



Agenda Item 1: Follow up to conclusions and decisions adopted by SAM/IG meetings, results of the thirty-eighth session of the ICAO Assembly (A38) and thirteenth meeting of Civil Aviation Authorities of the SAM Region (RAAC/13) and progress made in the development of the new electronic Air Navigation Plan (e-ANP)

Review of the status of compliance of Conclusions formulated by SAM/IG meetings and pending activities

(Presented by the Secretariat)

SUMMARY	
This working paper has the intention that the Meeting may proceed with the revision on the application by SAM States of valid conclusions and pending activities formulated by SAM Implementation Group workshop/meetings (SAM/IG).	
REFERENCE	
SAM Implementation Group (SAM/IG) workshops/meetings reports.	
ICAO Strategic objectives:	<i>A - Safety B - Air navigation capacity and efficiency E - Environmental protection</i>

1. History

1.1 The workshops/meetings of the SAM Implementation Group have timely produced a series of agreements translated into conclusions, that indicate the actions to be carried out by the Implementation Group and/or States, as well as activities assumed by the Working Groups.

1.2 This working paper presents a revision of the valid conclusions and pending activities of the SAM Implementation Group (SAM/IG) workshops/meetings.

2. Analysis

2.1 During previous SAM/IG meetings, some conclusions were formulated and a series of activities were adopted, oriented towards the implementation of different functions that will enable the Region to evolve in a sustainable manner towards the application of the global ATM Operational Concept.

2.2 The implementation programmes foreseen for the application of the global ATM Operational Concept in the SAM Region have been initially focused in the following:

- a) SAM ATS routes network optimisation;
- b) Performance Based Navigation (PBN) both for en-route, terminal area and approach areas;
- c) Air Traffic Flow Management (ATFM);
- d) CNS systems improvements;
- e) automation; and
- f) implementation of the new flight plan format.

Summary of the status of implementation of tasks and conclusions

2.3 To show the status of implementation of the conclusions and actions adopted, the updated list shown in **Appendix A** to this working paper has been prepared. The information attached refers to the information available in the Secretariat with each one of the agenda items.

2.4 The list of conclusions and actions comprises:

- a) tasks to develop and/or the corresponding conclusion in the areas under analysis;
- b) specific tasks which will lead to compliance of the main task;
- c) expected results in each task;
- d) finalization dates;
- e) responsible persons for its execution;
- f) supporting members for each task; and
- g) status of implementation of the same, and when necessary, for a better understanding, an explanatory comment on the status of implementation is included.

2.5 The Meeting should analyse each task identified and make the comments on specific tasks resulting, evaluate, and if necessary, modify the finalisation date, as well as the status of implementation of each specific task. The Meeting may also wish to complete the chart shown in **Appendix B** to this working paper, showing the tasks in charge of the States, in order to make a follow-up of the same.

3. Suggested action:

3.1 The Meeting is invited to:

- a) request the Working Groups, to analyse the tasks in the corresponding areas in Appendix A to this working paper, evaluate each one of the tasks and its status of compliance, and complete the information, as applicable;
- b) request States to complete the chart shown in Appendix B to this working paper, in order to follow-up on those tasks under the responsibility of their respective administrations;
- c) if necessary, adopt the pertinent courses of action in relation to each one of such tasks; and,
- d) analyse other considerations to this respect that the Meeting may deem pertinent.

