



SAM/AIM/2

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
South American Regional Office**

**SECOND MULTILATERAL MEETING OF THE SAM
REGION FOR THE TRANSITION OF AIS TO AIM
(SAM/AIM/2)**

FINAL REPORT

Lima, Peru, 26 to 30 September 2011

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

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HISTORY OF THE MEETING

ii-1 PLACE AND DURATION OF THE MEETING

The Second Multilateral Meeting of the SAM Region for the Transition of AIS to AIM (SAM/AIM/2) was held at the ICAO SAM Regional Office, Lima, Peru, from 26 to 30 September 2011.

ii-2 OPENING CEREMONY AND OTHER MATTERS

Mr. Franklin Hoyer, Regional Director of the ICAO South American Office, greeted the participants, and highlighted the importance of the objectives of the meeting, as regards consolidation of Phase 1 of the Roadmap for the Transition from AIS to AIM, and the beginning of AIM Projects for the provision of Electronic Terrain and Obstacle Data (e-TOD), aeronautical information/data management and the preparation of quality specifications applicable to the digital AIM environment.

The ICAO Regional Director also highlighted the importance of the assistance of experts and the important contribution of the same, recalling that the future working methodology approved by GREPECAS is based on the States' support to Projects to carry out tasks for the transition from AIS to AIM.

The meeting had the opportunity to have the presence of Mr. Antonio Nicoletti, Area Manager from Ingegneria Dei Sistemi S.p.A (IDS), who made a presentation on the information systems and the possible design of future AIM.

Also, Experts Jack Hsu and Mark Varellas, who represent MDA (MacDonald, Dettwiler and Associates Ltd.), which specializes in providing a wide spectrum of solutions for management information, including complex operational systems. They offered a presentation on the importance of methodology for the analysis of solutions that emphasize the importance of a view and a plan before investing in technology.

On the other hand, the delegation of Brazil made a presentation on the AIM-BR Project which objective is the implementation of AIM (Aeronautical Information Management) in following areas: human resources training, organizational structure, regulations, quality systems, automated systems and financial aspects, following the strategy recommended by ICAO and promoting a transition from the service currently provided by AIS to the Aeronautical Information Management.

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

The Meeting agreed to hold its sessions from 0900 to 1530 hours, with appropriate breaks. The work was done with the Meeting as a Single Committee, contemplating the creation of Ad-Hoc Groups to deal with some items of the agenda, if deemed appropriate.

Mr. Pablo Collazo, from the Delegation of Argentina, acted as President of the Meeting. Mr. Graciela Monzillo, delegate from Uruguay was unanimously elected as Vice-Chairman of the Meeting.

Mr. Roberto Arca, RO/ATM/SAR/AIM from the Lima Regional Office, acted as Secretary.

ii-4 **WORKING LANGUAGES**

The working languages of the Meeting were Spanish and English, and its relevant documentation was presented in both languages. There was simultaneous interpretation during the sessions.

ii-5 **AGENDA**

The following agenda was adopted:

Agenda Item 1: Actions adopted by the SAM/IG/13 Meeting

- 1.3 Revision of the actions taken by the GREPECAS AIM/SG/13 Subgroup Meeting
- 1.4 SAM Action Plan with regard to the compliance of the actions adopted by the AIM/SG/13 Meeting.

Agenda Item 2: Revision of the status of application of ICAO Annex 4 and Annex 15 SARPS

- 2.1 States action plans for the resolution of deficiencies identified with Annex 4 and Annex 15 SARPS

Agenda Item 3: Transition Planning from AIS to AIM

- 3.1 Status of implementation of the WGS-84 geodetic global plan taking into consideration the new data products.
- 3.2 Status of implementation of a Quality Management System.
- 3.3 Status of effective compliance of the AIRAC System.
- 3.4 Status of provision of Electronic Terrain and Obstacle Data (e-TOD).
- 3.5 Implementation of Geographical Information Systems (GIS).
- 3.6 Progress in the Integrated Aeronautical Information Documentation (IAIP).
- 3.7 Electronic presentation of the aeronautical information publication (e-AIP).

Agenda Item 4: NOTAM Contingency Plan

- 4.1 revision of the status of application of the letters of agreement for the utilisation of the NOTAM Contingency Plan

Agenda Item 5: Other businessii-6 **ATTENDANCE**

The meeting was attended by 8 States of the SAM Region, Argentina, Bolivia, Brazil, Chile, Colombia, Peru, Suriname and Uruguay, two international companies, Ingegneria Dei Sistemi S.p.A (IDS) and MacDonald, Dettwiler and Associates Ltd. (MDA), making a total of 25 participants. The list of participants is shown in pages iii-1 to iii-6.

**REUNIÓN MULTILATERAL AIM DE LA REGIÓN SAM PARA LA
TRANSICIÓN DEL AIS A LA AIM (SAM/AIM/2)**

Lima, Perú, del 26 al 30 de Septiembre de 2011

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2. Rosa Noemí Geretto
3. Edgardo Daniel Paredes
4. Pablo Collazo

BOLIVIA

5. Mery Frontanilla Vásquez

BRASIL

6. Airton Silva de Salles
7. Edson Ferreira de Sena
8. Wanessa Guimarães

CHILE

9. Sergio García J.

COLOMBIA

10. Mauricio Díaz

PERÚ

11. Héctor Chalán Vargas
12. Roger Soca

13. Mirian González Guerra
14. Evelyn Canches Iparraguirre
15. Sergio Rojas Hidalgo
16. Mirtha Angeles Reque
17. Juan Carranza Polo
18. Alfredo Harvey Palomino

SURINAME

19. Edam Lunette Rinelda
20. Bienvenida Doorson

URUGUAY

21. Graciela Monzillo Gentile
22. Juan José González Pose

IDS

23. Antonio Nicoletti

MDA

24. Mark Varellas
25. Jack Hsu

OACI/ICAO

26. Roberto Arca Jaurena

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Agenda Item 1: Actions adopted by the SAM/IG/13 Meeting**Revision of the action taken by the GREPECAS AIM/SG/13 meeting**

1.1 Under this agenda item, the Meeting took note of the summary presented by the Secretariat on the discussions of the AIM Subgroup and the action taken at its thirteenth meeting regarding the new GREPECAS work methodology, as shown in **Appendix A** to this part of the report (corresponds to Appendix A to WP/02).

1.2 The Meeting took note of the new organisation and work methodology, based on programmes and projects, adopted by GREPECAS/16. According to this new work methodology, Regional Officers will act as programme coordinators, and State officials will act as project coordinators and experts in the development and fulfilment of tasks, applying a project management methodology.

1.3 The three AIM Projects were approved through the GREPECAS fast-track mechanism.

SAM action plan for fulfilling the actions adopted by the AIM/SG/13 meeting

1.4 The Meeting took note that when selecting the AIM projects for the SAM Region, consideration had been given to the integration of the AIM performance objectives developed in the Plan for the implementation of the performance-based air navigation system (SAM/AIM/1 and SAM/AIM/2) with the activities that were being carried out by the various task forces of the AIM Subgroup, and to the resources available in the SAM Region to carry out these initiatives.

1.5 Regarding available resources, the experts of the South American States attending the meeting expressed their interest in collaborating as project coordinators and experts. However, some participants indicated that, in view of the limited human and economic resources of the Administrations, it would be advisable to ensure the respective support from the States for the performance of their tasks.

1.6 With respect to the experts who would fulfil project tasks, the Meeting considered that it was necessary to develop the project more in detail in order to adjust the tasks and identify the parties responsible for their fulfilment.

1.7 Regarding the above, the Meeting decided, as part of its action plan, to develop the AIM projects, taking into account the specific characteristics of SAM States, and adding other tasks that were deemed necessary. The AIM projects developed by the Meeting are shown in **Appendix B** to this part of the report.

Regional coordinators of AIM Projects

1.8 With reference to this matter, the Meeting expressed its gratitude to the States supporting the new GREPECAS work methodology by providing coordinators and experts to work toward the development of AIM Projects.

1.9 The Secretariat informed the Meeting that following regional coordinators had been proposed for the AIM Projects of the SAM Region:

- G1** Developments for the supply of electronic terrain and obstacle data (e-TOD) in CAR and SAM States – Mr. JUAN GONZALEZ, from URUGUAY
- G2** Aeronautical Information/Data Management – Mr. PABLO COLLAZO, from ARGENTINA
- G3** Development of the quality specifications applicable to the AIM digital environment- Mrs. LIDIA CACERES, from PARAGUAY

1.10 With reference to the above, the Meeting deeply deplored the absence of the coordinator of Project G3, Mrs. Lidia Caceres, from Paraguay, and unanimously decided to keep her as Regional Coordinator for the development of quality specifications applicable to the AIM digital environment.

APPENDIX A

Summary Meeting AIM/SG/13

The Thirteenth Meeting of the GREPECAS Aeronautical Information Management Subgroup (AIM/SG/13) was held at the premises of the ICAO NACC Regional Office in Mexico City, Mexico, from 19 to 21 July 2011.

Follow-up on Actions Adopted by the GREPECAS/16 Meeting

The Meeting was informed on the new organisation and work methodology adopted by GREPECAS based in Programmes and Projects, designating the CAR and SAM Regional Officers as programme coordinators, the Officers from CAR and SAM States as project coordinators and officers from CAR and SAM States as experts for the development and implementation of project tasks. All of this under a method scheme based on Project Management.

Considering GREPECAS Conclusion 16/49 – *Contribution from States to the GREPECAS Resources* the Secretariat emphasized the meeting about the importance that States provide the necessary qualified human resources to participate and to release them from their normal duties for the three initial projects defined for the AIM Programme.

Also, the Meeting was informed by the Secretariat about the bilingual course on GREPECAS Project Management Training, addressed to the ICAO coordinators designated to the programmes and to the coordinators from the CAR/SAM Region States assigned to the projects, in order to facilitate their management. This course is planned to be held in the ICAO SAM Regional Office from 7 to 11 November 2011.

Taking into consideration the aforementioned, the meeting participants expressed their concern to the Secretariat about the closeness of the dates for the course mentioned in the previous paragraph and requested that it be reconsidered to be modified and moved to the first quarter of 2012, thus allowing CAR and SAM States to plan their participation and guarantee their attendance.

Review of the Reports of the AIM Subgroup Task Forces

Fifth Meeting of the AIM Quality Management Task Force (AIM/QM/TF/5)

The Meeting took note of the Fifth Meeting of the AIM Quality Management Task Force (AIM QM/TF/5) was held in Santo Domingo, Dominican Republic, 18 to 22 October 2010.

In order to consolidate Phase 1 of the Transition from AIS to AIM Roadmap it was necessary to request the Secretariat to forward the following Draft Conclusion to the GREPECAS fast track mechanism:

DRAFT**CONCLUSION 13/1 HIGH PRIORITY TO THE IMPLEMENTATION OF THE QUALITY MANAGEMENT SYSTEM IN AIM (QMS)**

The CAR/SAM Regions States and Territories who have not yet implemented the AIM Quality Management System are urged to:

- a) consider giving the highest priority in their Administration to the requirement contained in ICAO Annex 15, and to take urgent actions for its implementation and later certification;
- b) establish a date for the implementation of QMS in AIM no later than **31 December 2012**; and
- c) send reports on the progress of the QMS implementation in the **months of June and December** of each year to the correspondent ICAO CAR or SAM Regional Office.

By analyzing the tasks that would remain outstanding following the disintegration of the Task Force resulted from the implementation of the new GREPECAS methodology, the meeting deemed appropriate that they be considered as activities to be developed under **Project G3**.

AIM Geographic Information System Task Force (AIM/GIS/TF/1)

While analyzing the report of the First Meeting of the AIM Geographic Information System Task Force (AIM/GIS/TF/1), held in Rio de Janeiro, Brazil, 21 to 25 March 2011, the Meeting approved the report and regarding the Decisions adopted by the GIS Task Force it was deemed appropriate that they be analyzed by the corresponding Programme Coordinators from both Regional Offices and by the corresponding Project Coordinators in order to recommend its inclusion as part of the tasks for **Project G1**.

