



**SAM/AIM/13**

**INTERNATIONAL CIVIL AVIATION ORGANIZATION  
SOUTH AMERICAN REGIONAL OFFICE**

**THIRTEENTH MULTILATERAL MEETING  
OF THE SAM REGION FOR THE TRANSITION  
FROM AIS TO AIM**

**(SAM/AIM/13)**

**PRELIMINARY REPORT**

**Lima, Peru, 11 to 15 May 2020**

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## **HISTORY OF THE MEETING**

### **ii-1 PLACE AND DURATION OF THE MEETING**

The Thirteenth Multilateral Meeting of the SAM Region for the Transition from AIS to AIM (SAM/AIM/12) was virtually held, from 11 to 15 May, 2020.

### **ii-2 OPENING CEREMONY AND OTHER MATTERS**

The Secretariat welcomed all State and Industry Delegates to the Virtual Meeting. It has been highlighted that the condition of the COVID-19 Pandemic forces us to reinvent ourselves and seek means that allow us to carry out the follow-up of the implementations and capacity building in the AIM area.

The meeting coincided that carrying out a virtual meeting is a challenge, but at the same time it is an opportunity to achieve the greater participation of the States delegates which is limited in a face-to-face meeting.

The Meeting appreciated the contribution made by the industry (GroupEAD, Everis, LIDO, M-AIS, JEPPESEN and IFAIMA), through the presentations that mentioned the e-TOD, e-AIP, Digital Data Set, Data Catalog, Strategies for the transition to e-AIP and SWIM, SWIM, AMDB and Drones).  
/CNS.

### **ii-3 SCHEDULE, ORGANISATION, WORKING METHODS, OFFICERS AND SECRETARIAT**

The Meeting agreed to hold two daily sessions, one from 08:30 to 11:00 and the other from 13:00 to 15:00, with adequate breaks and to work as a Single Committee and in Working Groups.

In view of the realization in a virtual format, a President has not been elected for the Meeting.

Mr. Jorge Armoa Cañete, AIM/MET Regional Officer, from the ICAO South American Regional Office, acted as Secretary and Moderator of the sessions.

### **ii-4 WORKING LANGUAGES**

The working language of the Meeting was Spanish, with simultaneous interpretation into English. The documentation was presented in both languages.

**ii-5 AGENDA**

The following agenda was adopted:

- Agenda Item 1: AIM Global Strategy and AIM components of the GANP/6
- Agenda Item 2: Follow-up to the implementation of Amendment to Annex 15 – Aeronautical Information Services and PANS-AIM and conclusions of previous Meetings
- Agenda Item 3: Workshop on e-AIP and SWIM
- Agenda Item 4: Follow up to the implementation of the Quality Management System in AIM units (QMS/AIM)
- Agenda Item 5: Follow-up to e-TOD implementation plans
- Agenda Item 6: NOTAM Contingency Plans, AIM Deficiencies and ICARD System
- Agenda Item 7: Other business

**ii-6 ATTENDANCE**

The Meeting was attended by 77 participants of 12 SAM States (Argentina, Bolivia, Brasil, Chile, Colombia, Ecuador, Guyana, Panamá, Paraguay, Perú, Uruguay y Venezuela), 2 FAA delegates, as well as 1 international organisation, and 8 industry representatives.

The list of participants is shown on page iii-1.



**Lista de Participantes / List of Participants**

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**ARGENTINA**

1. Héctor Marcelo Cancinos
2. Verónica Villarruel
3. Betsabe Islas
4. Marisa Bertani
5. Jose Luis Saucedo
6. Daniel Alejandro Montoto
7. Javier Trigo
8. Luis Alfonso
9. Silvia Beatriz García
10. Joaquín Fagone
11. José Luis Carballo
12. Paola Andrea López

**BOLIVIA**

13. Cinthia Gabriela Sánchez
14. Luis Fernando Torrez Zapata
15. Mirjan Michelle Mora Dávila
16. Gregorio Aliaga

**BRASIL**

17. Claudius Sany Soares Cardoso
18. Cristiane De Barros Pereira
19. Alessandro De Andrade Santoro
20. Cesar Fagundes Monteiro
21. Axel Vianna Cezar
22. Sérgio Marcos Da Rocha Corrêa
23. Marco Antonio Monte de Santana
24. Jussan Knuppp Ribeiro
25. Murilo A. Loureiro