APPENDIX A

STATUS OF APPLICATION OF CONCLUSIONS AND/OR TASKS ORIGINATED IN SAM/IG MEETINGS

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
1. ATS Routes Implementation							
2. Optimisation of ATS routes in the SAM Region							
2-4	Handling of air transport environmental problems	Obtaining of objective data over benefits that will be reached in terms of reduction of harmful gas emissions into the atmosphere.	<ul style="list-style-type: none"> Known data. Availability of information required for monitoring of environmental protection. 	Permanent	States	N/A	<p>VALID</p> <p>Check fuel savings estimate chart. Permanent task.</p>
2-5	Prepare a measurable plan of performance, including gas emissions safety, efficiency, etc.	<ul style="list-style-type: none"> Check available tools to carry out this task. Prepare a measurable plan. 	A measurable plan will be available which will permit a clear vision of the current and future status of performance regarding gas emissions, safety and efficiency.	SAM/IG/9	RLA/06/901	RO/ATM	<p>VALID</p> <p>This task was included in the review of the action plan for the optimization of the SAM airspace, developed at SAM/IG/11 meeting.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
2-19	<p>Conclusion SAM/IG/7-1 - ATS routes network optimisation programme of the South American Region, Phase 3, Version 02</p> <p>That ICAO SAM States take pertinent actions to follow the guidelines and comply with established deadlines to continue with Phase 3, Version 02 of the ATS routes network optimisation programme of the South American Region, shown in Appendix A to this part of the report.</p>	See ATS routes network optimisation programme, Version 02 (SAM/IG/7) action plan.	Version 02 ATS routes network optimisation.	As per action plan	States RLA/06/901 IATA Regional Office	RO/ATM RO/AIM	<p>VALID</p> <p>The task regarding the review of the action plan for the optimization of the SAM Airspace, developed at SAM/IG/11 meeting, has been included. Phase 3, Version 02 has been divided into stages. Implementation date for first stage is 12 December 2013. Second stage is foreseen for November 2014.</p>
2-20	<p>Conclusion SAM/IG/10-1 - Safety Plan for the implementation of routes Phase 3, Version 02</p> <p>That SAM Region States determine the viability of the SAM ATS Route Network optimization (ATSRO) Programme, Phase 3, Version 02, based on a risk assessment, in order to ensure safety within their FIRs.</p>	Determine viability of ATSRO Programme.	Result of risk assessment within considered FIR	ATSRO/5	SAM States		<p>VALID</p> <p>States approved implementation by stages in ATSRO/5 Meeting.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
2-22	<p>Conclusion SAM/IG/11-2 - Implementation of the concept on the flexible use of the airspace in the ICAO SAM Region That States of the SAM Region use the Guidance Manual for the implementation of the concept on the flexible use of the airspace in the SAM Region for the design and management of the Flight Information Regions airspaces under their jurisdiction, appearing under SAM/IG/10 report, Agenda Item 2, Appendix E</p>	Operational improvements related with airspace optimization	National plan for the optimization of the airspace with the use of FUA	SAM/IG/14	SAM States		<p>VALID The task of developing all the required guide material, as well as the Action Plan Model and other documentation, has been fulfilled in the Region. This task was included in the Action Plan for the Optimization of airspace in the SAM Region. As no PBN issues will be discussed during SAM/IG/13 meeting, this task passes to SAM/IG/14 meeting.</p>
3. Implementation of Performance Based Navigation (PBN) in the SAM Region							
3-17	<p>Conclusion SAM/IG/5-4 Implementation of Continuous Descent Operations That, recognizing the efficiency and environmental benefits of Continuous Descent operations, and the need to harmonize these operations in the interest of safety, States are encouraged to include the implementation of Continuous Descent operations (CDO) as part of their PBN implementation plans and to implement CDO in accordance with the ICAO CDO Manual.</p>	States should include in their PBN programmes the CDO concept.	CDO implemented as per national requirements.	SAM/IG/14	States	RO/ATM	<p>VALID Some States introduced CDO in their national plans, but these not appear as such in the publications. After the Second Workshop on PBN use in the design of airspaces in terminal areas, States may present their preliminary works indicating the entry and exit points of the designed TMAs.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