Preparation of projects under the AIM

The Secretariat clarified that the Projects represent high-level activities and that the tasks involved are an initial approach for the progress in the AIS to AIM transition based on the ICAO AIS to AIM Transition Roadmap and within the context of performance-based air navigation implementation. The Meeting approved three main Projects and included a proposal of initial tasks under the AIM Programme (G).

The meeting was informed about the difficulties that would represent to States to work in the conceptual models without ICAO SARPs. Considering this, the following Draft Conclusion is proposed to be forwarded to the GREPECAS fast track mechanism:

DRAFT**CONCLUSION 13/2 NEED TO ACCELERATE THE ADOPTION OF SARPS AND GUIDANCE MATERIAL REGARDING THE CONCEPTUAL MODELS AND FOR AERONAUTICAL DATA/INFORMATION EXCHANGE**

That, the GREPECAS Secretary elevates to ICAO Headquarters the concern about the need to accelerate the adoption of standards and recommended practices (SARPs) and guidance material in English and Spanish, such as Doc

9881, the AIM Quality Manual, the AIM Training Manual, as well as those related with the aeronautical information exchange and conceptual models to become official documents to be homogeneously implemented by all member States and allow the development and implementation of these models in a trustworthy and safe environment.

Designation of State officers as coordinators and experts for projects

Regarding the designation of experts from the SAM Region, the Meeting was informed that the South American States present during the Meeting, as well as Uruguay, who was contacted via e-mail, expressed their interest to collaborate as Project Coordinators and Experts. However, the names of the officers will be coordinated in the future between the corresponding administrations and the South American Regional Office, taking into account the limitation of human and economic resources of the Administrations.

Other Issues

The Meeting observed that among the Phase 1 roadmap steps there is the implementation of quality programmes, which will ensure the data quality that will serve the final user. Taking this into account, it is a matter of priority that ISO 19100 series of standards are fully implemented regarding the geographic data quality.

In addition, it was acknowledged that within the framework of geographical-cartographical information and in accordance with current civil aviation needs, it is required to adopt a Quality Management System in order to establish a continuous improvement within cartographic organizations and the user community, thus enabling them to understand the characteristics and potential of the cartographic product they use.

The International Standards Association (ISO) 211 Technical Committee 211 has developed applicable regulations to geographical data. In particular, ISO standards 19113 and 19114 have been created with the purpose of conceptualizing, measuring and managing geographical data and products throughout all cartographic processes. Likewise, the ISO 19115 metadata application has been disseminated and it enables data and quality description.

Considering the abovementioned, the Meeting agreed to request GREPECAS to use the fast track mechanism to approve the following draft conclusion:

DRAFT

CONCLUSION 13/3 ELECTRONIC TERRAIN AND OBSTACLE DATA SUPPLY (e-TOD)

That States and Territories of the CAR/SAM regions take urgent actions to ensure:

- a) the electronic representation of WGS-84 geodetic data in aeronautical charts in order to support Performance Air Navigation (PBN), and
- b) the terrain and obstacle electronic data availability of high quality and integrity, as required by ICAO Annex 15.

The United States representative commented on the importance to reduce human intervention to the minimum in all data management processes. Furthermore, the JEPPESEN representative stressed out the relevance to determine WGS-84 information not only to international aerodromes but also to domestic aerodromes, considering the use of new navigation technologies by the user community.

APÉNDICE B / APPENDIX B**PROYECTOS REGIONALES AIM
AIM REGIONAL PROJECTS**

- G1 Desarrollos para el suministro de los datos electrónicos sobre el terreno y los obstáculos (e-TOD) en los Estados SAM – Sr. JUAN GONZALEZ de URUGUAY.**
- G1 Developments for the supply of electronic terrain and obstacle data (e-TOD) in SAM States – Mr. JUAN GONZALEZ, from URUGUAY**
-
- G2 Gestión de Información/datos aeronáuticos SR. PABLO COLLAZO de ARGENTINA**
- G2 Aeronautical Information/Data Management – Mr. PABLO COLLAZO, from ARGENTINA**
-
- G3 Elaboración de especificaciones de calidad aplicables al entorno digital AIM Sra. LIDIA CACERES de PARAGUAY**
- G3 Development of the quality specifications applicable to the AIM digital environment- Mrs. LIDIA CACERES, from PARAGUAY**

ID	Nombre de tarea	Duration	Start	Finish	2010			2012			2014			2016			
					Qtr 3	Qtr 1	Qtr 3	Qtr 1	Qtr 3	Qtr 1	Qtr 3	Qtr 1	Qtr 3	Qtr 1	Qtr 3	Qtr 1	
1	Desarrollos para el suministro de los datos electrónicos sobre el terreno y los obstáculos (e-TOD) en los Estados SAM + GIS/Development for the provision of terrain and obstacle electronic data (e-TOD) in SAM States + GIS	1114 days?	Mon 26/09/11	Thu 31/12/15													
2																	
3	Identificar el nivel de implantación de la Norma para la provisión de datos electrónicos sobre el terreno (e-TOD) para el Área 1 (Anexo 15, 10.1.3)/Identify the level of implementation of the Regulation for the provision of electronic terrain data (e-TOD)	65 days	Mon 03/10/11	Fri 30/12/11													
4	Generar Formulario de Consulta/Generate survey form	15 days	Mon 03/10/11	Fri 21/10/11													
5	Circular a los Estados/Circulate to States	20 days	Mon 24/10/11	Fri 18/11/11													
6	Reunir información de los Estados/Gather information from States	20 days	Mon 21/11/11	Fri 16/12/11													
7	Generar Informe de Implantación/Generate implementation report	10 days	Mon 19/12/11	Fri 30/12/11													
8	Plan de acción e-TOD/e-TOD action plan	1109 days?	Mon 03/10/11	Thu 31/12/15													
9	Objetivos/Objectives	65 days	Mon 03/10/11	Fri 30/12/11													
10	Establecer y priorizar objetivos del proyecto de implantación del e-TOD (tareas, costos, plazos de ejecución, riesgos del proyecto)/Establish and prioritise objectives of e-TOD implementation project (tasks, costs, impl. Target dates, project risks)	30 days	Mon 03/10/11	Fri 11/11/11													
11	Elaborar el Documento Guía con los objetivos del proyecto/Prepare guidance document with project objectives	35 days	Mon 14/11/11	Fri 30/12/11													
12	Especificaciones técnicas/Technical specifications	90 days	Mon 02/01/12	Fri 04/05/12													
13	Definir las especificaciones técnicas y del proyecto/Define technical specifications of the project	60 days	Mon 02/01/12	Fri 23/03/12													
14	Elaborar el documento con las especificaciones técnicas/Prepare the document with technical specifications	30 days	Mon 26/03/12	Fri 04/05/12													
15	Realizar Acuerdos/Carry out agreements	100 days	Mon 07/05/12	Fri 21/09/12													
16	Definir cláusulas contractuales para el uso de la información (protección, almacenamiento, distribución, etc)/Define contract clauses for use of information, storage, distribution, etc)	30 days	Mon 07/05/12	Fri 15/06/12													
17	Firmar cartas de acuerdos, socializando los datos electrónicos de terreno y de obstáculos en las áreas comunes entre las fronteras de los Estados/Sign LOAs socialising e-TOD in common areas between States' boundaries	50 days	Mon 18/06/12	Fri 24/08/12													

PLANIFICACIÓN AIS: Proyecto G1	Tarea		Resumen del proyecto		Inactive Milestone		Manual Summary Rollup		Progreso	
	División		Tareas externas		Inactive Summary		Manual Summary		Fecha límite	
	Hito		Hito externo		Manual Task		Start-only			
	Resumen		Inactive Task		Duration-only		Finish-only			

ID	Nombre de tarea	Duration	Start	Finish	2010			2012			2014			2016		
					Qtr 3	Qtr 1	Qtr 3	Qtr 1	Qtr 3	Qtr 1	Qtr 3	Qtr 1	Qtr 3	Qtr 1	Qtr 3	
18	Firmar acuerdo de nivel de servicio (SLA) entre proveedores y servicio AIS/Sign service agreement - SLA between providers and AIS service	20 days	Mon 27/08/12	Fri 21/09/12												
19	Capacitación/Training	1001 days?	Thu 01/03/12	Thu 31/12/15												
23	Conceptos Operacionales/Operational concepts	177 days?	Thu 01/03/12	Fri 02/11/12												
24	Definir los conceptos operacionales/Define operational concepts	133 days?	Thu 01/03/12	Mon 03/09/12												
25	Compilar en un documento los conceptos operacionales necesarios/Compile in a document necessary operational concepts	44 days?	Tue 04/09/12	Fri 02/11/12												
26	Análisis de requerimientos tecnológicos / Technological requirements analysis	306 days?	Thu 01/03/12	Thu 02/05/13												
27	Evaluación de costos del proyecto en general/General project cost assessment	150 days	Thu 01/03/12	Wed 26/09/12												
28	Elaborar la documentación financiera/Draft financial documentation	155 days?	Thu 27/09/12	Wed 01/05/13												
29	Presentar a la alta gerencia del documento final para su aprobación/Present the High Level Management the final document for approval	1 day	Thu 02/05/13	Thu 02/05/13												
30	Adquisición de herramientas tecnológicas/Acquisition of technological tools	326 days?	Mon 02/09/13	Mon 01/12/14												
31	Adquirir los software, hardware y aplicativos de última tecnología/Acquire software and hardware and applications of state-of-the-art technology	152 days?	Mon 02/09/13	Tue 01/04/14												
32	Instalar y poner en funcionamiento de las herramientas tecnológicas adquiridas/Install and put into operation technology tools acquired	132 days?	Tue 01/04/14	Wed 01/10/14												
33	Entrenar al personal especializado en el manejo de estas herramientas/Train specialised personnel in handling these tools	43 days?	Thu 02/10/14	Mon 01/12/14												
34	Implantación propiamente dicha (bajo GIS)/Implementation itself (under GIS)	261 days	Thu 01/01/15	Thu 31/12/15												
35	Carga de datos>Loading of data	150 days	Thu 01/01/15	Wed 29/07/15												
36	Verificación de carga/Check data loading	100 days	Thu 30/07/15	Wed 16/12/15												
37	Análisis de resultados/Analysis of the results	11 days	Thu 17/12/15	Thu 31/12/15												
38																
39	Desarrollo del GIS en Estados SAM para gestión de datos e-TOD, y gestionar info requerida para apoyar aplicaciones de nav aérea definidas/Development of GIS in SAM States for e-TOD and manage info required to support air nav applications	1110 days?	Mon 03/10/11	Fri 01/01/16												
40	Diagnóstico/Diagnosis	185 days?	Mon 03/10/11	Fri 15/06/12												
41	Evaluación: costo beneficio, personal especializado, equipamiento de hardware y software/Cost-benefit assessment, specialised personnel, hardware and software	65 days?	Mon 03/10/11	Fri 30/12/11												

PLANIFICACIÓN AIS: Proyecto G1	Tarea		Resumen del proyecto		Inactive Milestone		Manual Summary Rollup		Progreso	
	División		Tareas externas		Inactive Summary		Manual Summary		Fecha límite	
	Hito		Hito externo		Manual Task		Start-only			
	Resumen		Inactive Task		Duration-only		Finish-only			

