item 5: Other business

ii-6 **ATTENDANCE**

The Meeting was attended by a total of 40 participants: 29 participants from 11 SAM States (Bolivia, Brazil, Chile, Colombia, Ecuador, Panama, Paraguay, Peru, Suriname, Uruguay, and Venezuela), 2 participants from 1 State of the NAM Region (United States of America), 1 participant for an international organization (EASA) and 8 ICAO Officers. The list of participants appears on page iii-1.

ii-7 **LIST OF CONCLUSIONS AND RECOMMENDATIONS**

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ANFS/6-02	AIM IMPLEMENTATION	1-10
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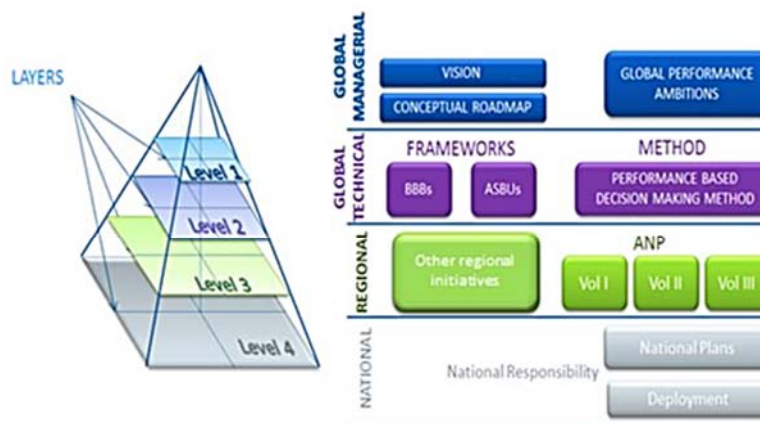
Agenda Item 1: Follow-up of air navigation national plans implementation

1.1 Under this agenda item, the Meeting analysed the following working papers presented by the Secretariat: WP/02 – *Analysis of the project of the Global Air Navigation Plan - Sixth Edition*; WP/03 – *Follow-up to the results of the Thirteenth Air Navigation Conference of ICAO*; WP/04 – *Implementation of national air navigation plans aligned with the CAR/SAM E-ANP and the sixth edition of the GANP*; WP/05 – *Follow-up to PBN implementation goals*; WP/06 – *Follow-up to ATFM implementation goals*; and WP/07 *Follow-up to AIM implementation goals*, all presented by the Secretariat; WP/08 - *Follow up to the implementation of the AMHS interconnection/IP networks*; WP/09 - *Follow up to the implementation of the AIDC interconnection*; and WP/10 - *Follow-up to MET implementation goals*, all presented by the Secretariat.

1.2 Likewise, the Information Paper IP/04 - *Development of a GBAS system*, presented by Argentina, was made available to the Meeting.

Global Air Navigation Plan - Sixth Edition

1.3 The Meeting was informed of the progress made in the approval process of the sixth edition of the Global Air Navigation Plan - GANP, Doc. 9750, which has already been received by the Council and will be presented for the approval of the 40th ICAO Assembly. This edition proposes a structure of four levels conformed, as illustrated below, by the world level (which includes the strategic and technical ones), the regional level and the national level.



1.4 The global strategic level is the one that will mark the high-level strategic direction to guide decision-makers, in order to evolve the global air navigation system. For this purpose, the global strategic level will include a common vision, global ambitions for efficiency and a conceptual roadmap. The technical level provides the guides for the managers of the implementation of improvements of the ANS, oriented to obtain a positive cost-efficiency relation.

1.5 The regional level will serve to meet regional and sub-regional needs in harmony with global objectives. Therefore, it will contain the ICAO air navigation plans (ANP) at the regional level and the consideration of other regional initiatives. The fourth level, responsibility of the States, will focus on national planning.

1.6 For all interested parties to have easy access to the vast amount of information contained in the multi-level structure of the GANP, ICAO has created the GANP Portal. This web-based platform will ensure the congruence of the GANP content for the different levels and will offer more complete information through a single interface. Refer to the link: <https://www4.icao.int/ganpportal/>

1.7 A presentation was made in Group 1, highlighting that the original lines of the ASBU methodology, conductive threads and Blocks of time are maintained. However, there are new modules or modules regrouped.

1.8 Likewise, the detailed description of the elements of each module and its enablers and interrelationships is emphasized. The concept of constitutive basic blocks (BBB) was analysed, which are aimed at guaranteeing that, before implementing the elements and modules of the GANP, the State complies with an adequate organization of the ANS services, and that the SARPs of the Annexes concerned.

1.9 Finally, the catalogue of performance objectives that is still under development, was analysed, which will be interactive and will allow, through a question guide, the selection of viable indicators to be developed by the administrations. The Meeting highlighted the importance of the collaboration of the planning specialists of the States for the next work of formulation of Volume III of the e-ANP, which should adopt the changes of the sixth edition.

Recommendations of the Thirteenth Air Navigation Conference (AN/Conf-13)

1.10 The Meeting took note that the Sixteenth Meeting of Directors of Civil Aviation of the SAM Region (RAAC/16) had been informed of the Recommendations issued by AN/Conf-13, and in relation to it, Conclusion RAAC/16-3 was issued.

1.11 The Secretariat reported that it followed up on the recommendations of the AN/Conf-13 through various meetings and forums that took place in the SAM Regional Office. The Secretariat reminded the Meeting that several of the recommendations are the responsibility of headquarters, but, in relation to the socialization of the new edition of the GANP and its implications, the Secretariat has been working on a plan for conducting workshops and seminars to be developed during 2020.

1.12 The States have not reported on measures implemented with respect to the measures established to follow up on the recommendations of the AN/Conf-13.

National Plans of Air Navigation

1.13 The Meeting recalled that the objectives of the GANP have been developed through extensive consultation with stakeholders and constitute the basis for harmonized action at the global, regional and national levels. The Secretariat highlighted that the regional and national planning process should be aligned and used to identify those elements that best provide solutions to the identified operational needs and build a seamless system. Planning at the regional and national level aligned with the Global Plan should achieve the objective set forth in Doc. 9854: "Achieve an interoperable global air traffic management system, for all users during all phases of the flight, complying with the agreed levels of security, provide optimal economic operations, be environmentally sustainable and comply with national security requirements "

1.14 The Secretariat recalled that conclusion GREPECAS/15-1 urged States and territories to develop national plans based on performance, taking into account the needs of users, in accordance with

the regional performance objectives included in the Air Navigation Regional Plan. These national plans should include the identification of national performance objectives and the performance framework forms to be completed for all air navigation areas, such as ATM, CNS, AIM, MET and AGA/AOP.