3-18	<p>Conclusion SAM/IG/11-1 – Support to the SAM States in the redesign of their TMAs That, Project RLA/06/901 consider the viability of:</p> <p>Replicate the Course/ Workshop on Airspace Design at the Lima Regional Office for one week, with an intensive schedule, with experts of the Region, Project and IATA instructors, that have already offered their support to this initiative; and</p> <p>Create a support team to assist a group of States that are aligned in their traffic flows, in the development of a basic design aimed at main international airports.</p>	Conduct courses on PBN design in terminal areas for the SAM Region, in the Lima Regional Office.	Base design of selected terminal areas, in order to allow States to deepen and implement new TMAs based on PBN design.	December 2014	RLA/06/901 Project	ATM/ROs and Miami Course instructors	<p>VALID</p> <p>The First Workshop on design of airspace using PBN will be conducted in Bogota, Colombia from 12 to 23 May 2014 and the Second Workshop for the presentation of State's preliminary designs will be held in Lima, Peru, from 8 to 12 September 2014.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
3-19	<p>Conclusion SAM/IG/11-2 – Implementation of the concept of the Flexible Use of the Airspace in the SAM Region That, the States of the SAM Region use the Guidance for the implementation of the Concept of the Flexible Use of the Airspace in the SAM Region, shown in Appendix E to the item 2 of the SAM/IG/10 Meeting, for the design and management of the airspace of the Flight Information Regions under its jurisdiction.</p>	<p>Implement Coordination and Civil-Military Cooperation Committees.</p> <p>Coordinate flexible use of prohibited, restricted and dangerous areas affecting the airspace optimization.</p>	<p>Optimized prohibited, restricted and dangerous areas.</p>	2014	States	RO/ATM	VALID
3-23	<p>Conclusion SAM/IG/6-3 – Forms CMA F5 and CMA F6 That SAM States take pertinent action in order to apply forms CMA F5 and CMA F6, attached as Appendices A and B to this part of the report, and send them to CARSAMMA as soon as the PBN approval of aircraft and operators is established.</p>	<ul style="list-style-type: none"> • Use Forms CMA F5 and CMA F6. • Taking into consideration that some listings contain all data foreseen in such form, and in such cases, the meeting concluded that the submission of the corresponding F5 forms is not necessary. In cases in which the lists do not contain information foreseen in Form F5, States should send them to CARSAMMA. 	<p>Safe RNAV5 implementation.</p>	<p>First Phase October 2011 SAM/IG/14</p>	States	RO/ATM	<p>VALID States should implement procedures to keep data base updated. Present information sent to CARSAMMA at SAM/IG/14 meeting.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
3-25	<p>Conclusion SAM/IG/6-5 - Lateral navigation deviation reporting form That SAM States take the corresponding action in order to use the monitoring programme and particularly lateral navigation deviation reporting form attached as Appendix F to this part of the report, and send it to CARSAMMA on the tenth day of each month.</p>	Collect information of lateral deviations and send it to CARSAMMA	Safe RNAV5 implementation.	SAM/IG/14	States	RO/ATM	<p>VALID The Secretariat will coordinate on the validity of this Conclusion with CARSAMMA.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
3-26	<p>Conclusion SAM/IG/12-2 – PBN approach instrument procedures That SAM States:</p> <p>a) publish the navigation specification corresponding to such SIDs and STARs RNAV not having such indication at present;</p> <p>b) complete the implementation of APV procedures for all instrument flight runway ends, whether as primary approach or as support to precision approach, with a view to completing 70% of PBN approaches by 2014 and 100% by 2016; and</p> <p>c) advise the Regional office of any changes in the status of implementation of instrument approach procedures, whether conventional or PBN, in each SAM/IG meeting, in order to update regional efficiency indicators.</p>	<p>Implement APV procedures for all instrument flight runway ends.</p>	<p>70% of APV approaches</p> <p>100% of APV approaches</p> <p>Information papers in SAM/IG meetings</p>	<p>2014</p> <p>2016</p> <p>2016</p>	States	RO/ATM	VALID