ID	Nombre de tarea	Duration	Start	Finish	2010			2012			2014			2016		
					Qtr 3	Qtr 1	Qtr 3	Qtr 1	Qtr 3	Qtr 1	Qtr 3	Qtr 1	Qtr 3	Qtr 1	Qtr 3	
42	Estudio de mercado para la adquisición de un sistema de información geográfica/Market survey for acquisition of a GIS	50 days	Mon 02/01/12	Fri 09/03/12												
43	Selección y adquisición de software y hardware más adecuado/Selection and acquisition of most adequate software	70 days?	Mon 12/03/12	Fri 15/06/12												
44	Realizar Acuerdos/Carry out agreements	100 days	Mon 07/05/12	Fri 21/09/12												
45	Definir cláusulas contractuales para uso de información (protección, almacenamiento, distribución, etc)/Define contracting clauses for use of information (protection, storage, distribution, etc)	30 days	Mon 07/05/12	Fri 15/06/12												
46	Firmar cartas de acuerdos, socializando los datos electrónicos de terreno y de obstáculos en las áreas comunes entre las fronteras de los Estados/Sign LOAs socialising e-TOD in common areas between States' boundaries	50 days	Mon 18/06/12	Fri 24/08/12												
47	Firmar acuerdo de nivel de servicio (SLA) entre proveedores y servicio AIS/Sign service level agreement - SLA, between AIS service providers	20 days	Mon 27/08/12	Fri 21/09/12												
48	Capacitación/Training	924 days?	Mon 18/06/12	Thu 31/12/15												
49	Desarrollar un programa de capacitación y documentación para operadores de GIS + AIXM/Develop a training programme and documentation for operators of GIS + AIXM	45 days?	Mon 18/06/12	Fri 17/08/12												
50	Conducir programas de capacitación/Conduct training programmes	40 days	Mon 20/08/12	Fri 12/10/12												
51	Mantener seminarios orientados a los especialistas e-TOD, indicando los planes y los beneficios operacionales y económicos esperados/Hold seminars oriented to e-TOD experts indicating plans and operational and economic benefits expected	839 days?	Mon 15/10/12	Thu 31/12/15												
52	Conceptos Operacionales/operational concepts	177 days?	Thu 01/03/12	Fri 02/11/12												
53	Definir los conceptos operacionales/Define operational concepts	133 days?	Thu 01/03/12	Mon 03/09/12												
54	Compilar en un documento los conceptos operacionales necesarios/Compile in one document necessary operational concepts	44 days?	Tue 04/09/12	Fri 02/11/12												
55	Generar base de datos/Generation of data bases	361 days	Thu 14/08/14	Thu 31/12/15												
56	Definición de bases de datos/Definition of data bases	100 days	Thu 14/08/14	Thu 01/01/15												
57	Carga de datos/Data loading	150 days	Thu 01/01/15	Wed 29/07/15												
58	Verificación de carga/Check data loading	100 days	Thu 30/07/15	Wed 16/12/15												
59	Análisis de resultados/Analysis of results	11 days	Thu 17/12/15	Thu 31/12/15												
60	Generación AIXM/AIXM Generation	1 day	Fri 01/01/16	Fri 01/01/16												
61	Generar productos basados en AIXM/Generate AIXM-baed products	1 day	Fri 01/01/16	Fri 01/01/16												

PLANIFICACIÓN AIS: Proyecto G1	Tarea		Resumen del proyecto		Inactive Milestone		Manual Summary Rollup		Progreso	
	División		Tareas externas		Inactive Summary		Manual Summary		Fecha límite	
	Hito		Hito externo		Manual Task		Start-only			
	Resumen		Inactive Task		Duration-only		Finish-only			

ID	Nombre de tarea	Duration	Start	Finish	2011				2012				2013				2014					
					Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
1	Gestión de información/datos aeronáuticos/Aeronautical Information/data Management	592 days?	Mon 26/09/11	Tue 31/12/13																		
2	Modelo de Intercambio de Información Aeronáutica (AIXM)/Aeronautical Information Exchange Management (AIXM)	1044 days?	Mon 03/01/11	Thu 01/01/15																		
3	Dar seguimiento al desarrollo los SARPs de la OACI sobre el modelo de intercambio de información aeronáutica/Give follow-up to the development of ICAO SARPs on the aeronautical information exchange model	1044 days?	Mon 03/01/11	Thu 01/01/15																		
4	Elaborar material guía acerca del concepto/Prepare guidance material about the concept	1 day?	Fri 30/11/12	Fri 30/11/12																		
5	Acuerdos con proveedores de datos/Agreements with data providers	178 days?	Wed 28/09/11	Fri 01/06/12																		
6	Relevar los acuerdos implantados en la región/Review agreements implemented in the region	47 days	Wed 28/09/11	Thu 01/12/11																		
7	Desarrollar material guía/Develop guidance material	132 days	Thu 01/12/11	Fri 01/06/12																		
8	Identificación de originadores/Identify originators	88 days?	Thu 01/12/11	Mon 02/04/12																		
9	Modelo-Plantilla de acuerdo/Model, agreement pattern	132 days?	Thu 01/12/11	Fri 01/06/12																		
10	Identificar el estado de implantación sobre el suministro de Documentación Integrada laip/Identify status of implementation on the provision of integrated AIP documentation	198 days?	Thu 29/09/11	Mon 02/07/12																		
11	Relevamiento de suministro de la IAIP mediante el uso de una tabla/Collection of IAIP provision through the use of a table	198 days?	Thu 29/09/11	Mon 02/07/12																		
12	Distribución a los Estados/Distribution to States	198 days	Thu 29/09/11	Mon 02/07/12																		
13	Recolección y Actualización/Collection and updating	198 days?	Thu 29/09/11	Mon 02/07/12																		
14	AIP Electrónico/Electronic AIP	330 days?	Wed 28/09/11	Tue 01/01/13																		
19	Armonizar en la Región SAM la introducción de información no contemplada en el modelo AIP/Harmonise in the SAM Region the introduction of information not contemplated in the AIP model	413 days?	Mon 03/01/11	Wed 01/08/12																		

PLANIFICACIÓN AIS: Proyecto G2

Tarea		Tareas externas		Inactive Summary		Start-only	
División		Hito externo		Manual Task		Finish-only	
Hito		Inactive Task		Duration-only		Progreso	
Resumen		Inactive Task		Manual Summary Rollup		Fecha límite	
Resumen del proyecto		Inactive Milestone		Manual Summary			

ID	Nombre de tarea	Duration	Start	Finish	2011				2012				2013				2014			
					Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
20	Elaboración de una tabla conteniendo temas no contemplados en el modelo AIP/Drafting of a table containing issues not contemplated in the AIP model	46 days?	Thu 29/09/11	Thu 01/12/11																
21	Establecer un formulario de comunicación de inclusión de temas no contemplados/Establish a communication form for inclusion of matters not contemplated	46 days?	Thu 29/09/11	Thu 01/12/11																
22	Establecer el procedimiento para asegurar la armonización/Establish procedure to ensure harmonisation	413 days?	Mon 03/01/11	Wed 01/08/12																

PLANIFICACIÓN AIS: Proyecto G2

Tarea		Tareas externas		Inactive Summary		Start-only	
División		Hito externo		Manual Task		Finish-only	
Hito		Inactive Task		Duration-only		Progreso	
Resumen		Inactive Task		Manual Summary Rollup		Fecha límite	
Resumen del proyecto		Inactive Milestone		Manual Summary			

ID	Nombre de tarea	Duration	Start	Finish	4th Quarter			1st Quarter			2nd Quarter			3rd Quarter			4th Quarter					
					Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec			
1	EVALUACION Y DESARROLLO DEL QMS APLICADO A LA AIM DE LOS ESTADOS DE LA REGION SAM/EVALUATION AND DEVELOPMENT OF QMS APPLIED TO AIM IN THE SAM REGION	326 days	Mon 03/10/11	Mon 31/12/12																		
2																						
3	Identificar el nivel de implantación del QMS para la transición del AIS hacia la AIM en los Estados SAM/ Identify the level of QMS implementation for the AIS-AIM transition in the SAM Region	100 days?	Mon 03/10/11	Fri 17/02/12																		
4	Identificar el nivel de implantación del QMS para la transición AIS-AIM en los Estados SAM/ Identify the level of QMS implementation for the AIS-AIM transition in the SAM Region	0 days?	Mon 03/10/11	Mon 03/10/11																		
5	Preparar encuestas para establecer niveles de cumplimiento e implantación del QMS-AIM basados en las guías OACI/Develop surveys to determine status of QMS in AIM transition roadmap based on ICAO guidelines	20 days	Mon 03/10/11	Fri 28/10/11																		
6	Circular las encuestas a los Estados/ Deliver the questionnaires to the States	30 days	Mon 31/10/11	Fri 09/12/11																		
7	Recopilar y tabular la información de los Estados/collect data from States	30 days	Mon 12/12/11	Fri 20/01/12																		
8	Generar Informe de Implantación/Implementation Report	20 days	Mon 23/01/12	Fri 17/02/12																		
9																						
10	Establecer Plan de Acción que garantice continuidad en implantación del QMS -AIM SAM incluyendo cumplimiento del sistema AIRAC /Develop a SAM Action Plan to ensure continued QMS implementation in SAM Region, including compliance with AIRAC system	30 days?	Mon 20/02/12	Fri 30/03/12																		
11	Establecer Plan de Acción que garantice continuidad en implantación del QMS -AIM SAM incluyendo cumplimiento del sistema AIRAC /Develop a SAM Action Plan to ensure continued QMS implementation in SAM Region, including compliance with AIRAC system	0 days?	Mon 20/02/12	Mon 20/02/12																		
12	Remitir a los Estados el nuevo modelo de plan de acción ajustado/Submit a revised model of the Action Plan to the States	30 days	Mon 20/02/12	Fri 30/03/12																		
13																						
14	Notificación de LOAs por Estados originadores y proveedores del servicio para garantizar calidad e intercambio de datos AIM/Reporting of LOAs by States originators and service providers to ensure data quality and exchange.	50 days	Mon 02/04/12	Fri 08/06/12																		
15	Recopilar y tabular la información de los Estados/States data collection and tabulation	30 days	Mon 02/04/12	Fri 11/05/12																		
16	Generar Informe a la Oficina Regional SAM/Elaborate Report to be submitted to SAM's Regional Office	20 days	Mon 14/05/12	Fri 08/06/12																		
17																						
18	Control sobre la certificación AIM-QMS obtenida por los diferentes estados / Control of the AIM/QMS Certification obtained by the States	31 days?	Mon 19/11/12	Mon 31/12/12																		

PLANIFICACIÓN AIS: PROYECTO G3	Tarea		Tareas externas		Resumen inactivo		Sólo el comienzo	
	División		Hito externo		Tarea manual		Sólo fin	
	Hito		Tarea inactiva		Sólo duración		Progreso	
	Resumen		Tarea inactiva		Informe de resumen manual		Fecha límite	
	Resumen del proyecto		Hito inactivo		Resumen manual			

ID	Nombre de tarea	Duration	Start	Finish	4th Quarter			1st Quarter			2nd Quarter			3rd Quarter			4th Quarter		
					Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
19	Control sobre la certificación AIM-QMS obtenida por los diferentes estados / Control of the AIM/QMS Certification obtained by the States	0 days?	Mon 19/11/12	Mon 19/11/12															◆ 19/11
20	Recopilar las certificaciones QMS-AIM ISO9001-2008/Collect ISO9001-2008 QMS/AIM Certifications	10 days	Mon 19/11/12	Fri 30/11/12															
21	Generar el informe final a la oficina Regional SAM respecto a los estados certificados /Elaborate Final Report to be submitted to the Regional SAM's Regional Office	21 days	Mon 03/12/12	Mon 31/12/12															

PLANIFICACIÓN AIS: PROYECTO G3

Tarea		Tareas externas		Resumen inactivo		Sólo el comienzo	
División		Hito externo		Tarea manual		Sólo fin	
Hito		Tarea inactiva		Sólo duración		Progreso	
Resumen		Tarea inactiva		Informe de resumen manual		Fecha límite	
Resumen del proyecto		Hito inactivo		Resumen manual			

Agenda Item 2: Review of the status of application of ICAO Annex 4 and Annex 15 SARPs**State action plans for the resolution of deficiencies identified with respect to Annex 4 and Annex 15 SARPs**

2.1 Under this agenda item, the Meeting recalled that the roadmap approved by Headquarters and adopted by the SAM Region for the three-phased transition from AIS to AIM established, in Phase 1, a review of the deficiencies in each State, and compliance with the standards contained in Annexes 4 and 15 to the ICAO Convention.