1.15 The States provided information on the current status of implementation of their National Air Navigation Plans. In this context, in the Table of **Appendix A** to this part of the meeting, the current status of the PNNAs in the SAM region can be observed.

1.16 The Meeting, considering the sixth version of the GANP and the requirement of Conclusion GREPECAS 15/1, considered it important to issue the following conclusion:

CONCLUSION	
ANFS/6-01	PREPARATION OF THE NATIONAL AIR NAVIGATION PLANS
<p>That the States:</p> <p>a) support the Secretariat in the preparation of Vol. III of the CAR/SAM e-ANP related to the SAM Region and the revision of Vol. I and II of the aforementioned document to align it to the GANP - Sixth Edition, considering the catalog of KPI contained in this document;</p> <p>b) after completing the preparation and review of the three CAR/SAM e-ANP Volumes, elaborate or, if necessary, update their PNNA, in order to align them to the GANP initiatives, including the requirements of all the areas that involve air navigation services;</p> <p>c) forward to the Secretariat the developed or updated PNNA to the ICAO South American Regional Office. no later than the second semester of 2021.</p> <p>That the Secretariat:</p> <p>d) provide technical support to the States that request it for the development of their PNNA and supervise the delivery of said plans to the ICAO South American Regional Office.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Technical/Operational</p>
<p>Why: In order to align the Regional Air Navigation Plan (e-ANP CAR/SAM) to the GANP and support the preparation and updating of the National Air Navigation Plans.</p>	
<p>When: Before 2022</p>	<p>Status: Approved in ANFS/6</p>
<p>Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> Secretariat ICAO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Others:</p>	

PBN Implementation

1.17 In follow-up to Decisions 16/45 and 16/47 of GREPECAS, the "Performance Based Navigation Program (PBN)" was structured with the following associated projects:

Project A1; PBN operational implementation; and
Project A2; Air navigation systems in support of the PBN.

Project A1; PBN operational implementation

PBN en route

1.18 With the participation of the SAM and CAR States in ATSRO/10 (Bogotá 17 to 21 June 2019), the plan for the implementation of regional/interregional routes based on RNAV 5, was consolidated and coordination for execution was adjusted effective in both regions.

1.19 In summary, 57 accepted proposals were declared with publication/effectiveness or feasible dates to complete the coordination. At the same time, the Workshop/Meeting facilitated several bilateral agreements, to address improvements of common interest in the flow of aircraft and ATS coordination.

PBN in TMA

1.20 The States of the SAM Region continue to work to meet the implementation dates of TMA redesigns based on the PBN. A set of 57 areas of terminal control area - TMA of the Region is considered in this activity, and by May 2019, 26 have been implemented, that is, 45%. PBN designs are in progress in a set of 12 TMAs from Argentina, Bolivia, Colombia, Ecuador, Peru and Venezuela, which would be completed this year 2019.

PBN implanted in SID, STAR and CCO/CDO routes

1.21 The ICAO iSTARS 3.0 web page presents the status of implementation in 13 SAM States. In the Region, for a total of 213 runway thresholds, an implementation of standardized output routes - PBN SIDs of 66.7% was reached in May 2019. In the case of normalized arrivals - PBN STARs, 51.2% is obtained. Bolivia and Peru requested the Secretariat to coordinate with headquarters in Montreal, in order to update some of the information presented on the aforementioned website.

1.22 Associated with the design of arrivals and departures procedures is the application of CDO and CCO methods, which have reached the following implantation percentages: CDO 34% and CCO 26%.

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PBN Approach Procedures

1.23 According to Resolution A37-11 in reference to the implementation of approximations to the date of a total of 213 runway thresholds (international airports) in 185, approximation procedures have been implemented with APV vertical guidance and/or with minimum LNAV- only, resulting in a percentage of 86.9%, which represents an advance of 3.2% compared to November 2018, which registered 83.7%.

Air Navigation Systems in support of PBN

1.24 Regarding the implementation of GBAS technology studied by Brazil, there has been no progress. It was reported that the SLS-4000 station can be configured for use in Brazil for precision approach only between 6 a.m. and 6 p.m. (local time), using the CONUS risk model (Continental United States), with possible discontinuities during the operation due to the arrangement of the geometry of the satellites. It was reported in SAMIG/23 that Brazil is considering this activity based on long-term planning.

ATFM implementation

1.25 Pursuant to GREPECAS Decisions 16/45 and 16/47 for the SAM Region, the ATFM Programme was structured based on Project B1: Improve demand-capacity balancing. Progress in this project is described below.

1.26 No achievements had been made in ATFM in the Region, despite efforts by States and Project RLA/06/901, with the development of guidance material and the provision of ATFM training courses. Out of 14 SAM States/Territories, 4 had not yet implemented the FMP/FMU (Bolivia, French Guiana, Guyana and Suriname). Accordingly, the percentage of implementation in the Region was still 71%.

1.27 Misuse of “flow control” NOTAMs as *pseudo*-ATFM measures, which were not related to user impact assessments and were not designed for temporary application, had dropped in 2017 and 2018. During the first quarter of 2019, several FIRs of the Region had reinstated this practice mostly due to contingencies or CNS limitations, significantly degrading ATS capacity. These NOTAMs had created a domino effect on adjacent States and had had a significant impact on airlines.

1.28 Doc 9971, in paragraph 4.2.1, specifies that, in general, ATFM measures should only be applied for the period when expected demand exceeds the capacity and not on a routine basis. Frequent application of ATFM measures shows an imbalance between ATM capacity and traffic demand, which should be resolved in a more strategic manner.

1.29 The participation of SAM States in CADENA – CANSO sessions was reviewed. It was noted that CADENA was a tool that had expedited communication in support of CDM and collaboration

among the participating States/ANSPs. However, the operational use of ATFM in a single weekly session was limited.

1.30 Brazil informed that it would no longer participate in CADENA sessions, although remained a member of CANSO. The Meeting considered the possibility of reinstating ATFM teleconferences that had been held among SAM States until 2016, giving as an example the ATFM experience between Argentina and Brazil for the G-20 meeting in Buenos Aires.

1.31 The Secretariat analysed several technical options to facilitate ATFM teleconferences, including REDDIG, which allowed for conference calls, but required telephony points in the FMPs/FMUs. Another possible platform was go-to-meeting, which offered display advantages. The SAM/IG INTEROP group has included these ATFM connection tasks in its agenda.

Implementation of AMHS interconnections

1.32 The Meeting took note of the progress made in the implementation of AMHS interconnections. All SAM States had already implemented AMHS COM centres and continued to work on interconnections within the Region and with centres of other Regions.