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
4. Standards and procedures for performance based navigation operations approval							
4-11	<p>Para 4.9 SAM/IG/6 report- Establish standard criteria for the Regional System on ground and flight Validation of flight procedures through satellite-based PBN instruments.</p>	Prepare standardised criteria.	Uniform application of Validation criteria on ground and flight procedures through satellite-based PBN instruments.	SAM/IG/9	RLA/99/901	RO/FLS	<p>VALID The draft CA 91-012 – Flight validation (FV) of satellite-supported instrument flight procedures (IFP) of performance based navigation (PBN) was presented during the SAM/IG/6. To this respect, the Meeting requested the Secretariat to send a survey of flight inspection experts for comments and further approval. The Secretariat will consult with SAM RO/FLS on the status of this Conclusion.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
5- ATFM implementation							
5-11	<p>Conclusion SAMIG/5-7 ATFM Teleconferences in the SAM Region That SAM States continue to hold weekly ATFM teleconferences between flow management units or flow management positions (FMU / FMP) to improve the exchange of information among participating States.</p>	Implement ATFM teleconferences	Coordination between FMU/FMP carried out.	Permanent	States	RO/ATM	<p>VALID States maintain web conferences due to communication problems in TELCONs held. The use of SKYPE and go-to-meeting is planned. REDDIG II includes a speech communications sub-network to support this application. Weekly teleconferences are not being held, but various States transmit the teleconference format by e-mail.</p>
5-16	<p>Conclusion SAM/IG/6-8 ATFM AIP SUPP/AIC Model That the States of the ICAO South American Region, when preparing their national AIC, use as a reference the ATFM AIP SUPP/AIC model shown in Appendix E to this part of the report.</p>	Prepare AIC	Harmonised publications in the SAM Region	December 2012	States	RO/ATM	<p>VALID</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
5-18	Message exchange in the ATFM manual be prepared as a MOU among States to be included in the ATFM Manual.	Preparation of MOU for ATFM messages exchange among States.	MOU prepared and approved.	SAM/IG/14	States Regional Project RLA/06/901	RO/ATM RO/CNS	<p>VALID</p> <p>A model of ATFM Letter of Operational Agreement was prepared for the coordination and exchange of ATFM information, included in Appendix D to the Report on Agenda Item 4 of the SAM/IG/12 meeting.</p>
5-19	Preliminary exercise on runway capacity and ATC sectors. The remaining States are encouraged to present their studies for SAM/IG/8.	Carry out a preliminary study on runway capacity and ATC sectors.	Present studies on exercises carried out	SAM/IG/12	States	RO/ATM	<p>VALID</p> <p>64% of SAM Region States have performed runway capacity calculations in their main airports. Guyana, French Guiana, Panama, Suriname and Uruguay have not presented the runway capacity calculations.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
<p align="center">6. Assessment of operational requirements in order to determine the implementation of communications and surveillance (CNS) capabilities improvement for en-route and terminal area operations</p>							
<p>6-7</p>	<p>Conclusion SAM/IG/6-9 - Actions required for AMHS interconnection That SAM States, in view of the delays in the interconnection of the AMHS, proceed with the following actions: a) Require from their AMHS providers the necessary support to successfully end the necessary interconnections; b) Make necessary arrangements to train personnel in the interconnection tasks, with the aim of minimizing the dependency with their providers; c) Maximize pertinent coordination; and d) States that have not yet done so, complete the drafting and signature of the MoU.</p>	<p>Interconnection of CNS systems</p>	<p>Interconnection of AMHS</p>	<p>End of 2013</p>	<p>SAM States</p>	<p>SAM States AMHS providers RO/CNS</p>	<p>COMPLETED a) Completed. Coordination has been carried out with providers to complete the interconnection. b) Completed. In July 2012 an AMHS course was carried out by EUROCONTROL's INSTILUX center; from 24 to 28 July 2013 a second course was carried out by the same Institute. c) Completed. Coordination has been increased. d) Even though AMHS interconnection MoUs are pending, States involved have approved goals to complete AMHS interconnection, indicated in SAM/IG/10-WP/10, Appendices A and B.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
6-12	SAM/IG/10 Report paragraph 5.1, to complete safety guidelines for the implementation of IP networks and IP router policy.	Complete safety guidelines for the implementation of IP networks and IP router policy.	Safety guidelines of IP networks document. IP router policy document.	SAM/IG/11	Project D1	RO/CNS	COMPLETED SAM/IG/11 meeting examined same, and were later submitted to States for their review. Comments were only received from Bolivia, which were incorporated into the guides. Therefore, same have been approved.
6-13	Conclusion SAM/IG/11-4 - International AMHS interconnection That, with regard to international operational AMHS interconnections, if bilateral arrangements conducted by States do not permit another solution, same should make adjustments in their systems in order that they are compatible with mode TP0 as a whole and in accordance with Regulation RFC 1006.	Compatibility with mode TP0 at AMHS installed	AMHS compatible with mode TP0	2016	States	RO/CNS	SUPERSEDED By Conclusion SAM/IG/12-4

