



SAM/IG/2
IP/04
22/10/08

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

**SECOND WORKSHOP/MEETING OF THE SAM IMPLEMENTATION GROUP
(SAM/IG/2) REGIONAL PROJECT RLA/06/901**

Lima, Perú, 3 to 7 November 2008

Agenda Item 8: Other business

SAM ATM PLAN

(Paper presented by Roberto Arca, SAM IG Coordinator)

Summary
This working paper has the objective to present to the Meeting the need to incorporate within Project RLA/06/901 the task to elaborate a SAM Regional ATM Plan that will be useful to the States for the implementation of their new Systems plans as an updated guideline adjusted to the Region in consonance with the initiatives of the ICAO Global Plan.
References: <ul style="list-style-type: none">• ATM/CNS/5 Meeting, 13-17 November 2006
ICAO Strategic objectives Strategic Objective A: <i>Safety</i> Strategic Objective C: <i>Environmental Protection</i> Strategic Objective D: <i>Efficiency</i>

1. Background

1.1 During ATM/CNS/5 Meeting, held in Lima, Peru, from 13 to 17 November 2006, the approval of the Plan for the Transition to ATM Systems in the CAR/SAM Regions was analysed.

2. Analysis

2.1 The Plan for the Transition to ATM Systems in the CAR/SAM Regions was approved only partially in the ATM/CNS/5 Meeting

2.2 Up to the moment, no Regional Plan is available to serve the States as guidance for drafting their national air navigation plans.

2.3 It is considered necessary and very useful to prepare a structured Regional Plan and upgraded with the contribution made so far by Project RLA/06/901. This plan would be of great utility for States.

2.4 On the other hand, although there are available different Action Plans for Programmes such as PBN, ATFM, CNS Improvement, etc., we believe that to have a “door-to-door” or “route-to-route” scope in accordance to new concepts, other connected areas, such as MET, AIS/AIM and AGA/AOP need to be considered in the unique Plan for development of ATM in the SAM Region, not being able to separate ATM of other intimately connected areas that present greater challenges in automation and management of CNS, MET, AIS and AGA/AOP information.

2.5 The accelerated technological changes, industry advances, new ideas and airspace management concepts, new strategic objectives, environment, etc., contribute to the fact that air navigation plans developed in the last CAR/SAM Meeting held in year 1999 are based on a different context.

2.6 Due to our intention to define a more precise in scope, it is necessary to propose that this plan be considered as a broad SAM ATM Plan, since it not only contemplates ATM/CNS systems but also intimately related areas.

2.7 ATM Evolutionary Plan should be a living document that will gradually be upgraded and evolved all through out the duration of the Project, which will permit to provide the States with a synchronized and harmonized guidance to organise programmes and budgets in order to programme investment and determine in advance in the five-year plans the strategic objectives for the implementation of new ATM concept.

2.8 This plan will be, without doubt, of great help for those States that have not yet prepared or updated their own implementation plans for the new systems.

3. Suggested action

3.1 The Meeting is requested to discuss this proposal and, if considered valuable, to approve the inclusion of a special task within Project RLA/06/901 work plan to carry out an ATM Plan for the SAM Region, which contemplates the ruling macro concepts of management, airspace organization, present and future ATM programmes, and CNS, AIS, MET and AGA/AOP areas necessary for the evolved migration to the new navigation concept.