1.33 All the interconnections in the Region were to be completed by the end of 2019. In this sense, States were encouraged to give all their support to those in charge of the AMHS COM centres in order to complete the interconnection with the centres of the Region. Appendix A to WP/08 lists the 40 (regional and interregional) AMHS interconnections planned for the AMHS COM centres of the SAM Region.

1.34 The Meeting also highlighted the transition of AFTN users to the AMHS environment. Some States of the Region had given priority to AMHS interconnections with adjacent centres, maintaining their internal users with AFTN terminals/interfaces. These States were urged to plan for, and carry out, the migration of their (human and automated) users as soon as possible, in order to meet the requirements of the aeronautical messaging service for the transmission of the future aeronautical messaging objects, the new flight plan formats (XML), operational meteorological messages (OPMET) and aeronautical information management (AIM).

Implementation of national IP networks

1.35 The Meeting took note of the need to increase the capillarity of national IP networks in order to reach and integrate all aeronautical users.

AIDC

1.36 The Meeting took note of the progress made in the implementation of operational AIDC interconnections. On 16 August 2018, the AIDC interconnections between Iquique ACC – Lima ACC and Guayaquil ACC – Lima ACC went from the pre-operational to the operational phase. The AIDC interconnection between Bogotá ACC – Lima ACC should have become operational on 16 August 2018, but was still pending due to operational difficulties in Bogotá. The AIDC interconnections between Bogotá ACC – Guayaquil ACC and Cali ACC – Guayaquil ACC should have become pre-operational on 1 August 2018 and operational on 1 October 2018, but were also pending due to operational difficulties in Bogotá.

1.37 Likewise, States were encouraged to give priority to communications already in the pre-operational phase between national or international centres. Appendix A to WP/09 contains a table of all AIDC communications to be established in the SAM Region. Those in yellow should be given priority in 2019.

FOLLOW-UP ON ACTIONS TO MITIGATE ERRORS AND DUPLICATION/MULTIPLICITY OF FLIGHT PLANS IN THE SAM REGION

1.38 The Meeting took note that the main initiatives that had been adopted were the following: centralised reception of flight plans, with manual or automated handling of errors; establishment of agreements with the operators (airlines) for direct filing of flight plans in order to avoid duplication; and implementation of feedback messages to flight plan originators using ACK and REJ messages.

1.39 There was concern regarding the lack of a standard for ACK and REJ messages, which could generate future incompatibility issues if each State used a different format. Accordingly, States understood that the syntax of ACK and REJ messages should be standardised.

1.40 In this regard, the SAM/IG/23 meeting formulated a conclusion on the creation within the INTEROP WG of a working subgroup made up by AIM and CNS focal points in order to:

- a) Study the existing FPL ACK and REJ message formats used by the States, assess the advantages and disadvantages of each and their compatibility with user systems (airlines); and
- b) Propose a regional and interregional standard for the establishment of a single and optimal FPL ACK and REJ message format.

INTEROPERABILITY TASK FORCE – INTEROP WG

1.41 The Meeting took note of the creation of the Interoperability Task Force at the SAM/IG/22 meeting (Lima, 19-23 November 2018), and that States had to designate members for the WG and the subgroups. Figure 1 illustrates a proposed structure for the Interop WG.

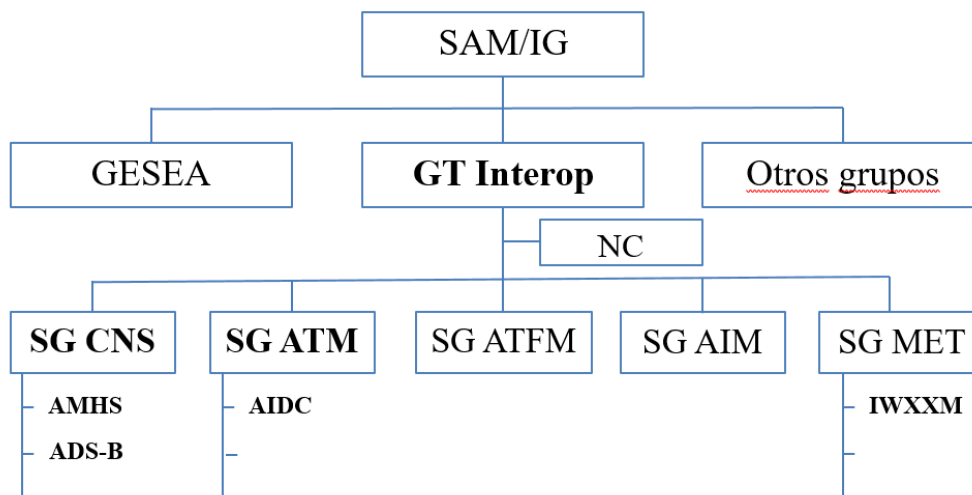


Figure 1 – Proposed structure of the Interop WG

1.42 The Secretariat would circulate a letter requesting States to nominate the members of the Interop WG Coordination Core, which should organise the subgroups and the interoperability tasks to be undertaken.

IMPLEMENTATION OF ADS-B IN THE SAM REGION

1.43 The Meeting took note of some initiatives of the States for the implementation of ADS-B using ground stations, and for the use of the satellite ADS-B system in a regional implementation using the REDDIG for the distribution of surveillance data.

1.44 Brazil noted that a technical and operational agreement had been signed with AIREON to collect surveillance data from aircraft flying in airspace under the responsibility of DECEA, to assist in the decision for the adoption of the satellite ADS-B service.

1.45 The technical and operational performance of satellite ADS-B surveillance based on the AIREON solution applied in DECEA airspace would be assessed in two phases:

PHASE - 1 – Tracking of specific aircraft

AIREON would provide aircraft tracking during the test period in the areas of interest to DECEA, in order to test satellite ADS-B capabilities.

PHASE - 2 – Real-time tracking

Collection and real-time delivery of data from ADS-B-equipped aircraft flying in the test areas pre-selected by DECEA, using a virtual private network (VPN) server connected to internet. These tests would seek to extend the analyses performed in Phase 1 to all the FIRs under the jurisdiction of DECEA and continue testing satellite ADS-B services.

1.46 States were invited to designate members to participate in the CNS subgroup of the Interop WG, which would address interoperability issues related to the exchange of ADS-B surveillance information and possible use of the satellite ADS-B service in a regional implementation.

IMPLEMENTATION OF OPMET MESSAGE EXCHANGE IN IWXXM FORMAT

1.47 The Meeting took note that the SAM/IG/23 meeting had formulated a conclusion on the adaptation of AMHS terminals of meteorology users for transmission/reception of operational meteorology messages in IWXXM (XML/GML) format.