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
6-14	<p>Conclusion SAM/IG/11-5 - Use of the radio frequency spectrum That, the States of the SAM Region:</p> <p>a) Ensure the VSAT networks operating in the band between 3.4 to 4.2 Ghz with regard to the IMT services, informing of any interference to both the pertinent national entity and the ICAO SAM Regional Office;</p> <p>b) Examine lists COM 1 to 3 and confirm the use of the frequencies assigned, notifying of any changes therein; and</p> <p>c) Count with a mechanism agreed upon with the national authority enabling detection and solving the use of unauthorized transmissions causing inconveniences to the aeronautical services.</p>	<p>a) Inform on the interference in 3.4 to 4.2 Ghz band</p> <p>b) Examine lists COM 1, 2 and 3</p> <p>c) Mechanism to enable detection and solution to interferences presented</p>	<p>a) 3.4 to 4.2 Ghz band interference free</p> <p>b) Lists COM 1, 2 and 3 updated</p> <p>c) Establishment of mechanisms to detect and solve interference problems</p>	Continuous activity	States	RO/CNS	<p>COMPLETED</p> <p>As it is a continuous activity, the Secretariat will make follow-up, inviting States to keep the ICAO SAM RO informed on the topics taken under consideration in parts a) b) and c) of this Conclusion</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
7-15	<p>Conclusion SAM/IG/12-3 – International AMHS interconnection</p> <p>That, with regard to international operational AMHS interconnections and with the aim of solving apparent incompatibility problems between the systems installed in Argentina, Brazil and Venezuela with the AMHS in Peru, these States carry out corresponding efforts so:</p> <p>a) their providers determine and inform the precise causes preventing the interconnections, and appropriately indicate the procedures to solve them; and</p> <p>b) they inform the results of the evaluation at SAM/IG/13 meeting.</p>	<p>a) Determine the precise causes preventing the AMHS interconnection between Argentina, Brazil and Venezuela with Peru.</p> <p>b) Present the results to SAM/IG/13.</p>	<p>Procedures to complete the AMHS interconnection between Argentina, Brazil and Venezuela with Peru.</p>	April 2014	Argentina, Brazil, Peru and Venezuela	RO/CNS	<p>VALID April 2014</p> <p>Trials have been made between Brazil and Peru. More information is presented at SAM/IG/13-WP/13. It is expected that concerned States will inform results obtained during SAM/IG/13 meeting.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
6-16	<p>Conclusion SAM/IG/12-4 – Approval of Web RAIM availability prediction service bidding process That, the Meeting, as result of the technical and commercial evaluations made to the proposals presented at the RAIM availability prediction service bidding process, proceeded to analyse same and endorse the results obtained.</p>	Approval of the results of the evaluation to the proposals presented at the Web RAIM availability prediction service bidding process.	Web RAIM availability prediction service approved.	October 2013	Project RLA/06/901 member States	RO/CNS RO/ATM	<p>COMPLETED SAM/IG/12 Meeting analyzed and approved the evaluation to the proposals presented at the Web RAIM availability prediction service bidding process.</p> <p>ICAO has assigned a contract number for the implementation of this service (22501411). To date, contract between ICAO and the winning company has not yet been signed.</p>
7. Operational implementation of new ATM automated systems and integration of the existing systems							
7-1	<p>SAM/IG/3-8 - Preparation of specific implementation plans for the interconnection of automated systems That States of the SAM Region start the development of specific plans for the implementation of automated systems interconnection, considering the implementation dates indicated in Regional Interconnection Plan for Automated Systems in adjacent ACCs, specified in Appendix B of this part of the Report, and information contained in the following documentation: a) Memorandum of</p>	Operational implementation of ATM automated systems and interconnection of automated systems installed between adjacent ACCs.	Memorandum of Understanding (MoU) between SAM pairs of States for the interconnection of automated systems.	2012	SAM States	RO/CNS RLA/06/901 Project automation experts	<p>COMPLETED Most States of the Region with automated systems installed at their ACCs have issued plans taking into account the guide material prepared by SAM/IG with the support of RLA/06/901 Project. States pending implementation of their plans, have taken note of the guideline material drafted by SAM/IG.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
	<p>Understanding for the implementation of automated systems interconnection between two States having adjacent ACCs, Interface Control Document (ICD) for data communication between ATS dependencies in Caribbean and South American Regions (CAR/SAM ICD);</p> <p>b) Interface control document (ICD) for data communications between ATS units in the Caribbean and South American Regions (CAR/SAM ICD);</p> <p>c) System Interface Control Document (SICD); and</p> <p>d) Regional interconnection initial plan for ACC automated systems.</p> <p>e) Preliminary reference system/ subsystem specification for the air traffic control automation system (SSS).</p>						