2.2 The date of compliance with this requirement in Phase 1, as agreed by the States at the SAM/AIM/1 multilateral meeting, is December 2011.

2.3 Likewise, the GREPECAS/16 meeting agreed to use a revised methodology for the identification, assessment and reporting of air navigation deficiencies, based on the premise that deficiencies are to be considered as safety hazards, and on the implementation of a hazard identification and risk assessment (HIRA) process.

2.4 With regard to the above, the Secretariat reminded the Meeting that a lack of response by a State to a deficiency identified and notified by the respective Regional Office was proof of ineffective implementation, which could increase the level of risk in a State/Territory and result in the need for an ICAO audit under the new continuous monitoring approach (CMA) of the ICAO USOAP.

2.5 The Meeting analysed the new methodology proposed by GREPECAS for analysing deficiencies, which appears in **Appendix A** to this part of the report, and all SAM States attending the Meeting are expected to submit their action plans for the resolution of deficiencies by completing the form contained in **Appendix B** to this part of the report.

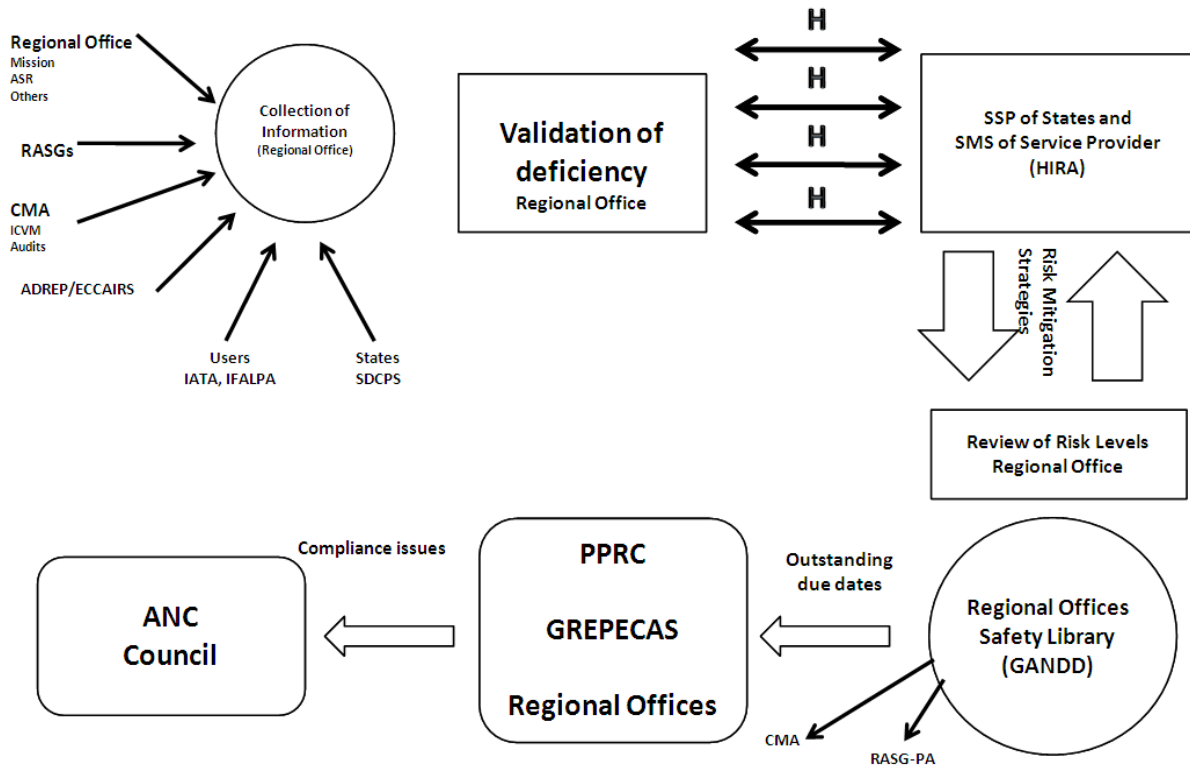
2.6 The information provided by the States will allow the Regional Office to monitor the status of implementation at regional level, identify short- and medium-term projects to allow States to comply with the SARPs, and establish AIM implementation priorities.

2.7 With regard to the above, participants agreed to complete the information requested in Appendix B to this part of the report and send the form to the ICAO Secretariat before **15 December 2011**.

APPENDIX A

REVISED METHODOLOGY FOR THE IDENTIFICATION, ASSESSMENT AND REPORTING OF AIR NAVIGATION DEFICIENCIES

Concept of revised methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies



1. The Regional Office, upon identifying or receiving a report of a deficiency from sources approved by the Council (State/Territory, IATA, and IFALPA), assesses the report and verifies its validity.
2. The deficiency report duly validated by the corresponding Regional Office is sent to the State concerned through the designated focal point, using the Hazard Identification and Risk Assessment (HIRA) Form that appears in **Attachment 1** to this procedure.

Note: In case of criterion discrepancies regarding the need to make the next step of the process which entails risk analysis, the State might coordinate with its Regional Office the corresponding actions to deal with deficiencies.

3. The State enters the deficiency report into its safety system for the corresponding investigation.

4. The State safety system, using its internal procedures, assesses the risk generated by the deficiency and the underlying factors and hazards, expressed in terms of probability and severity:
 - a) Determines the risk tolerability index.
 - b) Identifies missing or inadequate defences.
 - c) Implements mitigation measures to control risk indices or values defined as intolerable, reducing the operational risk to an acceptable level.
 - d) Disseminates the information according to its procedures.
5. The State will have three months to return to the corresponding Regional Office the form containing the risk mitigation recommendations report (RMRR) that appears in **Attachment 2** to this procedure, duly completed and signed, and will insert a summary of the developed action plan in the GANDD.

Note 5.1: In case of criterion discrepancies in the risk assessment of the reported deficiency/hazard, the corresponding Regional Office could suggest to the State to review the analysis.

Note 5.2: The State/Territory may request its Regional Office an extension to the response deadline with the corresponding justifications.

6. If no information is received from the State about the reported deficiency within a period of three months, this will be considered as objective evidence of the ineffectiveness of the SSP and/or SMS. This information will be reported to the USOAP/CMA, which could increase the level of risk of this State and activate any of the USOAP/CMA intervention tools.
7. The Regional Office will inform GREPECAS about the result of the risk mitigation assessment and recommendations by the State.
8. Based on the result of the analysis of the deficiency, the information could be sent to the ICAO Air Navigation Commission on behalf of GREPECAS, the Regional Office or the PPRC.
9. A statistical report of CAR and SAM deficiencies will be provided to RASG-PA for inclusion in the annual safety report of that mechanism.

**Deficiency: A deficiency is a situation where a facility, service, or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO standards and recommended practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation.*

**Hazard: A hazard is a condition or an object with the potential to cause injuries to personnel, damage to equipment or structures, loss of material, or reduction of ability to perform a prescribed function.*

Note: Within this context, deficiencies are considered hazards.

ATTACHMENT 1 TO APPENDIX A

DEFICIENCY (HAZARD) IDENTIFICATION AND RISK ASSESSMENT REPORT	
1. Description of identified deficiency:	
2. State/Territory/Organization:	
3. Report N°:	
4. Date of identification:	
5. Deficiency reported by:	
6. Air Navigation Area Facility/service involved:	
7. Specific requirement:	
8. Potential consequences of the hazard caused by the deficiency:	
9. Mitigation currently implemented (if known):	
10. Remarks:	
11. Report prepared by: (ICAO Officer)	

DEFICIENCY (HAZARD) IDENTIFICATION AND RISK ASSESSMENT REPORT						
		RISK SEVERITY				
		Catastrophic A	Hazardous B	Major C	Minor D	Negligible E
RISK PROBABILITY	Frequent 5	5A	5B	5C	5D	5E
	Occasional 4	4A	4B	4C	4D	4E
	Remote 3	3A	3B	3C	3D	3E
	Improbable 2	2A	2B	2C	2D	2E
	Extremely Improbable 1	1A	1B	1C	1D	1E
5A, 5B, 5C, 4A, 4B, 3A		Intolerable region (equivalent to U-priority deficiencies) Unacceptable under the existing circumstances				
5D, 4C, 4D, 3B, 3C, 2A, 2B, 5E, 2C, 4E, 3D		Tolerable region (equivalent to A-priority deficiencies) Acceptable based on risk mitigation. It may require management decision.				
1A, 1B, 1C, 1D, 1E, 2E, 3E, 2D		Acceptable region (equivalent to B-priority deficiencies) Acceptable				
Probability		Is defined as the likelihood that an unsafe event or condition might occur				
Frequent:		•Likely to occur many times (has occurred frequently)				
Occasional:		•Likely to occur sometimes (has occurred infrequently)				
Remote:		•Unlikely to occur, but possible (has occurred rarely)				
Improbable:		•Very unlikely to occur (not known to have occurred)				
Extremely improbable:		•Almost inconceivable that the event will occur				
Severity:		Is defined as the possible consequences of an unsafe event or condition, taking as reference the worst foreseeable situation.				
Catastrophic		•Equipment destroyed •Multiple deaths				
Hazardous		•A large reduction in safety margins, physical distress or a workload such that the operators cannot be relied upon to perform their tasks accurately or completely •Serious injury •Major equipment damage				
Major:		•A significant reduction in safety margins, a reduction in the ability of the operators to cope with adverse operating conditions as a result of increase in workload, or as a result of conditions impairing their efficiency •Serious incident •Injury to persons				
Minor:		•Nuisance •Operating limitations •Use of emergency procedures •Minor incident				
Negligible:		•Little consequences				

**EXPLANATION OF THE
“DEFICIENCY (HAZARD) IDENTIFICATION AND RISK ASSESSMENT” FORM**

1. **Description of identified deficiency:** Specifies the deficiency identified or the occurrence of the event, validated by the corresponding Regional Office.
2. **State/Territory/Organization:** Identifies the name of the State/Territory/Organization involved.
3. **Report N°:** Unique Code that identifies the deficiency by State.
4. **Date of identification:** Indicates the DD/MM/YY of the report of the deficiency identified or of the occurrence of the event, as applicable.
5. **Deficiency reported by:** Indicates the source that identified and reported the deficiency.
6. **Air Navigation Area Facility/service involved or activity:** Specifies the air navigation area directly involved in the identified deficiency. More than one area may be listed.
7. **Specific requirement:** Standard/Recommended Practice of ICAO Annex or the reference to the requirement of the deficiency-related Air Navigation Plan requirement. If known, the specific error or failure that affected the operation is included
8. **Potential consequences of the deficiency caused by the deficiency:** Initial assessment of the consequence of the identified deficiency, either by the source reporting the deficiency, or by the Regional Office that sends the report.
9. **Mitigation currently implemented (if known):** If known, existing defences are included.
10. **Remarks:** Observations or comments on the identified deficiency may be included.
11. **Report prepared by (ICAO Officer):** The reporting ICAO Regional Office and Official is specified.