1.48 Likewise, the Meeting took note that the Brasilia regional OPMET data bank was already being adapted to receive/transmit OPMET messages in IWXXM format and that Venezuela had developed a message converter (software) from the traditional format (TAC) to the IWXXM format, generating an XML file that could be attached to an AMHS message. As of July 2019, Venezuela would conduct tests with the Brasilia regional OPMET data bank.

AIM

1.49 The Meeting analysed the implementation of priorities in the AIM area. The Secretariat informed that the points put to the consideration of the Meeting include the steps of the AIS Roadmap to the AIM, in addition to the new requirements introduced by Amendment 40 to Annex 15 - Aeronautical Information Service and the new Doc. 10066 - PANS-AIM.

1.50 In relation to the Roadmap, the Meeting was informed about the processes of adaptation of the QMS/AIM to the new requirements introduced by the 2015 Version of the ISO 9001 Standard. In this sense, the Meeting took note of the following:

- a) Brazil, Chile, Panamá, Paraguay, Peru and Uruguay have already certified with the 2015 Version;
- b) Argentina will work on the adaptation once the process of automation and digitalization of AIS data has been completed;
- c) Venezuela: It has not presented advance. Maintains the intention to certify by the end of 2019;
- d) Bolivia did not mention progress in the process;
- e) Colombia did not mention progress in the process;
- f) Ecuador mentioned the DGAC commitment to complete the process for 2020
- g) Suriname has indicated that, within the context of the National Air Navigation Plan, currently in preparation, they are planning the implementation of the QMS / AIM for 2020; and
- h) Guyana has not reported progress in addition to what was reported in ANFS / 5.

1.51 With regard to the implementation of a standard aeronautical information exchange model, good progress is observed in the Region. With regard to the preparation of the e-AIP, the meeting has been informed that Brazil and Panama have implemented it, although Panama is subject to an update and improvement process. Likewise, there are important advances in Argentina, Chile, Colombia, Peru and Venezuela. Uruguay had reported that it is in contact with COCESNA to explore the feasibility of technically assisting to Uruguay in the preparation of the e-AIP, a process similar to that of Suriname. Paraguay has informed that the State is currently in a bidding process for the implementation of aeronautical information management software.

1.52 In relation to e-TOD implementation, the Meeting has been informed of the current status of implementation:

- Argentina: 4 airports
- Brazil: 10 airports
- Chile: Add two airports to which I had previously reported (up to ANFS / 5)
- Panamá: Has prepared a project for the obstacle survey for two airports
- Uruguay has prepared the Plan, which has been approved by the authorities, and is currently in the process of implementing the plan.
- Suriname has not prepared a plan so far because they do not have an expert for this task. They will carry out a training in the month of July after which they prepare the e-TOD implementation plan.
- Paraguay has not prepared a Plan for the implementation of e-TOD. However, it is preparing an agreement with companies that are surveying obstacles in Paraguay in order to have the data that these companies generate from their observations.
- Peru, has a binding process for survey the obstacle for Cuzco airport.
- Venezuela reported that it has an obstacle database, but it must be updated.

1.53 The Meeting has requested the Secretariat to present the success stories of e-TOD implementation by a State that has done so in order to study the cost-benefits. This request is due to the high cost of providing land and obstacles in electronic format.

1.54 The Meeting also analysed the delay in the implementation of Phase 2 of the AIS Roadmap to the AIM. The Meeting considered that it is imperative that the implementation of the AIM progress, but for this we must design an effective strategy for the continuous planning and progress of the work of digitization. The main point of this strategy should be the sensitization of the civil aeronautics authorities and the ANSP on the implications of delays in the implementation of the AIM and its impact on global priorities such as PBN, A-CDM, AFTM, SWIM, among others. Considering the above, the meeting decided to issue the following conclusion:

CONCLUSION	
ANFS/6-02	AIM IMPLEMENTATION
<p>That States:</p> <p>a) Those who have not yet completed Phase 1 of the AIS Roadmap to the AIM, have the necessary procedures to complete the implementation and certification of the QMS / AIM and the provision of the e-TOD data;</p> <p>b) Those who have not yet started the implementation of Phase 2 of the AIS Transition Roadmap to the AIM, have the necessary procedures to start the digitization phase of the aeronautical data and information; and</p> <p>c) Conduct awareness-raising workshops for AAC and ANSP authorities on the impacts of the delay in the implementation of the AIM on the global priorities of ICAO such as the PBN, ATFM, A-CDM and SWIM, among others</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input checked="" type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Technical/Operational</p>
Why: In order to accelerate the implementation of Phase 2 of the AIS Roadmap to AIM	
When: Before 2021	Status: Adopted by ANFS/6
inators <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Users/Industry	

MET

1.55 The Meeting reviewed the implementation of the goals in the MET area. At this point, the Secretariat informed that the goals were related to the work of the GREPECAS Programs and Projects for the MET area and the new requirements introduced by Amendment 78 to Annex 3 - Meteorological Services for International Air Navigation.

1.56 With regard to the implementation of the QMS / MET and its adaptation to the new requirements introduced by the 2015 Version of the ISO 9001 Standard, the Meeting was informed of the current status in each of the States. The description can be seen in the Table of Appendix XX to this part of the report.

1.57 The Meeting took note of the updating of the focal points of the MET area for the Contingency Plan on volcanic ash. However, the Secretariat reminded the Meeting that the aforementioned Plan involves the areas of AIM, MET and ATM, so they should provide the focal points for the AIM and ATM areas.

1.58 With regard to the implementation of the exchange of OPMET messages in IWXXM GML format, the Meeting was informed of the need to adapt the AMHS terminals of meteorology users to transmit and receive AMHS messages with content (weather information) in the new format IWXXM. The Meeting noted that this requirement becomes a STANDARD or NORMA from November 5, 2020. Additionally, SAM / IG / 23, reviewed the point and issued Conclusion SAM / IG / 23-03, regarding the AMHS terminals for users of Aeronautical Meteorology. The meeting urged the States to adapt these AMHS terminals in addition to achieving interconnection in AMHS in order to enable the exchange of OPMET messages in IWXXM GML format.

1.59 Additionally, the meeting noted the importance of developing Contingency Plans for Radioactive Material. In relation to the same, the meeting was informed that SAM / IG / 23 also analysed the point and issued a conclusion in this regard urging the States to prepare their contingency plans.

1.60 Finally, the Meeting on Coordination with the RASG-PA has been informed, through which an Advisory Circular has been prepared, in relation to the incidents that occurred at the end of 2018 due to adverse meteorological phenomena (thunderstorms, hail, turbulence, etc.). The Meeting urged the States to work in Workshops on SIGMET for the entire aeronautical community (ATCO, Pilots, DOV, MET personnel, among others).