APPENDIX B

FOLLOW-UP OF CONCLUSIONS AND PENDING TASKS OF THE SAM/IG MEETING

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
1-1 SAM/IG/1-1 CAR/SAM PBN Roadmap That ICAO SAM States, in implementing RNAV/RNP, take the pertinent actions to follow guidelines contained in the CAR/SAM PBN Roadmap as shown in Appendix C to this part of the report.	YES	YES	YES	YES	YES	YES	--	YES	O/G	YES	YES	YES	YES	YES	PER: Dec 2009
1-1 That States examine: a) Impact of RNAV routes implementation in the airspace Aircraft fleet, Air traffic services, and b) Establish pertinent coordination so as to enable integrated, harmonious and timely implementation of more direct RNAV routes.	O/G	O/G	YES	YES	YES	O/G	--	O/G	O/G	O/G	YES	O/G	YES	YES	COL: June ECU: Local coordination with corresponding area. PAR: SAM/IG/ 5 PER: SAM/IG/5 VEN: Mar 2010
2-1 Implementation of RNAV routes	YES	YES	YES	YES	YES	YES	--	YES	YES	YES	YES	YES	YES	YES	
2-3 Conclusion SAM/IG/2-1 PBN implementation Programme for en-route operations That the ICAO SAM States take appropriate actions to follow the guidelines and comply with the targets established in the PBN implementation for en-route operations, which is shown in Appendix B to this part of the Report.	YES	YES	YES	YES	YES	--	--	YES	YES	YES	OG	YES	YES	YES	PER: Nov 2010

Instrucciones para el llenado del formulario - Instructions to fill in the form

- Cumplida: colocar **SÍ** en el casillero correspondiente / Accomplished: place **YES** in the corresponding box
- En ejecución: colocar **O/G** (on going) e indicar en “observaciones” la fecha prevista de término / In execution: place **O/G** (on going) and indicate under “remarks” the estimated deadline
- No cumplida: colocar **NO** en el casillero correspondiente y, de ser el caso, hacer comentarios en columna de observaciones / Not complied: place **NO** in the corresponding box and if such were the case, make comments in the remarks column

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<p>2-10 Conclusion SAM/IG/2-2 Initial AIC That States of ICAO SAM Region using as model the AIC presented in Appendix C to this part of the Report: a) publish in the AIRAC date of 9 April 2009 an Aeronautical Information Circular (AIC) informing the aeronautical community on their intention to implement RNAV 5 on 18 November 2010; b) reflect in this AIC the specific YESituations within the airspace under their jurisdiction.</p>	YES	YES	YES	YES	YES	YES	--	YES	YES	YES	YES	O/G	YES	YES	GUY: Nov. 2009 SUR: Will inform 15 Nov. 2009
<p>2-12 Conclusion SAM/IG/2-3 Survey on the Fleet Navigation Capacity That States conduct a survey on the fleet navigation capacity, using, to that end, the form contained in Appendix D to this part of the Report, and send the information collected to the ICAO South American Regional Office, on the following dates: a) Aircraft operating commercial flights, which have more than 5 700 kg. of MTOW – 15 February 2009; b) Aircraft operating commercial flights, which have less than 5 700 kg. of MTOW – 15 May 2009; c) Other aircraft registered in the Region–15 Aug 2009.</p>	YES	YES	YES	YES	YES	YES	--	YES	O/G	YES	YES	O/G	YES	YES	COL: Initially had same problem as Venezuela but after holding PBN seminars we have started the approval process. PAR: completed a) pending b) and c). VEN: fruitless surveys have been carried out in view of the little knowledge that operators and aircraft owners have on PBN concept. A dissemination campaign is being carried to, to enable the improvement of data provided by the same.
<p>2-13 1.2 1.2 Collect air traffic data to understand air traffic flows in a specific airspace.</p>	YES	NO	YES	YES	YES	YES	--	YES	O/G	YES	YES	YES	YES	YES	PER: carried out Jul 2009. Delivered to SAM Office. Only ARG, BOL, CHI, COL, PAR and URU have submitted corresponding data collection as of Dec 2013.