**CHILE**

26. Pablo A. Pérez
27. Nelson O. Aravena

**COLOMBIA**

28. Germán Vélez Garzón
29. Gladys Mercedes Roa De la Cruz
30. Pedro Esteban Alvarez
31. Mauricio Díaz Villabona

**ECUADOR**

32. Anyelo Acosta Arroyo
33. Marcelo Jácome
34. Alexander Guncay
35. Carlos Delgado
36. Patricio Orbe
37. Luis Simbaña

**GUYANA**

38. Brian Jeffrey
39. Tyrone Persaud

**PANAMÁ**

40. Dalys Rodríguez Valdes
41. Gregorio Mesquita
42. Daniel de Ávila
43. William Santamaria

**PARAGUAY**

44. Antonio Insfrán Mareco (beca)
45. Lidia Cáceres Ocampos

**PERÚ**

- Paulo Vila Millones  
Sara Siles La Rosa  
Carlos Bohórquez Castellares  
Jorge Ráez Ancaya  
Fredy Pimentel Enciso  
Walter Peceros López  
Federico Vásquez Cáceres  
Miriam Gonzales Guerra  
Sergio Rojas Hidalgo  
Evelyn María Canches Iparraguirre  
Mirtha Ángeles Reque  
Ever Santiago Ponte Vergaray  
Abel Pasache Justo  
Karina Calderón Yactayo

**URUGUAY**

46. Juan José González Pose
47. Mario Dávila
48. Graciela Monzillo
49. Gabriel Falco
50. Alejandra Ferreiro

**VENEZUELA**

51. José Ramón Pacheco
52. Andrea Alfonso Meza
53. Zumila Colmenares Montilla

**ESTADOS Unidos**

54. Raúl Chong
55. George P. Sempeles

**EAD Group**

56. Henry Cáceres

**EVERIS**

57. Ana Belén Pozo

58. José Rodríguez

59. Pablo Menéndez-Ponte Alonso

**IFAIMA**

60. Luis Fernando Cruz Alburqueque

61. Iliana Sánchez Navarro

**JEPPESEN**

62. Jaime Doherty Serra

**LH Systems**

63. Jonas Berli

**MANAGED AIS**

64. Antonio José Locandro Herrera

**THALES**

65. Jerome Ricard

**OACI**

66. Jorge Armoa

**Agenda Item 1: Global AIM strategy and AIM component of GANP/6**

1.1 Under this agenda item, the Meeting reviewed the following papers:

- WP/02 – Global AIM projects (*presented by the Secretariat*).
- WP/03 - Global air navigation plan, 6th edition – AIM-related aspects (*presented by the Secretariat*)
- WP/04 – Planning of CAR/SAM e-ANP Vol. III on AIM for the SAM Region (*presented by the Secretariat*)

1.2 Under this agenda item, the Meeting agreed that the Global AIM strategy was intended to sensitise States on the impact of a delayed implementation of the digital phase of AIM on ICAO initiatives.

1.3 The Secretariat insisted on the need to sensitise all stakeholders on the benefits to be derived by air navigation services from information management in a fully electronic environment.

1.4 The Meeting supported the conduction of national workshops on the importance of migrating from a product- to a data-based approach.

1.5 The Secretariat made a presentation on AIM aspects contained in the sixth version of the Global air navigation plan (GANP/6). It noted that the new version of the GANP had restructured the ASBU framework, moving from an approach based on performance improvement areas (PIAs) to a “connecting threads” approach.

1.6 It also confirmed that, according to this “connecting threads” approach, ASBU modules were shown as modules-blocks-elements.

1.7 The Meeting deemed it important for States that had not yet done it to develop a national AIM implementation plan based on the modules and elements contained in the GANP/6. This plan should be endorsed by the top level of the civil aviation authority and the AIS provider, to reflect their commitment with the plan.

1.8 The Meeting agreed to schedule a teleconference on 31 October 2020 to follow up on paragraph 1.7.

1.9 The Meeting also discussed the development of the AIM section in Vol. III of the Caribbean and South American Regional Air Navigation Plan (CAR/SAM e-ANP).