APPENDIX A

CURRENT STATUS OF IMPLEMENTATION OF THE NATIONAL AIR NAVIGATION PLANS IN THE SAM REGION

States	PNNA Implemented	In preparation	Comments
Argentina		X	
Brasil	X		
Bolivia	X		
Chile	X		
Colombia	X		
Guyana		X	
Ecuador	X		
Panamá		X	Panama has had a PNNA. It has been outdated but a new version will be worked on
Paraguay		X	
Peru		X	Peru is working on the preparation of its National Air Navigation Plan.
Suriname		X	
Uruguay		X	
Venezuela	X		

APPENDIX B

STATUS OF IMPLEMENTATION OF QMS/MET IN THE SAM REGION

QMS/MET implementation – SAM Region			
STATE	Implemented	Certified	In process of certification
Argentina	In process of alignment to ISO 9001 2015	Certification audits scheduled for June 2019 for the Ezeiza, Aeroparque and Córdoba airports	
Bolivia	Implementation completed	Audit scheduled for August 2019 for the La Paz, Santa Cruz de la Sierra and Cochabamba airports	70%
Brazil	✓	✓	
Chile	✓	✓	
Colombia	IDEAM – MET group implemented – UAEAC - Implemented	IDEAM- Certified UAEAC – No	MET-related processes should be certified. Accordingly, certification was extended
Ecuador	In process of implementation		Not started
Guyana	✓	In process	Not started
French Guiana	✓	✓	
Panama	✓	✓	
Paraguay	✓	✓	
Peru	✓	✓	
Suriname	No information on alignment to ISO 90001 2015	No information on alignment to ISO 90001 2015	
Uruguay	✓	No information on alignment to ISO 90001 2015	
Venezuela	Implementation was based on version 2008. Processes have been updated to ISO 9001 2015. Audits cannot be carried out because the certifying body does not have a MET expert among its auditors.	Support will be requested from the Regional Office for the provision of a MET auditor.	Not started

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

2.1 Under this agenda item, the following papers presented by the Secretariat were analysed: WP/11 – *Status of safety management in the SAM region*; WP/12 – *Start-up of implementation of national safety plans in SAM states based on the SAM Safety plan (SAMSP)*; WP/13 - *State safety reports*; WP/18 – *Assistance to States for aerodrome certification as part of GREPECAS Project F and in support of SAMSP goals*; and IP/03 - *First ICAO mission to support the local runway safety team (runway safety go-team) in the SAM region*.

Status of safety management in the SAM region

2.2 Regarding this agenda item, the Meeting took note that the Thirteenth Meeting of Civil Aviation Authorities (RAAC/13) of the SAM Region, held in Bogotá, Colombia, on 4-6 December 2013, expressed its commitment to attaining the goals contained in the Declaration of Bogota of the following safety areas by 2016: safety oversight, accidents, runway excursions, SSP/SMS implementation and aerodrome certification.

2.3 Once the deadline of the Declaration of Bogota was met, the SAM Region continued working on the improvement of the goals established in said Declaration. In this regard, the Sixteenth Meeting of Civil Aviation Authorities (RAAC/16), held in Lima, Peru, on 6-7 December 2018, through Conclusion 16/02, approved the SAM Safety Plan (SAMSP). This plan establishes the long-term strategic objectives, as well as the indicators and goals of the SAM Region for the period 2020-2030.

2.4 The Meeting agreed and requested that, in the next Civil Aviation Authorities Meeting (RAAC/17), a precision be made to disassociate the Safety Plan of the SAM Region (SAMSP) from the draft Strategic Plan for the Support of Air Transport in the South American Region (SAM Plan).

2.5 In this regard, the Meeting took note of the present status of safety management in the SAM region, as follows:

Effective implementation (EI)

2.6 Within the context of the USOAP CMA, SAM States have been the subject of the following activities between November 2011 and May 2019: 5 CMA audits, 16 ICAO coordinated validation missions (ICVMs), 2 integrated validation activities (IVAs) and 5 off site observation activities. During this period, the SAM Region reached an average EI of **80.60%**, thus becoming one of the Regions with the highest level of compliance in the world.

2.7 The performance of the SAM Region during the USOAP CMA showed that CEs 8, 7 and 4 and audit areas AIG, AGA and ANS have the lowest percentage of EI. **Appendix A** to WP/11 contains a table with the average EI for each State.

Accidents

2.8 The accident rate in South America for scheduled commercial air transport operations with aeroplanes above 5 700 kg has been gradually decreasing since 2009, reaching a rate of **1.65** accidents per 1,000,000 departures in 2017, far below the global rate of **2.42**. During the years 2015, 2016 and 2017, the rate for the SAM Region remained below the global rate. In 2018, the accident rate increased from 1.64 (2017) to **3.17**, above the global rate of **1.75**. During that year, only one accident was recorded in this sector.

Appendix A to WP/11 contains a graph on the performance of the SAM Region regarding total accidents in this sector.

Runway excursion (RE) accidents

2.9 Starting in 2007, the RE accident rate showed a gradual decrease, except in 2011 and 2013. In 2014 and 2015, the rate for the SAM Region dropped to 0.5, increasing slightly in 2016 to 1.05, where it remained stable during 2017 and 2018. **Appendix A** to WP/11 contains a graph that shows the performance of the SAM Region in this accident category and sector.

SSP/SMS implementation

2.10 Through the SAM SSP pilot implementation project, SAM States are moving forward in the implementation of SSP. Most States are finalising Phase 2 and tackling some elements of Phase 3. It is expected that at least three States will have a sustainable SSP by December 2019. Regarding SMS implementation, States will be requested, through surveys, to assess the level of SMS implementation in their service providers.

Aerodrome certification

2.11 Regarding **aerodrome certification** goals, the number of international aerodromes certified in the South American Region that appear in the ICAO CAR/SAM Air Navigation Plan has increased from 31, as reported at the ANFS/5 meeting, to 38 in June 2019, with the addition of seven (7) new aerodromes. It is expected that during 2019 and early 2020, these figures will continue to increase by virtue of certification processes already started in several States. Furthermore, some States have suggested the need to amend the Regional Air Navigation Plan to include new aerodromes with international operations, and exclude some that do not have international operations. Accordingly, these values are in constant change. **Appendix A** to WP/11 contains a graph that shows the progress made in aerodrome certification.

Start-up of implementation of national safety plans in SAM states based on the SAM Safety plan (SAMSP)

2.12 Pursuant to the goals set forth in the Declaration of Bogota, the SAM Region established a work team to develop the SAM safety plan (SAMSP).