ATTACHMENT 2 TO APPENDIX A

RISK MITIGATION RECOMMENDATIONS REPORT				
1. Description of identified deficiency:				
2. State/Territory/Organization:				
3. Report N°:				
4. Date of identification:				
5. Level of risk before mitigation measures are adopted:				
6. Solution # 1				
7. Description of the solution:				
8. Estimated cost and time for implementation of this solution:		9. Revised risk assessment if <u>only</u> this solution is to be implemented:	10. Probability:	
\$ _____			11. Severity:	
			12. Level of risk:	
13. Potential implementation problems:				
14. Solution # 2				
15. Description of the solution:				
16. Estimated cost and time for implementation of this solution		17. Revised risk assessment if <u>only</u> this solution is to be implemented:	18. Probability:	
\$ _____			19. Severity:	
			20. Level of risk:	
21. Potential implementation problems:				

RISK MITIGATION RECOMMENDATIONS REPORT						
22. Solution # 3						
23. Description of the solution:						
24. Estimated cost and time for implementation of this solution \$ _____	25. Revised risk assessment if <u>only</u> this solution is to be implemented:	26. Probability:		27. Severity:		28. Level of risk:
29. Potential implementation problems:						
30. Recommended solution(s):						
31. Estimated cost and time for implementation of recommended solution(s):		\$				
32. Revised risk assessment if implemented as recommended:						
		RISK SEVERITY				
		Catastrophic A	Hazardous B	Major C	Minor D	Negligible E
RISK PROBABILITY	Frequent 5	5A	5B	5C	5D	5E
	Occasional 4	4A	4B	4C	4D	4E
	Remote 3	3A	3B	3C	3D	3E
	Improbable 2	2A	2B	2C	2D	2E
	Extremely Improbable 1	1A	1B	1C	1D	1E
33. Report prepared by (State/Territory/Organization):						

EXPLANATION OF THE “RISK MITIGATION RECOMMENDATIONS REPORT”

The State concerned shall complete the form based on the following explanations:

1. **Description of identified deficiency:** Complete with the same text contained in the deficiency or event occurrence report, validated by the corresponding Regional Office.
2. **State/Territory/Organization:** Complete with the name of the State/Territory/Organization.
3. **Report N°:** Complete with the same code of the identified hazard reported by the Regional Office and to which the risk mitigation recommendations refer.
4. **Date of identification:** Complete with the date (DD/MM/YY) of completion of the form.
5. **Level of risk before mitigation measures are adopted:** Complete with the level of risk estimated with the current mitigation measures.
6. **Solution # 1:** Identifies the number of solution.
7. **Description of the solution:** Complete with a brief description of the first solution to be implemented.
8. **Estimated cost and time for implementation of this solution:** Complete with the estimated cost of implementing the first solution.
9. **Revised risk assessment if only this solution is to be implemented:** Associated to boxes 10, 11 and 12.
10. **Probability:** Complete with the coded and plain-language Probability index that would be achieved with the implementation of this mitigation measure.
11. **Severity:** Complete with the coded and plain-language severity index that would be achieved with the implementation of this mitigation measure.
12. **Level of risk:** Complete with the coded and plain-language tolerability index resulting from the implementation of this mitigation measure.
13. **Potential implementation problems:** Complete with a brief description of the potential implementation problems that might prevent the application of the identified solution.
14. **Solution # 2:** Identifies the number of solution or scenario.
15. **Description of the solution:** Complete with a brief description of the second solution to be implemented.
16. **Estimated cost and time for implementation of this solution:** Complete with the estimated cost of implementing the second solution.

17. **Revised risk assessment if only this solution is to be implemented:** Associated to boxes 18, 19, and 20.
18. **Probability:** Complete with the coded and plain-language Probability index that would be achieved with the implementation of this mitigation measure.
19. **Severity:** Complete with the coded and plain-language severity index that would be achieved with the implementation of this mitigation measure.
20. **Level of risk:** Complete with the coded and plain-language tolerability index resulting from the implementation of this mitigation measure.
21. **Potential implementation problems:** Complete with a brief description of the potential implementation problems that might prevent the implementation of the identified solution.
22. **Solution # 3:** Identifies the number of solution or scenario.
23. **Description of the solution:** Complete with a brief description of the third solution to be implemented.
24. **Estimated cost and time for implementation of this solution:** Complete with the estimated cost of implementing the third solution.
25. **Revised risk assessment if only this solution is to be implemented:** Associated to boxes 26, 27 and 28.
26. **Probability:** Complete with the coded and plain-language Probability index that would be achieved with the implementation of this mitigation measure.
27. **Severity:** Complete with the coded and plain-language severity index that would be achieved with the implementation of this mitigation measure.
28. **Level of risk:** Complete with the coded and plain-language tolerability index resulting from the implementation of this mitigation measure.
29. **Potential implementation problems:** Complete with a brief description of the potential implementation problems that might prevent the implementation of the identified solution.
30. **Recommended solution(s):** Complete with the solution(s) to be implemented for reducing the tolerability index to an acceptable level.
31. **Estimated cost and time for implementation of the recommended solution(s):** Complete with the estimated cost of the solutions to be implemented.
32. **Revised risk assessment if implemented as recommended:** Complete with the risk assessment once the solution(s) described above has (have) been implemented.
33. **Report prepared by (State/Territory/Organization):** Complete with the name of the corresponding aeronautical authority or individual or area generating the report.

Agenda Item 3: Transition Planning from AIS to AIM**Implementation of the WGS-84**

3.1 Under this agenda item, the meeting recognised that failure to express horizontal geodetic reference in accordance with the WGS-84 system had a significant impact on AIS-to-AIM transition and on safety, since the existing aircraft autonomous navigation systems increasingly need the WGS-84 in their reference system in order to have more products available. Although States have made great efforts to implement this system, they are not yet making full use of it.

3.2 Bearing in mind the critical importance of using the WGS-84 as the geodetic reference system, and taking into account the required implementation steps foreseen for the provision of new AIM products, it is necessary to establish the degree of progress made in the Region to complete this implementation, taking into account that it is of utmost importance to consolidate Phase 1 of the AIS to AIM transition roadmap.

3.3 **Appendix A** to this part of the report contains the latest information, as updated during the meeting, on the status of the implementation of the WGS-84 system in the various SAM States.

Quality Management System

3.4 On this matter, the meeting recalled that at the SAM/AIM/1 multilateral meeting held in Lima, Peru, on 24-28 May 2010, the Quality Management Systems Working Group presented the results of a survey conducted in the SAM Region, showing that 8 States were in the process of developing and implementing the QMS, 1 State had already implemented and certified the QMS, 1 State had implemented but had not yet certified its QMS and 4 States had not provided any information.

3.5 In accordance with the AIS-to-AIM transition roadmap, it is necessary to update the information and do the follow-up on the status of implementation of quality management systems in AIM units.

3.6 The meeting decided to update the information in **Appendix B** to this part of the report concerning the status of implementation by the States of the quality management system in their respective AIM units, and the target date to complete the implementation, including the certification.

Compliance with the AIRAC System

3.7 Upon analysing compliance with the AIRAC system, the Meeting agreed on the need to update the information and do the follow-up of the status of compliance with aeronautical information regulation and control (AIRAC), in order to fulfil Phase 1 of the AIM roadmap.

3.8 The Meeting also recognised that it was increasingly critical for operators and aircraft operators to comply with AIRAC dates, and that non-compliance could generate indirect safety problems, especially when implementing regional routes.

3.9 Furthermore, the Meeting recalled that GREPECAS, aware of the importance of complying with the dates established in the AIRAC system, had formulated Conclusion 15/29, requesting CAR/SAM States to publish, once a year, an AIC containing the AIRAC dates of effectiveness of the integrated aeronautical information documentation package, including details of the implementation of the AIRAC system, in support of the effective use of such system, given the significant impact of such system on safety. The conclusion also requested States to publish, with more than 56 days in advance to the effective date, aeronautical information that involved major changes of significant impact to air navigation systems.

3.10 Accordingly, the Meeting went on to update the information of the States regarding the status of compliance with aeronautical information regulation and control (AIRAC), as shown in **Appendix C** to this part of the report.

e-TOD Action Plan

3.11 On this matter, the Meeting recognised that the technology of ground proximity warning systems (GPWS) with advanced capabilities provided the flight crew with information on imminent terrain and obstacle hazards, and thus the critical importance of having these data available, based on an earlier supply of warnings to allow pilots more time to take appropriate corrective action.

3.12 Note was taken that, unfortunately, many qualified ground proximity warning systems used digital terrain data only for advisory purposes, since these data sets were not certified for use in navigation, as they lacked strict quality (integrity) requirements. Consequently, it was recognised that the development of an integrated terrain and obstacle database offered significant safety benefits.

3.13 Likewise, there were situations when cruising with one engine inoperative could generate performance limitations that prevented the aircraft from continuing the flight above the minimum obstacle clearance altitude (MOCA) or the need to deviate from the route. Consequently, pilots had to quickly and accurately estimate their best “escape” route to avoid high terrain and/or maintain the necessary terrain and obstacle clearance.

Geographic Information Systems

3.14 Upon analysing this matter, the Meeting recognised that geographic information systems provided a tool for automating the production of electronic charts, by integrating databases, geo-referenced geographical information, aeronautical symbols and standard mapping specifications, thus contributing to improved production processes and to the generation of new information distribution and publication channels.

3.15 The Meeting was informed that main advantages of implementing an SIG were, *inter alia*, the shared use of databases for the generation of different products, the reduction of data collection costs, homogeneous work platforms, and on-line use of information.

3.16 The *ad-hoc* group which met to analyse e-TOD and GIS related matters, felt as convenient to include among the agreements with the aeronautical, data/information provider offices, all specifications for data referred to e-TOD, recommending as well aeronautical data/information providers to implement QMS as soon as possible, in order to assure the information quality chain.

3.17 Regarding the training task, it was estimated as appropriate to consider same within Project G1, even though there exist some States in the Region which have already developed a training programme concerning these matters.

3.18 The Meeting recognized the importance that AIM Coordinators duly coordinate the dates between the three AIM Projects.

Integrated AIP Documentation

3.19 The integrated aeronautical information documentation consists of a set of documents that include the AIPs with their corresponding amendments, the AIP supplements (SUP), NOTAMs and PIBs, as well as AICs, checklists and lists of valid NOTAMs.

3.20 The previous SAM/AIM/1 multilateral meeting had created an *ad-hoc* group to collect information on the integrated package in the Region, which was updated during the present Meeting and reflected in **Appendix D** to this part of the report.

Electronic AIP

3.21 In the AIS-to-AIM transition roadmap, the electronic display of aeronautical information is a step in the second phase of the transition.

3.22 The AIS-to-AIM transition roadmap indicates that the electronic version of the AIP shall come in two formats: a printable format and another one accessible through a web browser. It also highlights the need for guidelines to assist in the implementation of the web-based e-AIP format, in order to avoid the proliferation of different displays of the information contained in the on-line AIP.

3.23 Some SAM States have taken the material developed as conceptual guidance material in other Regions for its use as a basis for building their own development tools.

3.24 The e-AIP information is provided in XML format in accordance with ICAO formatting and structure requirements to enable HTML and PDF presentations.

3.25 A priority step in the SAM Region is to produce an English version of the AIP as soon as possible.

3.26 Given the critical importance of this matter, the Meeting considered the AIP integrated documentation and the electronic AIP as activities to keep in mind within AIM Project G3.

Experience of Brazil in the AIS to AIM transition

3.27 The delegation of Brazil informed the Meeting about its experience in AIS to AIM transition, based on the guidelines for the implementation of the AIS-to-AIM Transition Project (AIM-BR), DCA 351-3.

3.28 The Meeting noted that the objective of Project AIM-BR was to implement AIM (Aeronautical Information Management) in the following areas: training of human resources, organisational structure, regulations, quality systems, automated systems, and financial aspects, following the strategy recommended by ICAO and promoting a transition from the service currently provided by AIS to Aeronautical Information Management.

3.29 For more information about the guidelines of the Aeronautical Command DCA 351-3, visit: <http://publicacoes.decea.gov.br/?i=publicacao&id=2445>.

3.30 The AIM-BR implementation plan, already under implementation, defines the actions, timetable, priorities and goals to be pursued for a safe transition from AIS to AIM, taking into account the limits established in the ICAO global and regional plans, with a view to:

- a) expediting the information flow between source and users through real-time aeronautical information collection processes, using data link between aircraft and the AIM database;
- b) developing a source of reference for aeronautical information products for operational use;
- c) identifying opportunities to reduce the time required to introduce changes to aeronautical information;
- d) establishing an audit process to ensure the integrity of information from its origin to its distribution;
- e) maintaining a certified quality management system for aeronautical data/information, pursuant to the principles and standards of the safety management system (SMS);
- f) meeting customer expectations regarding the provision of aeronautical information; and
- g) meeting the internal requirements of the State regarding data products and aeronautical information.