1.10 The Secretariat noted that, according to Recommendation 4.3/1 item d) of the Thirteenth Air Navigation Conference, Vol. III should be drafted in accordance with the six-step method shown in ICAO Doc 9883.

1.11 The Meeting worked in groups on a SWOT analysis of AIM for the SAM Region. The results of this work are shown in **Appendix A**.

**Agenda Item 2: Follow-up to the implementation of the Amendment to Annex 15 – Aeronautical Information Services, PANS-AIM and the conclusions of previous meetings**

1.1 Under this agenda item, the Meeting reviewed the following paper:

- WP/05 - Amendment 39-B and Amendment 41 to ICAO Annex 15  
(presented by the Secretariat)

1.2 The Meeting reviewed the status of implementation of Amendment 41 to Annex 15, PANS-AIM, Amendment 39-B, and the conclusions of previous meetings.

1.3 Regarding the conclusions of previous meetings, the Secretariat informed of their follow-up in October 2019. The results of this follow-up are shown in **Appendix A**.

1.4 Regarding Amendment 40 and PANS-AIM, the Meeting discussed the implementation of digital data sets and data catalogues. In this regard, the presentations by GroupEAD and Uruguay provided important information on their significance and the road to follow for their implementation.

1.5 Regarding Amendment 39-B, the Secretariat recalled that the date of implementation was 5 November 2020.

1.6 In this sense, the States reported the following:

- **Argentina:** The RAC 154 was revised and the PROGEN AIM modified to include the requirements of the new SNOWTAM format. Within this context, ANAC regulations were also modified. A circular was drafted to show the modification of the SNOWTAM format, but the process was not completed due to the COVID-19 pandemic.
- **Bolivia:** A circular would be issued for the aeronautical community on the application of SNOWTAM definition and format. Likewise, the service provider and the aerodrome operator would be trained on regulatory implementation and the issuance of SNOWTAMs.
- **Brazil:** Brazil would not implement the new SNOWTAM format because there is no snow in Brazilian territory. Regarding frost and water stagnation, they would be reported in the NOTAM format. The difference would be reported and published in the ICAO EFOD system;
- **Chile:** Has provided training on the new formats through the e-learning system. An advisory circular was drafted, regulations were updated and work was underway on the AMHS format with the CNS area;
- **Colombia:** Colombia would not implement Amendment 39-B because they did not have the phenomena listed in the amendment. The difference would be published.
- **Ecuador:** Quiport and MET were contacted some months back. The process was suspended due to COVID-19. They were in discussions with AIM management. Application in 2020.

- **Guyana:** Information on stagnant water had been published through NOTAM. The difference with this amendment would probably be reported.
- **Panama:** Meetings with the MET area. No stagnant water present. Reporting in the NOTAM format was being analysed, in which case a difference would be filed.
- **Paraguay:** Training planned in AGA/MET/AIS. Postponed due to other priorities related to AIXM. Scheduled for June or July, at which time a briefing with CNS on the format would be organised. Optimistic regarding compliance with the estimated date.
- **Peru:** Working in the coordination of implementation;
- **Uruguay:** Coordination completed and optimistic about readiness for the implementation of the new format by the established date.
- **Venezuela:** Coordination in the AGA area. Also working with CNS on AMHS formats.

1.7 The Secretariat urged States to do their utmost to meet the date of implementation of the new SNOWTAM format.

## APPENDIX A

### Review of the status of implementation of SAM/AIM/12 conclusions

1.1 Following the introduction of the participants, the Meeting went on to discuss agenda item 1. The Secretariat presented the conclusions formulated by the SAM/AIM/12 meeting, which appear in Appendix A to this part of the report.

1.2 When discussing the conclusions, the following comments were made:

1.2.1 **Argentina:** Regarding Conclusion 12/1, item a), workshops had been conducted with stakeholders and authorities. As a result, the training programme for AIS experts offered by CIPE had been modified to focus more on aeronautical information management. Likewise, national regulations had been updated, shifting to a service level certification process for the provider. Regarding the cost-benefit study, it had not been carried out. As to Conclusion 12/2, Argentina had had some difficulties with the software provided by IDS. Work was underway to address the situation, but data loading had continued and the digitalisation process could continue until the end of this year. Thus, Argentina had its AIP available on a website, promoting a “paperless” environment. Likewise, Argentina would soon launch the application for mobile phones and tablets.