2.13 During 2018, the designated work team held virtual meetings to analyse and develop the SAMSP. Once the content was agreed, the draft plan was submitted to the Sixteenth Meeting of Civil Aviation Authorities (RAAC/16) held in Lima, Peru, on 6-7 December 2018, which, through Conclusion 16/02, approved the SAMSP in its original version.

2.14 In order to insert new effective implementation (EI) values and accident rates for 2018, the SAMSP was updated to May 2019. The updated version of this plan is posted on the website of the ICAO South American Office.

2.15 The SAMSP establishes the safety management strategy of the South American (SAM) Region for the period 2020-2030. This plan falls within a preventive strategy to improve safety performance in the SAM Region. This safety preventive strategy is based on the implementation and operation by SAM States of the State safety programme (SSP), which deals systematically with risk management and effective implementation and continuous improvement of the eight (8) critical elements (CEs) of the safety oversight system.

2.16 One of the guidelines established in the SAMSP refers to the development and implementation of national safety plans. The strategic objectives, indicators and goals of the SAM Region, required for the development of said plans, are reviewed below.

SAM strategic objectives

2.17 In order to develop national safety plans, States shall take into account the following strategic objectives, goals and indicators:

Strategic objectives of the SAM Region

- ✓ Strengthening of State safety oversight capabilities;
- ✓ Effective implementation of the SSP;
- ✓ Continuous reduction of safety risks;
- ✓ Reduction of accident rates in all aviation segments;
- ✓ Enhancement of regional collaboration;
- ✓ Extended use of industry programmes; and
- ✓ Guaranteeing the appropriate infrastructure in air navigation services and aerodromes to support safe operations.

Performance indicators and goals regarding improvements in effective implementation (EI) and the safety oversight index (SOI)

States with effective implementation (EI):	<ul style="list-style-type: none"> ✓ % improvement in effective implementation (EI) ✓ Safety oversight index (SOI) 					
	2020	2022	2024	2026	2028	2030
below 65% Group 1	EI = 70 % SOI improvement	EI = 75 % SOI > 1	EI = 80 % SOI > 1	EI = 85 % SOI > 1	EI = 90 % SOI > 1	EI = 95 % SOI > 1
between 65 and 74.99% Group 2	EI = 75 % SOI improvement	EI = 80 % SOI > 1	EI = 85 % SOI > 1	EI = 90 % SOI > 1	EI = 95 % SOI > 1	EI = 95 % SOI > 1
between 75 and 79.99 % Group 3	EI = 80 % SOI improvement	EI = 85 % SOI > 1	EI = 90 % SOI > 1	EI = 95 % SOI > 1	EI = 95 % SOI > 1	EI = 95 % SOI > 1
above 80 % Group 4	EI = 85 % SOI improvement	EI = 90 % SOI > 1	EI = 95 % SOI > 1	EI = 95 % SOI > 1	EI = 95 % SOI > 1	EI = 95 % SOI > 1

SSP implementation indicators and goals

Indicators for all States	Goals	
	2022	2025
% SSP implementation	Sustainable SSP (100%)	Effective SSP (100%)

Performance goals related to the reduction of regional accident rates

2.18 In order to reduce accident rates, the SAM Region is planning an annual reduction of 10% with respect to the moving average of the rates corresponding to the previous 5 years, both for accidents in scheduled commercial air transport and for runway excursion (RE) accidents with aeroplanes above 5 700 kg.

2.19 Based on the moving average, the regional goal for 2019 would be **1.89** for total accidents and **0.74** for RE. The values of future goals will be calculated year after year. The table below shows the performance of the SAM Region, the proposed goal (improvement) and the indicator for 2019.

ACCD Categories	Annual rates					Average rate	Goal 2019 (10% improvement)
	2014	2015	2016	2017	2018		
Total accidents	3.59	1.03	1.08	1.64	3.17	2.10	1.89
RE	0.51	0.51	1.05	1.05	1.05	0.83	0.74

2.20 For aviation sectors other than scheduled and non-scheduled commercial air transport, States will establish annual reduction rates (goals) based on the most critical risks in these sectors and on their safety management capabilities.

2.21 Regarding goals and indicators related to the objectives of increasing regional collaboration, expanding the use of industry programmes, and ensuring the appropriate basic infrastructure for air navigation services and airports to support safe operations, these goals and indicators are shown in **Appendix A** to WP/12.

Goals related to SMS implementation in service providers

2.22 Taking into account that States shall implement a sustainable SSP by 2022, the following goals for SMS implementation in service providers will be considered:

Service providers	2020	2021	2022
Recognised training organisations that are exposed to safety risks related to aircraft operations when providing their services	35 %	70 %	100 %
Aircraft or helicopter operators authorised to conduct international commercial air transport activities	35 %	70 %	100 %
Recognised maintenance organisations that offer services to aircraft or helicopter operators engaged in international commercial air transport	35 %	70 %	100 %
Entities responsible for type design or manufacturing of aircraft, engines or propellers	35 %	70 %	100 %
Air traffic service providers	35 %	70 %	100 %
Certified aerodrome operators	35 %	70 %	100 %

2.23 The indicator will be the percentage of progress achieved in 2020, 2021 and 2022 for each provider that has not yet implemented an SMS or is in the process of doing so.

Development and implementation of national safety plans

2.24 In order to achieve the objectives, indicators and goals set forth in the SAMSP, SAM States continue developing and implementing their national safety plans.

2.25 The national safety plans of the States shall include safety objectives, goals and indicators in line with the SAMSP, and shall also include initiatives to address the risks identified in their civil aviation system. The plan must identify and prioritise safety issues in the different aviation sectors (for example, commercial air transport, general aviation, agricultural aviation, aerial work aviation, helicopter operations, etc.). States shall implement the initiatives contained in their plans through safety management activities. **Appendix B** to WP/12 presents a model of the contents of the State safety plan.

2.26 Regarding this issue, the Meeting discussed about the need to establish a strategy to raise awareness in the highest levels Authorities to assign human and financial resources for the SSP implementation and to continue with the support provided by the ICAO Regional Office to the States for its implementation.

2.27 Once the Meeting discussed the issues explained in paragraphs above, the following conclusion was agreed:

CONCLUSION ANFS/6-03		CONTINUATION OF THE IMPLEMENTATION OF NATIONAL SAFETY PLANS IN SAM STATES	
That the States: Continue the development and implementation of their national safety plans considering the accidents and incidents related to aircraft operations based in SAMSP guidelines and according to the following activities and deadlines: a) presentation of SAM States national safety plans to ICAO South American Regional Office not later than 02 December 2019 ; and b) start the SAM States national safety plans starting 1 January 2020 . That the Secretariat: Supervise the delivery and implementation of the State national safety plans in indicated dates.		Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational	
Why: With the purpose of implementing safety national plans based in the SAMSP.			
When: The presentation of national plans, before 02 December 2019 and their implementation, starting 01 January 2020		Status: Approved by the ANFS/6	
Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Others <input type="checkbox"/>			

State safety reports

2.28 On this agenda item, the Meeting took note that the SAMSP establishes orientations for the development of the safety report by the States. This report is useful to report the compliance with the safety national plans. Also, in this report, States will detail the performance reached the year before, with respect to safety objectives, indicators and performance goals.