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<p>2-14 Conclusion SAM/IG/2-4 PBN Implementation Model for TMA and Approach That States/Territories and International Organizations use the PBN Implementation Model for TMA and Approach in the preparation of their PBN implementation programmes for TMA and Approach, shown in Appendix E, item 2 SAM/IG/2 Report.</p>	YES	O/G	YES	YES	YES	O/G	--	YES	O/G	YES	YES	O/G	YES	YES	<p>ECU: Submitted. PER: Dec 2009, this model is being used. SUR: 15 Nov 2009. VEN: 18 Nov 2010.</p>
<p>3-1 Conclusion SAM/IG/2-5 Advisory Circular CA 91-002 and Job Aid for Aircraft and operators RNAV 5 operational approval That States of ICAO South American Region: a) Use as an acceptable compliance source in aircraft and operators RNAV 5 operational approval Advisory Circular CA 91-002 and Job Aid for Aircraft and operators RNAV 5 operational approval, presented in Appendices A and B, respectively, to this part of the Report. b) Publish respective national regulations up to April 2009.</p>	YES	YES	YES	YES	YES	O/G	--	O/G	O/G	YES	YES	--	YES	YES	<p>COL: Information circular was published and may be seen at the hyperlink:CI 5102-082-002 ECU: Coord. with OPS PER: Dec 2009 BRA and PAN: publication is being harmonized with CA LAR. PAR: signature pending Oct. 2010.</p>
<p>3.5 Conclusion SAM/IG/3-3 PBN Implementation National Plans That States of ICAO South American Region, present their PBN Implementation National Plans to SAM/IG/4 Meeting, using PBN Implementation Plan Model, shown in Appendix B of this part of the Report, as well as using the action plan models and information contained PBN Implementation Project TMA Operations and Short Term Approximations of SAM Region, approved by SAM/IG/2 Meeting.</p>	YES	YES	YES	YES	YES					YES	YES		YES	YES	<p>BOL: delivered Dec. 2009. ECU: Submitted (electronic version pending). VEN: finalised and delivered.</p>

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<p>4-2 Conclusion SAM/IG/2-6 ATFM Roadmap That, a) the ATFM Roadmap in Appendix B to this part of the Report be adopted, with the aim of providing orientation to the ATFM community with regard to ATFM applications to be implemented in the short and medium term in the SAM Region; and b) the ICAO Secretariat send the ATFM Roadmap to the GREPECAS ATFM Task Force for the analyses and actions deemed pertinent.</p>	O/G	O/G	YES	YES	YES	O/G	--	O/G	O/G	YES	NO	O/G	YES	YES	ECU: ATFM. PER: Mar 2010.
<p>4-5 Initial ATFM AIC Model</p>	YES	YES	N/A	NO	YES	YES	--	YES	O/G	YES	YES	O/G	YES	YES	BRA: information published in the AIP. GUY: 22 Oct 2009.
<p>Conclusion SAM/IG/3-1 ATS Route Network Optimising in the South American Region That the ICAO SAM States take relevant action to follow the guidelines and meet the target dates established in the ATS Route Network Optimising Programme in the South American Region that appears in Appendix B to this part of the report.</p>	YES	YES	YES	YES	O/G	--	--	--	--	YES	YES	--	YES	YES	VEN: pertinent actions taken.
<p>Conclusion SAM/IG/3-4 Advisory Circulars CA 91-008, CA 91-009 and CA 91-010 That States of the SAM Region: a) use as acceptable means of compliance in aircraft approval and exploiters for RNP APCH, RNP AR APCH and APV/Baro-VNAV operations, Advisory Circulars CA 91-008, CA 91-009 and CA 91-010, shown in Appendices B, C and D, respectively to this part of the report; and b) publish the corresponding national regulations until 5 October 2009.</p>	O/G	YES	SI	YES	YES	O/G	O/G	O/G	O/G	YES	YES	O/G	YES	YES	BOL: published in RAB91 COL: published the following information circular: CI-5102-082-008 CI-5102-082-009 CI-5102-082-010 PAR: in final process of publication. VEN: published in September 2010 CA RNAV5, RNP-1, RNP AR APCH and APV-BARO/VNAV.