APÉNDICE / APPENDIX A

SEGUIMIENTO DE LA IMPLANTACIÓN WGS/84 EN LA REGIÓN SAM /
FOLLOW UP WGS/84 IMPLEMENTATION – SAM REGION

ESTADOS/STATES	ARG	BOL	BRA	CHI	COL	ECU	GUY	FGU	PAN	PAR	PER	SUR	URU	VEN
Parte I – Información General / Part I – General Information														
1. ¿Actualmente su administración dispone de una base de datos nacional que incluya información de coordenadas WGS-84? / Does your administration currently have a national database including information on WGS-84 coordinates?	N	N	Y*	*	Y	#	S/R	S/R	*	Y	Y*	N	Y	Y
2. ¿El método de levantamiento topográfico utilizado para calcular las coordenadas geográficas WGS-84 que garantice la precisión e integridad requerida se realizó con por lo menos tres estaciones de control para determinar los parámetros de referencia entre el marco de referencia local y el WGS-84? / Was the topographic method used to estimate WGS-84 coordinates to ensure accurateness and integrity required, made with at least three control stations to determine referential parameters in the local referential framework and the WGS-84?	Y	Y	*	Y*	N	Y	S/R	S/R	Y	Y*	Y*	Y	Y*	Y
Parte II – Coordenadas WGS84 de interés para la navegación aérea / Part II – WGS-84 coordinates of interest for air navigation														
Coordenadas de zonas/en ruta / Area coordinates/en-route														
1. Puntos en ruta ATS/RNAV / ATS/RNAV en-route fix	Y	Y	Y*	Y	Y	Y	S/R	S/R	Y	Y	Y	Y	Y	Y
2. Puntos de referencia en ruta, /en-route reference fix	Y	Y	Y*	Y	Y	Y	S/R	S/R	Y	Y	Y	Y	Y	Y

ESTADOS / STATES	ARG	BOL	BRA	CHI	COL	ECU	GUY	FGU	PAN	PAR	PER	SUR	URU	VEN
Punto de espera; y / Holding pattern Fixed; and	Y	Y	Y*	Y	Y	Y	S/R	S/R	Y	N/A	Y	Y	Y	Y
puntos STAR/SID / STAR/SID fixed	Y	P	Y*	Y	Y	Y	S/R	S/R	Y	P	Y	N/A	Y	
3. Radioayuda para la navegación en ruta/ en-route radio navigation aids	Y	Y	Y*	Y	Y	Y	S/R	S/R	Y	Y	Y	Y	Y	Y
4. Zonas restringidas/prohibidas/peligrosas Restricted/Prohibited/Dangerous areas	Y	N	Y*	Y	Y	Y	S/R	S/R	Y	N	Y	Y	Y	Y
5. Obstáculos en ruta/ En-route obstacles	Y	Y	Y*	Y	Y	Y	S/R	S/R	Y	N/A	N	N	Y	N/A
6. Límites de la FIR / FIR boundaries	Y	Y	Y*	Y	Y	Y	S/R	S/R	Y	Y	Y	Y	Y	Y
7. Límites de CTA / CTA boundaries	Y	Y	Y*	Y	Y	Y	S/R	S/R	Y	Y	Y	Y	Y	Y
CTZ	Y	Y	Y*	Y	Y	Y	S/R	S/R	Y	Y	Y	Y	Y	Y
8. Otros puntos significativos que tengan relación con zonas / en ruta / Other significant points having relationship with en-route areas	Y	N	Y*	Y	Y	Y	S/R	S/R	Y	Y	Y	Y	N	Y
Coordenadas de aeródromos/heliporto / Aerodromes-heliport coordinates														
1. Puntos de referencia de aeródromo/ heliporto / Aerodrome-heliport reference point	Y	Y	Y*	Y	Y	Y	S/R	S/R	**	Y **	Y	Y	Y	Y
2. Umbrales de pista / Runway thresholds	Y	Y	Y*	Y	Y	Y	S/R	S/R	Y	Y	Y	Y	Y	Y
3. Extremo de pista (punto de alineación de la trayectoria de vuelo)/ Runway end (flight trajectory alignment fix	Y	Y	Y*	Y	Y	Y	S/R	S/R	Y	Y	Y	Y	Y	Y

ESTADOS / STATES	ARG	BOL	BRA	CHI	COL	ECU	GUY	FGU	PAN	PAR	PER	SUR	URU	VEN
4. Área de aproximación final y de despegue (FATO) / Approach and departure final area (FATO)	Y	N	Y*	N/A	Y	Y##	S/R	S/R	****	N	Y	Y	N/A	N/A
Umbrales de la FATO / FATO thresholds	Y	N	Y*	N/A	Y	Y##	S/R	S/R	*****	N	Y	N	N/A	N/A
5. Radioayuda para la navegación en el área terminal/ radio navigation aids in terminal areas	Y	Y	Y*	Y	Y	Y	S/R	S/R	Y	Y	Y	Y	Y	Y
6. Radioayuda situada en el aeródromo/heliporto/ Radio navigation aids located in the aerodrome/heliport	Y	Y	Y*	Y	Y	Y	S/R	S/R	Y	Y	Y	Y	Y	Y
7. Puntos FAF; /Fixed FAF	Y	Y	Y*	Y	Y	Y	S/R	S/R	**	Y ***	Y	Y	Y	Y
FAP; y/FAP and	Y	Y	Y*	Y	Y	Y	S/R	S/R	**	Y ***	Y	Y	Y	Y
otros IAP esenciales/Other Essential IAP	Y	Y	Y*	Y	Y	Y	S/R	S/R	**	Y ***	Y	Y	Y	Y
8. Puntos en el eje de pista/ Runway centerline points	Y	N	Y*	Y	N	Y	S/R	S/R	N	N	Y	N	Y	Y
9. Puntos de eje de calle de rodaje/taxiway centerline points	N	N	Y*	Y	N	N	S/R	S/R	Y	N	Y	N	Y	Y
10. Puntos de rodaje aéreo / air taxiing	N	N	Y*	N/A	N	N	S/R	S/R	N	N	Y	N/A	N	Y
11. Puntos de vías de tránsito/air traffic points	N	N	Y*	N/A	N	N	S/R	S/R	N	N/A	N	N/A	Y	Y
12. Puestos de estacionamiento de aeronaves/Aircraft parking position	Y	P	Y*	Y	N	Y	S/R	S/R	Y	Y ****	Y	N	Y	Y
13. Punto de verificación INS /INS checking fix	Y	N	Y*	Y	N	N	S/R	S/R	N	N	N	Y	N	Y
	Y	P	Y*	Y	Y	Y	S/R	S/R	***	Y*	Y	Y	Y	Y

ESTADOS / STATES	ARG	BOL	BRA	CHI	COL	ECU	GUY	FGU	PAN	PAR	PER	SUR	URU	VEN
14. Obstáculos en el área de circuito y en el aeródromo/helipuerto/ Obstacles in the circuit area and in the aerodrome-heliport														
15. Puntos de referencia y otros puntos esenciales para la aproximación final comprendido el procedimiento de aproximación por instrumentos/ Reference points and other Essentials fixes for final approach including instrument approach procedure	Y	Y	Y*	Y	Y	Y	S/R	S/R	**	Y	Y	Y	Y	Y

Y = Yes/SI
 * = Ver comentarios / See comments
 N = No
 P = Parcialmente / Partially
 N/A = Not applicable / No aplicable
 S/R = Without answer / sin respuesta

COMENTARIOS DE LOS ESTADOS / COMMENTS BY STATES

ESTADOS / STATES	COMENTARIOS / COMMENTS
ARGENTINA	*La información de coordenadas WGS-84 si bien se encuentra en formato digital, no está disponible en una base de datos nacional./ The information of WGS-84 coordinates, while being in digital format; it is not available in a national data base.
BOLIVIA	La información está en WGS-84; aún no existe una base de datos consolidada y está en proceso./ The information is in WGS-84; but it doesn't exist a consolidated data base yet and it is in process.
BRAZIL	<p>* Parte I Número 2/Part I Number 2 – El sector responsable de la encuesta de operaciones topográficas utiliza una estación única de control para determinar los criterios de referencia entre ARP y WGS-84. Encuesta sobre geodésica topográfica con rastreador (doble frecuencia), sobre la cuenta N° 5 IBGE resolución de 1993.03.31. Esta resolución asegura la precisión de las coordenadas, de acuerdo con los SARPS de OACI. / The sector responsible for the topographic survey operations uses a single control station to determine the reference standards between the ARP and WGS-84. Topographic geodetic survey with tracker (Double frequency), on account N° 5 IBGE resolution of 1993.03.31. This resolution assures the accuracy of the coordinates, in accordance with ICAO SARPS.</p> <p>*Parte II Número 1 al 15/Part II Number 1 to 15 – La resolución es más protectora de lo recomendado. Nosotros ponemos atención a la precisión requerida en todos los puntos que hayan sido aplicados o en la gran mayoría de puntos que nosotros presentamos con precisión mayor a la prescrita por OACI en el Anexo 4 (Apn.6, tablas 1 al 5). / The resolution is more protective than recommended. We attend the required accuracy in all applied items or on the great majority of the items we present accuracy greater than the prescribed by ICAO Annex 4 (Appendix 6, tables 1 to 5).</p>
CHILE	<p>1. La información se encuentra en WGS-84, pero aún no existe una base de datos nacional consolidada/Information is in WGS-84 but there is not a consolidated national database yet.</p> <p>2. Los levantamientos se han realizado en base a puntos pertenecientes a la red geodésica nacional del Instituto Geográfico Militar de Chile/Collection of information has been made base don points belonging to geodetically network from the Military Geographical Institute of Chile.</p> <p>4, 10, 11 No se aplica, pero de ser necesario se pueden obtener en WGS-84 / 4, 10, 11, Not applicable but if necessary, they may be obtained in WGS-84.</p>
COLOMBIA	Sin comentarios / No comment
ECUADOR	<p>#Tenemos la información del levantamiento topográfico en WGS-84de aeródromos, radio-ayudas, obstáculos, rutas, etc. Los mismos que se encuentran almacenados en un archivo digital e impreso./We have the information of the topographical rising in WGS-84de aerodromes, radio-nav aids, obstacles, routes, etc. The same ones that is stored in a digital file and form.</p> <p>##Los helipuertos nacionales la información que se publica en el AIP, no ha sido verificada su levantamiento en WGS-84/ The national heliports, the information that is published in the AIP, their rising has not been verified in WGS-84</p>
GUYANA	S/R
FRENCH GUYANA	S/R