Design and development of the State safety report

2.29 The design and development of the State safety report must be based on the analysis of collected and processed safety data and information.

2.30 The safety analysis is the process of applying statistical or other type of analytical techniques to verify, review, describe, transform, condense, assess, and visualise safety data and information in order to discover useful information, draw conclusions, and support data-based decision-making. The analysis helps organisations generate safety information in the form of statistics, graphs, maps, dashboards and presentations.

2.31 The States must establish and maintain a process for analysing the safety data and information of the SDCPS and related safety databases. One of the objectives of safety data and information analysis at State level is the identification of systemic and crosscutting hazards that might otherwise not be identified through the safety data analysis processes of service providers.

2.32 The safety analysis may be a new function that the State or service provider will have to establish. It should be noted that the competencies required for conducting effective safety analyses might be out of the scope of traditional safety inspectors.

2.33 State safety reports should contain information on the results of safety data and information analyses related to the USOAP CMA, and on the following aviation sectors and aspects:

- ✓ the universal safety oversight audit programme continuous monitoring approach (CMA);
- ✓ occurrences in scheduled/non-scheduled commercial air transport with aeroplanes above 5 700 kg and helicopters above 3,175 kg;
- ✓ occurrences in scheduled/non-scheduled commercial air transport with aeroplanes of 5 700 kg or less and helicopters of 3,175 kg or less;
- ✓ occurrences in non-commercial operations (for example, business aviation, general aviation, aerial work, etc.);
- ✓ occurrences in air navigation services and aerodromes;
- ✓ occurrences with remotely piloted aircraft (RPA);
- ✓ reporting systems; and
- ✓ progress made in mitigation plans to reduce accident rates

2.34 Detailed information on the model contents of the safety report is shown in **Appendix A** to WP/13.

2.35 Once the discussion about the safety report was concluded, the Meeting agreed in the following conclusion:

CONCLUSION	
ANFS/6-04	DEVELOPMENT AND PRESENTATION OF STATE SAFETY REPORTS
That States: Develop and submit safety reports to the SAM Office, considering the aircrafts operation accidents and incident reactive area. That the Secretariat: Supervise the delivery of safety reports.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational
Why: With the purpose of informing about the compliance with SAM States safety national plans.	
When: covering up to March of the subsequent year and starting in 2021.	Status: Approved by the ANFS/6
Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Others <input type="checkbox"/>	

Assistance to States for aerodrome certification as part of GREPECAS Project F and in support of SAMSP goals

2.36 In this regard, the Secretariat delivered a presentation on the scope of the assistance project proposal, which is included under GREPECAS programme F. The assistance project is based on the lessons learned from the last aerodrome certification test conducted under the SRVSOP work program at the Carrasco International Airport in Montevideo, Uruguay, between 2017 and 2018, which culminated in the successful certification of the aerodrome.

2.37 The assistance project is based on support missions with international specialists, which accompany the national inspectors throughout the aerodrome certification process, combining face-to-face missions and virtual meeting, with the objective of handing the aerodrome certificate with the related documentation, and to take the advantage of international experience to provide on-the-job training to national inspectors. A project document is attached to the WP/18.

2.38 The Meeting took note of the presentation. Some States made questions about the document.

2.39 Uruguay highlighted the benefits obtained by being part of the first aerodrome certification test (which served as the basis for this project) and pointed out the need that the aerodrome operator commitment is attained in order to obtain the success of the process. Based in its own experience, the following recommendation were discussed:

- A previous diagnosis study is important to identify those gaps that can be closed even before the on-site verification phase, and those that cannot be closed be attended through aeronautical studies and exemptions.
- The presence of international experts will make easier the work of the national inspectors and of the operator.

- The process will help to order those issues that were not duly presented and organized, both by the operator and the authority.

2.40 The Secretariat took note of the recommendations to update the project document.

First ICAO mission to support the local runway safety team (runway safety go-team) in the SAM region

2.41 In this regard, the Meeting took note of the experience of the first Runway Safety Go-Team carried out with the support of ACI and the FAA as a mechanism for orientation for the aerodrome operator and the State regarding the implementation of this incidents and accidents mitigation measure related to runway safety.

2.42 Panama representative highlighted the benefits that this mission has for the aerodrome operator and its important precursor role for the SMS processes, fundamental aspects for aerodrome certification.

Agenda Item 3: Preparatory steps for the 40th Session of the ICAO Assembly

3.1 Under this agenda item, the Meeting reviewed WP/15 – *Working papers on safety proposed by the SAM region for the 40th session of the ICAO Assembly*, presented by the Secretariat.

Working papers on safety for the 40th Session of the ICAO Assembly

3.2 The Meeting took note of the action taken by the Secretariat to coordinate the presentation of the working papers (WPs) regarding safety to be presented to the 40th Session of the ICAO Assembly to be held at ICAO Headquarters on 24 September to 4 October 2019.

3.3 The Secretariat informed that State letter SA 40/1 – 18/113 *Invitation to attend the 40th Session of the Assembly, Montréal, 24 September to 4 October 2019*, had been circulated, inviting States to designate focal points for coordinating the drafting of working papers at regional level for the A40. However, the Secretariat clarified that States were free to submit WPs independently to the A40.

3.4 The Secretariat noted that, in order to coordinate WPs at the regional level, four (4) teleconferences had been held with representatives of the SAM States. WP agreed are listed below, which have been circulated to the States for comments and support:

Under the Executive Committee**Item 13: Audit programmes – Continuous monitoring approach**

- a) Performance of the SAM Region in safety and in the USOAP CMA framework;
- b) Creation of working groups to support the USOAP CMA activities;
- c) Start of the audit cycle based on SSP/SMS PQs;
- d) Competence requirement of delegated authorities;
- e) Sustainability of an effective safety oversight as objective of the States and of the USOAP CMA;
- f) The Uruguay experience with the no country left behind initiative; and
- g) Peruvian State proposal regarding subsequent reviews in the safety oversight audits – USOAP.