1.2.2 **Brazil:** Brazil has complied with all the conclusions. In fact, the aeronautical community, civil aviation authorities, aeronautical users, and service providers have highlighted the importance of AIM within the ATM process in the global context, as shown by implementations that had expedited digitalisation of aeronautical information services.

1.2.3 **Bolivia:** The focal point reported that, regarding the first conclusion, workshops had been carried out with stakeholders and authorities. As to the cost-benefit study, it had not been performed because it was the responsibility of the service provider. Regarding Conclusion 2, with the exception of the paragraph on ICARD, Bolivia had not been able yet to take steps towards digitalisation.

1.2.4 **Chile:** Chile reported that the implementation of the digital stage would start in 2020. The technical documentation had been completed in collaboration with IT units. Thus the two conclusions of the SAM/AIM/11 meeting had been complied with.

1.2.5 **Ecuador:** No information was provided on the status of implementation of the conclusions formulated by the SAM/AIM/11 meeting.

1.2.6 **Panama:** Regarding Conclusion 1, workshops and cost-benefit studies had not been conducted. As to Conclusion 2, digitalisation had suffered a setback with the deferral of e-AIP launching until December of this year. Nevertheless, the aeronautical authority was preparing the technical specifications for contracting infrastructure, equipment and software for SWIM implementation.

1.2.7 **Paraguay:** The regulatory area had organised workshops for operational staff and the authorities, but no cost-benefit studies had been conducted. Regarding the second conclusion on digitalisation, Paraguay had acquired the software for AIXM implementation.

1.2.8 **Uruguay:** Regarding the conclusion, workshops had been conducted with the directors of SWIM areas, but not the cost-benefit study. Regarding Conclusion 2, Uruguay was in contact with Brazil for the implementation of the digitalisation phase. However, Uruguay was making available all aeronautical data and information in electronic format in order to work in a “paperless” environment as of

March-April 2020, doing everything through the web. GNSS would be implemented in Carrasco and then in Laguna del Sauce.

1.2.9 **Venezuela:** Regarding Conclusion 1, Venezuela had conducted workshops in coordination with the civil aviation training centre. However, no cost-benefit study for the implementation of AIM had been conducted. On Conclusion 2, Venezuela had established contact with IDS to update the licence and they were working on the project.

1.2.10 The Secretariat requested documents to show that workshops had been conducted. These documents could be the meeting records, the letter of invitation, and the list of participants with their respective signatures. States undertook to provide this information and send the documents requested by the Secretariat.

1.2.11 In the absence of further information or comments, Agenda Item 1 was concluded.

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**Agenda Item 4: Follow-up to the implementation of the quality management system in AIM units (AIM/QMS)**

4.1 Under this agenda item, the Meeting analysed the following paper:

- WP/07 – GREPECAS Project G3 (*presented by the Secretariat*).

4.2 The Meeting reviewed aspects related to AIM/QMS implementation in SAM States.

4.3 The Secretariat recalled the status of implementation as reported at the SAM/AIM/12 meeting. Likewise, in a follow-up teleconference in October 2019, the Secretariat had collected information on implementation in those States that had not yet completed the process.

4.4 According to the information collected, at that time, the States that had not yet completed the process were: Argentina, Bolivia, Colombia, Ecuador, Guyana, Suriname, and Venezuela.

4.5 In this regard, the States provided the following information:

a) **Argentina:** Regarding WP/07, no progress had been made due to changes among ANAC authorities, and the resulting reformulation of processes, and the COVID-19 pandemic.

b) **Bolivia:** In relation to what had been reported in 2019, they were currently in the fifth phase of the plan developed with the service provider. Implementation was scheduled to be completed in November of this year, to then proceed with the certification process. An analysis would be conducted with the provider to see the feasibility of meeting this deadline, but probably it would be deferred until December 2020 or January 2021.

c) **Colombia:** The IP submitted by the State described the action taken for AIM/QMS implementation. The process was being reviewed and circulated among information providers, and work was underway with GISNA to improve the tool. If all steps were completed, the certification audit would be requested for July 2021.