ESTADOS / STATES	COMENTARIOS / COMMENTS
PANAMA	<ol style="list-style-type: none"> 1. Tenemos la información de los levantamientos, no tenemos base de dato electrónica con la información. de los aeródromos./ We have the information on the collection, we do not have electronic database with the information on aerodromes 2. puntos transformados en mesa, Programa GEOTRANS v2.2.5./points converted in GEOTRANS v2.2.5 programme 3. son objeto de levantamiento los obstáculos dentro del aeropuerto./obstacles in the airport are subject to collection. 4. los helipuertos nacionales el usuario proporciona las coordenadas WGS-84 y no podemos asegurar la integridad y precisión/national heliports. the user provides wgs-84 coordinates and we may not ensure integrity and accurateness.
PARAGUAY	<ol style="list-style-type: none"> 1. Levantamiento topográfico realizado por la DISERGEMIL./Topographic study made by DISERGEMIL 2. las coordenadas se obtuvieron con GPS diferencial./Coordinates were obtained with differential GPS <ol style="list-style-type: none"> 1. DISERGEMIL: DIRECCION DEL SERVICIO GEOGRAFICO MILITAR 2. PUNTOS OBTENIDOS MEDIANTE PROGRAMA IOPA 83 / OBTAINED WITH IOPA 83 PROGRAMME 3. ESTACIONAMIENTO EN MANGA SOLAMENTE / PARKING ON FINGER ONLY
PERU	<ol style="list-style-type: none"> 1. No se dispone de una base de datos estructurada a nivel nacional que incluya coordenadas en WGS-84, sin embargo se cuenta con información topográfica de las áreas correspondientes a los principales aeródromos / There is no structured data base at a national level which includes coordinates in WGS-84; however, there is topographical information in the areas corresponding to the main aerodromes. 2. El levantamiento se hace en función a una red geodésica nacional de Orden 0 en WGS-84 /Survey made in function of national geodetic in “zero” basis WGS-84
SURINAME	We do not have national database yet. Aún no hay una base de datos nacional.
URUGUAY	Por los ajustes en la red Sudamericana SIRGAS se entiende conveniente actualizar los datos para la verificación In view of adjustments in SIRGAS South American network it is pertinent to update data for verification.
VENEZUELA	Sin comentarios / No comments

FECHA DE ACTUALIZACIÓN: 30 de septiembre de 2011/

UPDATED: 30 September 2011

APÉNDICE / APPENDIX B

ESTADO DE IMPLANTACIÓN DEL QMS EN LA REGIÓN SAM / STATUS OF QMS IMPLEMENTATION IN THE SAM REGION

ESTADO STATE	EN PROCESO IN PROCESS	IMPLANTADO IMPLEMENTED	AUDITADO AUDITED	CERTIFICADO CERTIFIED	% DE EJECUCIÓN % OF EXECUTION	FECHA FINAL FINAL DATE	OBSERVACIONES REMARKS
Argentina	X				20	DIC/DEC 2012	En Proceso de capacitación de personal/training in process
Bolivia	X				30	DIC/DEC 2012	
Brasil/Brazil	X	X	X	X	60	DIC/DEC 2012	AIP Y MAP certificado/certified NOTAM y ARO en proceso in process
Colombia	X	X			70	DIC 2012 DEC 2012	Actualmente se efectúan auditorías internas de control de la implantación y se ajustan los procedimientos y registros inherentes al proceso AIM/ Currently internal control audits are carried out to control implementation and registrations inherent to AIM are adjusted.
Chile				X	100	-----	ISO 9001:2008
Ecuador		X			99	JUL 2010	
Guyana							Sin información No information

ESTADO STATE	EN PROCESO IN PROCESS	IMPLANTADO IMPLEMENTED	AUDITADO AUDITED	CERTIFICADO CERTIFIED	% DE EJECUCIÓN % OF EXECUTION	FECHA FINAL FINAL DATE	OBSERVACIONES REMARKS
Guayana Francesa French Guiana							Sin información No information
Paraguay				X	100	-----	ISO 9001:2008
Panamá	X				70	JUN 2012	
Perú	X				40	DIC/DEC 2012	
Suriname	X				10	DIC/DEC 2013	
Uruguay	X				80	AGO/AUG 2012	
Venezuela							Sin información No information
Fecha de actualización / Updating date:			30/09/2011				

APÉNDICE / APPENDIX C

Estado de cumplimiento de la Reglamentación y Control de la Información Aeronáutica (AIRAC) en la Región SAM

Requisito	Argentina	Bolivia	Brazil	Chile	Colombia	Ecuador	F. Guyana	Guyana	Panamá	Paraguay	Perú	Suriname	Uruguay	Venezuela	COMENTARIOS COMMENTS
1. Dispone de un programa de publicaciones / Do you have a publication programme	SÍ	SÍ	SÍ	SÍ	SI	SI	S/D	S/D	SÍ	SI	SÍ	SI	SÍ	S/D	
2. Publica una vez al año una AIC que incluya las fechas AIRAC de entrada en vigor del paquete de documentación integrada de información aeronáutica, las fechas de publicación y las fechas límite que los textos han de llegar al AIS/ Publishes an AIC once a year with the AIRAC dates of effectiveness of the integrated aeronautical information package, the dates of publication and the deadline in which the texts must reach the AIS	SI	SÍ	SÍ	SÍ	SI	SI			SÍ	SI	SÍ	SI	SÍ		BOL: La AIC se publica en noviembre. AIC is published in November CHI: Se publican las fechas /Dates are provided
3. La información AIRAC, ¿se distribuye por lo menos con 42 días de antelación respecto a la fecha de entrada en vigor?/ Is the AIRAC information distributed at least 42 days before the effective date?	SÍ	SÍ	SÍ	SÍ	SI	SI			SÍ	SI	SÍ	SI	SÍ		
4. Las fechas de entrada en vigor AIRAC se basan en un intervalo de 28 días?/ Are AIRAC effective dates based on a 28-day interval?	SÍ	SÍ	SÍ	SÍ	SI	SI			SÍ	SI	SÍ	SI	SÍ		

Requisito	Argentina	Bolivia	Brazil	Chile	Colombia	Ecuador	F. Guyana	Guyana	Panamá	Paraguay	Perú	Suriname	Uruguay	Venezuela	COMENTARIOS COMMENTS
5. ¿Está establecido que no debe haber modificación de la información AIRAC por lo menos hasta 28 días después de la fecha indicada de entrada en vigor, a no ser que las circunstancias notificadas sean de carácter temporal y no subsistan por todo el período?/ Has it been established that AIRAC information shall not be modified within the 28 days following the indicated effective date, unless the circumstances reported are temporary and do not persist for the whole period?	SÍ	SÍ	SÍ	SÍ	SI	SÍ			SÍ	SÍ	SÍ	SI	SÍ		COL: no está establecido por directiva/reglamentación, pero estas fechas se cumplen./not established through regulations but dates are complied
6. ¿Se cumple con no utilizar fechas de aplicación distintas a la fecha de entrada en vigor AIRAC, respecto a modificaciones planeadas, importantes para las operaciones que exijan trabajos cartográficos, o para actualizar las bases de datos de navegación?/ Do they comply with using only the AIRAC effective dates for planned modifications that are of significance for operations that require mapping jobs, or for updating navigation databases?	SÍ	SÍ	SI	SÍ	SI	SÍ	S/D	S/D	SÍ	SÍ	SÍ	SI	SÍ	S/D	
7. ¿Se utiliza el Tiempo Universal Coordinado (UTC) para indicar la hora que entrará en vigor la	SÍ	SÍ	SI	SÍ	SI	SÍ			NO	SÍ	SÍ	SI	SÍ		

Requisito	Argentina	Bolivia	Brazil	Chile	Colombia	Ecuador	F. Guyana	Guyana	Panamá	Paraguay	Perú	Suriname	Uruguay	Venezuela	COMENTARIOS COMMENTS
información AIRAC?/ Is the Coordinated Universal Time (UTC) used for indicating the effective time of AIRAC information?															
8. ¿Se utiliza el Calendario de fechas de entrada en vigor AIRAC?/ Is the calendar of AIRAC effective dates used?	SÍ	SÍ	SI	SÍ	SI	SÍ			SÍ	SÍ	SÍ	SI	SÍ		
9. ¿Se ha coordinado con las distintas fuentes originadoras de la información las fechas límites para la información que originen?/ Have deadlines for information originating at the various information sources been coordinated with them?	SÍ	SÍ	SI	SÍ	SI	SÍ			SÍ	SÍ	SÍ	SI	SÍ		
10. ¿Se utiliza el formato de aviso de promulgación de información aeronáutica tal como se propone en el Manual para los servicios de información aeronáutica (Doc.8126) o similar?/ Is the aeronautical information publication notice form used as proposed in the Aeronautical Information Services Manual (Doc 8126) or similar?	SÍ	SÍ	SI	SÍ	SI	SÍ			SÍ	SÍ	SÍ	SI	SÍ		
11. ¿Se contempla que las fechas del ciclo AIRAC, que ocurran dentro del periodo de 28 días desde el 21 de diciembre al 17 de enero inclusive no se utilicen para la	SÍ	SÍ	SI	SÍ	SI	SÍ			SÍ	SÍ	SÍ	SI	SÍ		

Requisito	Argentina	Bolivia	Brazil	Chile	Colombia	Ecuador	F. Guyana	Guyana	Panamá	Paraguay	Perú	Suriname	Uruguay	Venezuela	COMENTARIOS COMMENTS
entrada en vigor de cambios operacionales de importancia?/ Has it been contemplated that AIRAC dates that fall within the 28-day period between 21 December and 17 January inclusive shall not be used for the entry into effect of significant operational changes?															
12. Se suministra a los usuarios la información AIRAC en forma electrónica?/ Is the AIRAC information provided to users <i>via</i> electronic means?	SÍ	NO	SI	SÍ	SI	SI			NO	SI	SI	NO	SÍ		
13. Si la respuesta a la pregunta anterior es SI, ¿Se continúa proporcionando dicha información en forma impresa también?/ If the answer to the previous question is YES, is said information still provided in hard copy too?	SÍ	N/A	SI	SÍ	SI	SI			N/A	SI	SI	N/A	SI		PAN: Se mantiene la información en forma impresa./ printed information is available.
14. Si las respuestas a las preguntas 2 a 5 anteriores son NO. ¿Existen planes para cumplirlo?/ If the answer to questions 2 to 5 is NO, are there any plans to comply?	N/A	N/A	NA	N/A	N/A	N/A			N/A	N/A	N/A	N/A	N/A		

FECHA DE ACTUALIZACIÓN: 30 de septiembre de 2011/
UPDATED: 30 September 2011

APÉNDICE / APPENDIX D

SUMINISTRO DE LA DOCUMENTACIÓN INTEGRADA DE INFORMACIÓN AERONÁUTICA (IAIP) EN LA REGION SAM INTEGRATED AERONAUTICAL INFORMATION PROVISION DOCUMENTATION IN THE SAM REGION								
Estado / State	Documentos disponibles / Available documents	Medios electrónicos / Electronic Means		Idiomas / Languages				Observaciones / Remarks
		Internet	CD/DVD	Español / Spanish	Inglés / English	Portugués	Francés	
Argentina	AIP & AIP AMDT	Y	N	Y	Y(1)			(1) eAIP en implementación, uso de carácter experimental/e-AIP in experimental implementation process,
	SUPP	Y	N	Y	Y			
	AIC	Y	N	Y	Y			
	NOTAM/PIB	Y	-	Y	Y			
Bolivia	AIP & AIP AMDT	N	N	Y	N			Se utiliza producción en papel Sólo NOTAM de distribución internacional en inglés/ Paper production . Only international NOTAM dissemination in English language.
	SUPP	N	N	Y	N			
	AIC	N	N	Y	N			
	NOTAM/PIB	Y	-	Y	Y			
Brasil / Brazil	AIP & AIP AMDT	Y	N	N	Y	Y		Se utiliza producción en papel/printed production
	SUPP	Y	N	N	Y	Y		
	AIC	Y	N	N	Y	Y		
	NOTAM/PIB	Y	N	N	Y	Y		
Chile	AIP & AIP AMDT	Y	N	Y	Y(1)			(1) Algunas partes en inglés Solo NOTAM de distribución internacional en inglés Some parts available in English. Only international NOTAM dissemination in English language
	SUPP	Y	N	Y	Y			
	AIC	Y	N	Y	Y			
	NOTAM/PIB	Y	-	Y	Y			
Colombia	AIP & AIP AMDT	Y	N	Y	N			Inconvenientes temporarios para suministrar la iAIP en medio impreso
	SUPP	Y	N	Y	Y			
	AIC	Y	N	Y	Y			
	NOTAM/PIB	Y	-	Y	Y			
Ecuador	AIP & AIP AMDT	Y	N	Y	N(1)			(1) AIP en inglés estimado para fines 2011/English AIP estimated by the end of 2011
	SUPP	Y	N	Y	N			
	AIC	Y	N	Y	N			
	NOTAM/PIB		-	Y	Y			
Guyana	AIP & AIP AMDT							
	SUPP							
	AIC							
	NOTAM/PIB							
Guyana Francesa / French	AIP & AIP AMDT		Y		Y		Y	
	SUPP		Y		Y		Y	
	AIC		Y		Y		Y	