Under the Technical Committee**Item 28: Aviation safety and air navigation policy**

- a) Support to the GASP Edition 2020-2022 implementation;
- b) Challenges in the SSP implementation in Support to safety management;
- c) Planning and implementation of safety national plans;

- d) RPAS Regulation;
- e) Operational requirements application for unmanned aircraft in the States of the region;
- f) Implementation of the SAM Region safety plan (SAMSP);
- g) New competences in support of safety management; and
- h) Support personnel for the sustainability of SSO integrated in the SSP.

Item 29: Aviation safety and air navigation regional implementation coordination mechanisms

- a) Participation of the SRVSOP in the Global aviation safety oversight system (GASOS);
- b) OMAs multinational certifications in a harmonized regulatory environment;
- c) Regional regulatory harmonization as an essential step for the automatic granting of licenses; and
- d) The RASG-PA role in the integration of Regional Organizations

3.5 The Meeting urged States to give their support to the working papers during their presentation to the 40th Session of the ICAO Assembly.

3.6 Also, the Meeting took note that the WPs will count with the SAM States and LACAC support. In this regard, the representative from the United States offered to review and coordinate within the United States Government the SAM Region's WPs prior to the ICAO General Assembly, with the goal of supporting the SAM Region's WPs and positions in addition to the SAM States goal of supporting the United States' WPs and positions.

Agenda Item 4: Follow-up to GREPECAS and RASG PA activities

4.1 Under this agenda item, the Meeting reviewed the following working papers presented by the Secretariat: WP/16 – *Follow-up to GREPECAS activities*, and WP/17 – *Follow-up to RASG-PA activities*.

Follow-up to GREPECAS activities

4.2 Under this agenda item, the Secretariat presented a report on the activities of the Caribbean/South American Regional Planning and Implementation Group (GREPECAS).

4.3 The Secretariat informed that the GREPECAS/18 meeting had been held in April 2018 in Punta Cana, Dominican Republic, with the participation of 86 State delegates and industry representatives.

4.4 The Meeting took note that GREPECAS/18 had formulated 18 conclusions and 4 decisions concerning ATM, CNS, AIM AGA, MET, and SAR. The list of conclusions and decisions is presented in **Appendix A** of WP/16

4.5 The Secretariat informed that GREPECAS/18 had also urged for the identification of benefits related to ATFM, PBN, and SWIM, and for a better understanding thereof. It had also urged States to expedite AIS-to-AIM transition, aerodrome certification, and implementation of MET requirements. The aforementioned meeting also had taken note of the new RNAV and RNP charts, and had urged States to apply the ICAO policy related to charges for aerodrome and air navigation services, contained in ICAO Doc 9082.

4.6 Regarding the follow-up and advice provided by the Secretariat for the implementation of GREPECAS Conclusions and Decisions, the Secretariat noted that follow-up activities were carried out, *inter alia*, during the course of SAM/IG, ATSRO, and SAM/AIM meetings, and MET projects. Furthermore, the Secretariat worked through teleconferences and on-site assistance to States as needed.

4.7 The Meeting has been informed that the Secretariat, within Conclusion 18/4, has provided technical assistance during 2018 to Bolivia, Guyana and Suriname for the development of their Air Navigation National Plans. Likewise, in order to review Vol. I and II, and the development of Volume III of the same document, a workshop on indicators will be held in August 2019, as well as a series of regional workshops during 2020 in order to align the CAR/SAM e-ANP to the GANP Sixth Edition.

Follow-up to RASG-PA activities

4.8 Under this agenda item, the Secretariat presented a report on the activities of the Regional Aviation Safety Group – Pan America (RASG-PA).

4.9 After a brief mention that the RASG-PA had been the first regional aviation safety group that had been established at global level and recognised as such by ICAO, the Meeting took note that the RASG-PA and GREPECAS Secretariats had rotated in April 2018, in accordance with the ICAO Regional Office Manual. Consequently, the RASG-PA Secretariat had been transferred to the SAM Office and the GREPECAS Secretariat to the NACC Office.

4.10 Next, information was provided on the work plan of RASG-PA, and how these activities fostered the implementation of the ICAO Global aviation safety plan (GASP).

4.11 The strategic importance of the RASG-PA as a continental forum that brings together States, International Organizations and Industry was highlighted, as well as the opportunities that this forum represents for safety, mainly for States.

4.12 The meeting was informed that, during the last year, the RASG-PA Secretariat has consolidated the application of the risk-based work methodology to facilitate the monitoring and visibility of the group's activities, and the implementation of a new communications plan, aimed at facilitating access and dissemination of the deliverables produced as part of the projects.

4.13 States were urged to participate actively in the activities of RASG-PA and in the groups of projects, in such a way as to be directly involved and to be familiar with the production and implementation of risk mitigation measures. It was also announced that the virtual activities will be increased, to allow a greater participation of the States that, for any reason, cannot attend the face-to-face meetings. In this regard, one State pointed out the importance that the call for virtual activities be carried out with due anticipation.

4.14 Finally, the meeting recognized the importance of the work that the RASG-PA carries out for the improvement of safety in our continent, and the importance of the States being actively involved in their activities, benefiting from the deliverables produced for the mitigation of the main operational risks.

Agenda Item 5: Other business

5.1 Under this agenda item, the Meeting took note of the following study notes submitted by the Secretariat: WP / 19 - New project proposal for the SAM region under the aerodrome program - Implementation of the a-CDM and WP / 20 New project proposal for the SAM region under the aerodrome program - Aerodrome planning:

New project proposal for the SAM region under the aerodrome program - Implementation of A-CDM***New project proposal for the SAM region under the aerodrome program - Aerodrome planning***

5.2 The Secretariat made a presentation on working papers 19 and 20, which presented to the Meeting two new proposals for GREPECAS projects under the F (Aerodromes) program of the SAM region. A project to support the States in the implementation of the Decision Making in Collaboration at the Airport Level (A-CDM), which was foreseen in the Regional Air Navigation Plan (e-ANP) but did not have an implementation project related; and a project on Aerodrome Planning, also in support of the Regional Plan.

5.3 During the deliberations, Chile indicated that projects should consider the impact of aviation security (security), since it is an issue that is becoming more notorious, as well as the impact of low-cost airlines (Low Cost Carriers).

5.4 Peru commented on its experience in the implementation of A-CDM, a concept that was born out of the need for ordering the itineraries and which has been evolving. Also, commented on the little ICAO guidance material and the need for a harmonized mechanism to assess airport capacity.

5.5 For its part, Colombia commented on its experience in implementation, mainly in the link between ATFM and ACDM. Aerodromes such as Cartagena, San Andrés and Bogotá were mentioned as important for this implementation.

5.6 The Meeting took note of both proposals and considered them adequate to guarantee an implementation of the concepts in an orderly and harmonized manner. In addition, some States indicated their interest in supporting the proposal of these projects in the next GREPECAS Plans and Programs Review Meeting.