d) **Ecuador:** Currently working on the process with the planning area, in order to complete the implementation for the AIM, MET, and ETAC areas. A first stage had been defined, but the dates or the status of implementation could not be specified due to the pandemic.

e) **Guyana:** Working on the adaptation of the documentation and training of personnel on the requirements of the standard. Expecting to have the documentation ready by November 2020.

f) **Venezuela:** With the unification of AIS and COM services, a plan was drafted for the restructuring of processes, which included the revision of documents and training. The pandemic, in addition to staff turnover, hindered the execution of this plan. The implementation team continued to work, all documentation was updated, and an e-learning course on ISO 9001 requirements was being developed for new workers in both areas. The IP presented by Venezuela included further information on the status of implementation of AIM/QMS.

4.6 The Secretariat requested States to provide information on what had been implemented and certified, and difficulties expected in the re-certification process due to the pandemic. In this regard, the States expressed the following:

- a) **Brazil:** Was re-certified in 2019. Expecting a follow-up audit this year.
- b) **Chile:** Re-certification expected in August 2020.
- c) **Paraguay:** The re-certification audit was to be carried out in April 2020. It was postponed until June, but currently negotiating with the certifying entity to defer it further.
- d) **Peru:** A follow-up audit had been conducted. Certification scheduled for 2021, but the quality team continued to work to meet all the requirements of the standard.
- e) **Panama:** The re-certification audit was expected in November 2020. Currently working on the bidding process; likely to be postponed until December 2020.
- f) **Uruguay:** A follow-up audit scheduled for July 2020. The internal audit could not be conducted due to the pandemic.

4.7 The Secretariat acknowledged the information provided by the States.

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**Agenda Item 5: Follow-up of e-TOD implementation plans**

5.1 Under this agenda item, the Meeting reviewed the following papers:

- WP/08 - e-TOD implementation (*presented by the Secretariat*)
- WP/06 – Experience of Brazil in the implementation and use of e-TOD data (*presented by Brazil*)
- IP/02 – Implementation of terrain and obstacle data (e-TOD) in Venezuela
- IP/03 – Progress made in Venezuela in the standardisation of aeronautical charting, in accordance with ICAO standards
- Presentation by IFAIMA (Illiana Sánchez)
- Presentation by EVERIS (AMDB)

5.2 The Secretariat noted that implementation was significantly behind schedule in the SAM Region. In this regard, it was noted that follow-up to implementation conducted in 2019 had not shown significant progress.

5.3 Brazil presented a WP and made a presentation on the progress made in its e-TOD programme, the availability of e-TOD data on a GIS website, and the use of such data for procedure design and UAS.

5.4 Venezuela also provided detailed information on its e-TOD programme, the progress made in obstacle data surveying, and the availability of data on a website. This information is contained in IP/02, presented by Venezuela to report on e-TOD implementation.

5.5 Likewise, Chile reported that obstacle surveying had been completed in 5 airports and one was in progress, although the latter would be postponed due to the pandemic. They were also working on making data available on a website being developed by ESRI, but no date had yet been defined for its implementation.

5.6 Ecuador reported working on the collection of obstacle data through the use of drones and with the advice of IFAIMA experts.

5.7 Peru informed that a coordination group was being created between the authority and CORPAC S.A. This group would start working in October of this year and would report its results to the Secretariat. During the first phase, they would not be working yet with aerodrome operators. They also noted that the bidding process for the collection of obstacle data at the Cusco airport had been cancelled.

5.8 Colombia noted that this area was under the responsibility of the procedure design group. However, it was noted that software was being purchased in order to work with dynamic data, and, if everything went well, data would be ready by December 2021.

5.9 Panama informed that Tocumen S.A. had collected obstacle data, and the data had been sent to the Authority. Regarding the other international airports, no progress had been made.

5.10 Uruguay reported that meetings were being held with raw e-TOD data providers. Working groups had been established with obstacle surveying companies and were in the process of organising a bidding process to purchase a system for processing these data.

5.11 Bolivia, Guyana and Paraguay did not report any progress.

5.12 The presentation by IFAIMA provided an overview of terrain and obstacle data acquisition processes, the appropriate equipment to be used in each case, and digital terrain and obstacle data display. Detailed information was also provided on ICAO terrain and obstacle data requirements for each area.