SUMINISTRO DE LA DOCUMENTACIÓN INTEGRADA DE INFORMACIÓN AERONÁUTICA (IAIP) EN LA REGION SAM INTEGRATED AERONAUTICAL INFORMATION PROVISION DOCUMENTATION IN THE SAM REGION								
Estado / State	Documentos disponibles / Available documents	Medios electrónicos / Electronic Means		Idiomas / Languages				Observaciones / Remarks
		Internet	CD/DVD	Español / Spanish	Inglés / English	Portugués	Francés	
Guyana	NOTAM/PIB		-		Y		Y	
Panamá	AIP & AIP AMDT	N	N	Y	Y			Se utiliza producción en papel/Printed production
	SUPP	N	N	Y	Y			
	AIC	N	N	Y	Y			
	NOTAM/PIB	N	-	Y	Y			
Paraguay	AIP & AIP AMDT	Y	Y	Y	N			
	SUPP	Y	Y	Y	N			
	AIC	N	Y	Y	N			
	NOTAM/PIB	N	-	Y	Y			
Perú	AIP & AIP AMDT	N(1)	N	Y	N(3)			(1) En internet en 2012/In internet 2012 (2) Para usuarios registrados/for users only (3) Parte en inglés en 2012/partially in English (4) En inglés en 2012/English 2012
	SUPP	N(1)	N	Y	Y			
	AIC	N(1)	N	Y	N(4)			
	NOTAM/PIB	Y(2)	-	Y	Y			
Suriname	AIP & AIP AMDT	N(1)	N	N	Y			(1) En internet en 2012/Internet 2012 Producción en papel/Printed production.
	SUPP	N(1)	N	N	Y			
	AIC	N(1)	N	N	Y			
	NOTAM/PIB	N(1)	-	N	Y			
Uruguay	AIP & AIP AMDT	N(1)	N(1)	Y	N(2)			(1) En Internet/CD en 2012/internet/CD in 2012 (2) En inglés en 2012/English language 2012
	SUPP	N(1)	N(1)	Y	N(2)			
	AIC	N(1)	N(1)	Y	N(2)			
	NOTAM/PIB	N(1)	-	Y	N(2)			
Venezuela	AIP & AIP AMDT							
	SUPP							
	AIC							
	NOTAM/PIB							

FECHA DE ACTUALIZACIÓN: 30 Septiembre de 2011

UPDATED: 30 September 2011

Agenda Item 4: NOTAM Contingency Plan**Revision of the status of application of the letters of agreement for the utilisation of a NOTAM Contingency Plan**

4.1 In dealing with this matter, the Meeting recalled that GREPECAS/12 had adopted Conclusion 12/99 – Agreement on NOTAM contingency plans, requesting States to develop their NOTAM contingency plans for the Flight Information Regions (FIRs) and, to the extent possible, to enter into bilateral and/or multilateral arrangements with the States/Territories and International Organisations responsible for neighbouring airspaces. Thus, they would be able to be part of a regional NOTAM contingency plan if so required.

4.2 The SAM/AIM/1 multilateral meeting had been presented with a model of a regional catalogue of SAM NOTAM contingency plans, which was updated by the Meeting as shown in **Appendix A** to this part of the report.

4.3 The Meeting recognised that PBN and autonomous navigation system implementation requirements introduced the need for new AIS requirements, to ensure the quality and timely distribution of information in order to reduce or eliminate the impact that labour conflicts and natural disasters might have on the continuous provision of the NOTAM service, establishing the technical and administrative measures and coordination and operational procedures required before, during and after any contingency phase.

4.4 While some SAM States have already developed their respective NOTAM contingency plan, others are still in the development stage, as may be noted from the information contained in **Appendix B** to this part of the report, as updated by the Meeting.

4.5 The NOTAM contingency plan is subject to periodic reviews and any modifications that are warranted will be made following coordination between the parties. It has been agreed that any modifications made will be effective 30 days following the date of their approval.

APÉNDICE / APPENDIX A

Catálogo de los Planes de contingencia NOTAM de la Región SAM
Catalogue of NOTAM Contingency Plans in the SAM RegionFecha: 30 de setiembre 2011
Date: 30 September 2011

Estado/ State	Estado de respaldo/ Backup State	Situación / Status		Punto de Contacto/ Contact Point	Descripción general de facilidades y servicios que garantizan la continuidad / General description of facilities and services available which ensure continuity	Observaciones / Remarks
		Borrador Draft	Final			
1	2	3	4	5	6	7
Argentina	Uruguay		X	NOF Ezeiza Tel 5414480 2294 Fax 5414480 2260 Email notamezeiza@yahoo.com.ar NOF Montevideo Tel 59826040067 Email ais@adinet.com.uy	AFS, Tel/Fax, REDIG, Internet	
Bolivia				NOF La Paz Tel 59122316686 Email ais@aasana.gob.bo		Fecha estimativa de Implantación: año 2012/ Estimated implementation date: 2012.
Brazil				NOF Brasilia Tel/Fax 556133648353 Email nofbrazil@cindacta1.aer.mil.br		Fecha estimativa de Implantación: año 2012/ Estimated implementation date: 2012.
Chile	Ecuador		X	NOF Chile Tel 5628404033 Email nofchile@dgac.cl NOF Guayaquil Tel 59342285661 – 59342282017 Email nof_ecuador@dgac.gov.ec	AFS, Tel/Fax, REDIG, Internet	

Estado/ State	Estado de respaldo/ Backup State	Situación / Status		Punto de Contacto/ Contact Point	Descripción general de facilidades y servicios que garantizan la continuidad / General description of facilities and services available which ensure continuity	Observaciones / Remarks
		Borrador Draft	Final			
1	2	3	4	5	6	7
Colombia				NOF Bogotá Tel 5712962991 Email ais@aerocivil.gov.co solicitudes.notam@aerocivil.gov.co		Fecha estimativa de Implantación: año 2012/ Estimated implementation date: 2012.
Ecuador	Chile		X	NOF Guayaquil Tel 59342285661 – 59342282017 Email nof_ecuador@dgac.gov.ec NOF Chile Tel 5628404033 Email nofchile@dgac.cl	AFS, Tel/Fax, REDIG, Internet	
Guyana						Información no disponible/ Information not available.
Guyana Francesa/ French Guiana						Información no disponible/ Information not available.
Panamá	Honduras	X		NOF Panamá Tel 23826152616 Email nof@aeronautica.gob.pa	AFS, Tel/Fax, REDIG, Internet	Falta última prueba para la firma. Implantación Estimada Julio 2010/ Last trial is pending for signature, estimated July 2010.
Paraguay				NOF Asunción Tel 59521645952		Implantación estimada Agosto 2010/ Implementation estimated August 2010.

Estado/ State	Estado de respaldo/ Backup State	Situación / Status		Punto de Contacto/ Contact Point	Descripción general de facilidades y servicios que garantizan la continuidad / General description of facilities and services available which ensure continuity	Observaciones / Remarks
		Borrador Draft	Final			
1	2	3	4	5	6	7
Perú				NOF Lima Tel 5116301288 – 6301172 Email fvasquez@corpac.gob.pe mangeles@corpac.gob.pe jcarranza@corpac.gob.pe		Fecha estimativa de Implantación: año 2012/ Estimated implementation date: 2012.
Suriname						Información no disponible/ Information not available.
Uruguay	Argentina		X	NOF Montevideo Tel 59826040067 Email ais@adinet.com.uy NOF Ezeiza Tel 5414480 2294 Fax 5414480 2260 Email notamezeiza@yahoo.com.ar	AFS, Tel/Fax, REDIG, Internet	
Venezuela						Información no disponible/ Information not available.

Nota/Note:

Columna 1: Indicar Estado, Territorio u Organismo Internacional / Indicate State, Territory or International Organization

Columna 2: Indicar Estado, Territorio u Organismo Internacional con quien debe coordinarse el Plan de Contingencia del Estado citado en la Columna 1/ Indicate State, Territory or International Organization with whom the contingency plan of the State mentioned in column 1 should be coordinated

Columna 3: Marcar con **X** en el caso que el Plan de contingencia se encuentre en proceso para su armonización con el Estado en cuestión / Mark with an X in case the contingency plan is in process for its harmonization with the referred State.

Columna 4: Marcar con **X** en el caso que el Plan de contingencia se encuentre armonizado con el Estado en cuestión / Mark with an X in case the contingency plan is in process for its harmonization with the referred State.

Columna 5: Indicar Cargo del Punto de Contacto y medio de comunicación a utilizar en caso de ser necesario / Indicate position of the point of contact and communications means to be used, if necessary.

Columna 6: Indicar cuáles son, en general, las facilidades y los servicios disponibles mientras el Plan de Contingencia se encuentra activado / Indicate which are, in general, the facilities, available services while the contingency plan is activated.

Columna 7: Comentarios adicionales, si los hubiera / Additional comments, if any.

FECHA DE ACTUALIZACIÓN: 30 de septiembre de 2011/

UPDATED: 30 September 2011

APÉNDICE / APPENDIX B

ESTADO DE IMPLANTACIÓN DE PLANES DE CONTINGENCIA NOTAM EN LA REGIÓN SAM STATUS OF IMPLEMENTATION OF CONTINGENCY NOTAM PLANS IN THE SAM REGION			
PLANES EN GESTIÓN ONGOING PLANS	PLANES VIGENTES VALID PLANS	ESTADOS NO INICIADOS STATES WHICH HAVE NOT INITIATED	BANCO NOTAM NOTAM BANK
	ARGENTINA/URUGUAY		AMHS
		BRAZIL	SISNOTAM
		PERU	AMHS
		COLOMBIA	ACTUAL BANCO WEB CURRENT WEB BANK AMHS Sep/2010
	CHILE/ECUADOR		IAT-WIN
	ECUADOR/CHILE		SYSECA
		PARAGUAY	AMHS
PANAMÁ			AMHS
		BOLIVIA	AMHS.
	URUGUAY/ARGENTINA		SISNOTAM

Fecha de actualización: 30 de setiembre 2011

Updating date: 30 September 2011

Agenda Item 5: Other business**Coordination between ANS, Aerodromes and AIM**

5.1 Under this agenda item, the Meeting deemed it advisable to advise planners of the different air navigation and aerodrome areas of the deadline established by each AIM service for receiving the aeronautical information/data in order to comply with the AIRAC system.

5.2 Likewise, many participants expressed the need for close regional coordination to identify the section of the AIP where the elements of the new ATM operational concept that had not been contemplated in the corresponding Manual should be published, and felt that they should not be inserted in the AIP sheets assigned to other functions.

5.3 In this respect, the Meeting considered that AIM should be an integral part of the ATM Community, not only because it was part of the ATM operational concept in the area of information systems, but also because the modifications warranted changes in the structure of the AIP.

Follow-up meetings for AIM Projects ad Regional Project RLA/06/901

5.4 The Meeting highlighted the importance for AIM activities to be included in Project RLA/06/901, and to expand its participation to allow this Regional Project to support AIM Projects.

5.5 In this sense, the Meeting considered that it was necessary to follow up each AIM Project, and supported the holding of meetings on AIM Projects, requesting the Secretariat to study the possibility of including such meetings in the aforementioned Project.

Next SAM/AIM/3 multilateral meeting

5.6 Following the AIM Project monitoring meetings and the SAM/AIM/3 multilateral meeting scheduled for 2012, the participants agreed to consult with their respective administrations as to the possibility of holding the next SAM/AIM/3 meeting scheduled for 13-17 August 2012 in a State of the Region. In this regard, the deadline set for communicating such offering to the Secretariat **was 31 December 2011.**