5.13 The industry representatives made a presentation on the *Aerodrome Mapping database*, which covered data acquisition, processing, and display in 3D format.

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**Agenda Item 6: NOTAM contingency plans, AIM deficiencies, and ICARD system**

6.1 Under this agenda item, the Meeting reviewed the following papers:

WP/09 – NOTAM contingency plans, AIM deficiencies and ICARD system (*presented by the Secretariat*).

IP/06 – Action taken by Venezuela to resolve duplicated points in ICARD 5LNC.

6.2 The Meeting reviewed the status of NOTAM contingency plans and the resolution of ICARD problems in the SAM Region.

6.3 Regarding NOTAM contingency plans, the Secretariat recalled that Venezuela still had opportunities for improvement, with the support of Peru. In this sense, Venezuela noted that the proposed Cooperation Agreement between Venezuela and Peru had been approved by the air navigation section of INAC. However, the legal section of INAC had claimed that all requirements set forth in Clause 8.1 (internet, telephone with international access, *inter alia*) should be implemented first, before signing the agreement.

6.4 In view of the difficulty to implement all the requirements, the signing of the agreement had been deferred. Work was currently underway to comply with these requirements before delivering the agreement to the legal section of INAC.

6.5 Regarding ICARD, the Secretariat recalled the plan developed at the SAM/AIM/12 meeting, the purpose of which was to achieve 80% resolution of ICARD issues in the SAM Region by 2022.

6.6 The Secretariat acknowledged all the States for their efforts to resolve problems related to duplicated codes, triplicate codes, difference in codes contained in the AIP and those contained in ICARD, as well as waypoint coordinates on FIR boundaries that sometimes differed from one AIP to another.

6.7 The Secretariat recognised the significant work being carried out by the States to resolve the problems and congratulated them for the results obtained.

6.8 The Secretariat urged States to verify the phonetic similarity of the codes they requested within a radius of 500 NM. States were also requested not to publish procedures and other information involving new codes until the Secretariat had validated them in the ICARD database.

6.9 Venezuela submitted IP/06 describing the action taken by the State regarding the ICARD system.

6.10 Finally, some States requested that attention be paid to some particular cases. The Secretariat requested that the cases be sent by electronic mail in order to seek a proper solution.

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**Agenda Item 7: Other business**

7.1 Under this agenda item, the Meeting reviewed the following papers:

- WP/10 – Harmonisation of documents used in aeronautical information services (*presented by Argentina*).
- IP/04 – Progress made in Venezuela for the acquisition of an AIXM-based integrated aeronautical information system.
- IP/05 – Generation of the eAIP through the integrated aeronautical information system (*presented by Venezuela*)
- IP/07 – Measures taken to address COVID-19 – Contingency plan in Venezuela.
- IP/08 – Special provisions taken by Chile to address the COVID-19 emergency.
- IP/09 – Action taken in the airspace of Argentina within the context of the COVID-19 pandemic.
- IP/10 – AIM contingency plan in face of the COVID-19 emergency in Peru.
- IP/11 – General information on the air navigation contingency plan of Ecuador (MISSING)
- Presentation on drones: AIM and Services (EVERIS)
- Presentation on AIM training (GroupEAD)

7.2 The Meeting reviewed the action taken by States in the AIM area in face of the COVID-19 pandemic. Seven States submitted information papers on action taken.

7.3 State delegates agreed that lessons learned from this situation should be built upon. Peru proposed that a pandemic or epidemic contingency plan be developed for AIM in case the situation were to repeat itself in the next few years.

7.4 The States supported this proposal and decided to create a working group to draft the contingency plan. The working group was made up by:

- a) Argentina: Verónica Villarruel and Joaquín Fagone
- b) Bolivia: Michelle Mora
- c) Brazil
- d) Chile: Nelson Aravena
- e) Colombia: Pedro Alvarez
- f) Paraguay: Antonio Insfrán and Lidia Cáceres
- g) Panama: Dalys Rodriguez
- h) Uruguay: Graciela Monzillo
- i) IFAIMA: Iliana Sánchez

7.5 Everis presented all AIS applications and services for drones.

7.6 In the presentation on AIM training, the representative of GroupEAD made a broad description of training challenges for AIM implementation. Emphasis was placed on teaching methodologies and training requirements when acquiring new aeronautical information management technologies.