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<p>3-5 Conclusion SAM/IG/3-5 Runway capacity of an international airport and ATC associated sector</p> <p>SAM States are encouraged to carry out at least an exercise to determine the runway capacity of an international airport and ATC sector, associated or another one selected for each State, to present the results to the SAM/IG/4 Meeting, providing the following information:</p> <p>a) Amount of personnel trained for the exercise b) Methodology applied c) Result of the exercise, providing the declared capacity for each runway and ATC selected sector. d) Identification of problems found in the methodology applied.</p>	O/G	YES	YES	YES	YES	YES	--	--	--	YES	YES	--	NO	YES	<p>ECU: has trained personnel and calculation Quito and Guayaquil airports PAR: has trained personnel and Airport calculation in Asunción airport. VEN: exercise requested was made, personnel from Venezuela has participated in ATFM training workshops. BOL: training was provided to personnel in Viru Viru. URU: Continues with personnel problems. Support will be requested to the Regional Office to carry out activities.</p>
<p>Conclusion SAM/IG/4-1 SAM routes network point of contact</p> <p>That SAM States designate a point of contact to support the development of task 2.2.5 of the Action Plan for optimisation of the SAM Routes Network, and send the corresponding data (email and telephone) until 31 January 2010.</p>	YES	YES	YES	YES	YES	--	--	--	--	YES	YES	--	YES	YES	<p>BOL: César Varela URU: Gustavo Turcatti Tel.5982 604 0408 Int 5111 blantur@gmail.com VEN: Carlos Gonzalez and Pablo Rattia</p>

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
SAM Office, in order that each State, through a code, can have access to information on its fleet , and thus can perform the update of the data entered , and send it, via e-mail, to the Regional Office.															
Conclusion SAM/IG/4-5- Guidance for the application of a common methodology for calculating airport and ATC sector capacity The Guidance for the application of a common methodology for calculating airport and ATC sector capacity, shown in Appendix C to this part of the report, which recommends that SAM States apply the Brazilian methodology for calculating airport and ATC sector capacity, is approved.	YES	YES	YES	YES	YES	NO	--	--	--	YES	YES	--	YES	YES	BOL: adopted Brazilian method. VEN: there is no sufficient personnel yet to comply this task in 100%, currently working on data collection.
Conclusion SAM/IG/5-1 Training programme and documentation for air traffic controllers and AIS operators That SAM States use the material shown in Appendix A to this part of the report as guidance material for air traffic controllers and AIS operators.	O/G	YES	YES	YES	YES	--	--	O/G	--	YES	NO	--	YES	YES	BOL: PBN and ATC recurrent seminars were held. COL: Training for controllers and flight plan personnel has already started. There will be a transition period, since this amendment is effective as of April 2012. URU: PBN training was initiated. VEN: final training phase at the IUAC.
Conclusion SAMIG/5-2 PBN/RNAV5 seminars for operators That SAM States, in view of the few operators that have requested the approval, and the need to encourage them to start this process, conduct PBN seminars in which operators are informed about the corresponding approval procedures.	OG	YES	YES	YES	YES	OG	OG	OG	OG	YES	YES	OG	YES	YES	BOL: PBN seminars were carried out at all levels. COL: Several seminars were conducted for operators and several commercial operators have already started the process. It is suggested that the restrictions to be applied to uncertified operators as of 22 Sep 2011, be published. VEN: continuously.

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
Conclusion SAMIG/5-3 Data Collection That: a) SAM States collect data on flights conducted on domestic and international routes in the upper airspace (FL 245 or above) of the SAM Region during the period 1 to 15 July 2010, and send them to the SAM Regional Office before 13 August 2010; and b) That the sample be consistent with the form and the guidelines for completing the form described in Appendix B to this part of the Report, using the Excel format.	YES	YES	YES	YES	NO	--	--	O/G	--	YES	YES	--	YES	YES	VEN: sent to the regional office and delivered during SAM/IG/6 Meeting.
Conclusion SAM/IG/5-4 Implementation of Continuous Descent Operations That, recognizing the efficiency and environmental benefits of Continuous Descent operations, and the need to harmonize these operations in the interest of safety, States are encouraged to include the implementation of Continuous Descent operations (CDO) as part of their PBN implementation plans and to implement CDO in accordance with the ICAO CDO Manual.	O/G	O/G	O/G	YES	O/G	--	--	O/G	--	YES	NO	--	NO	NO	URU: will request support of Regional Office to restructure airspace and procedures construction.
Conclusion SAMIG/5-7 ATFM Teleconferences in the SAM Region That SAM States continue to hold weekly ATFM teleconferences between flow management units or flow management positions (FMU / FMP) to improve the exchange of information among participating States.	YES	YES	YES	YES	YES	NO	NO	NO	YES	YES	YES	NO	NO	YES	Web REDDIG II includes a speech communications sub-network to meet initial ATFM requirements.

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<p>Conclusion SAM/IG/6-1 Application of further actions to reduce the risk and risk rate resulting from the SAM ATS routes network optimisation safety plan That States, ATS providers and aircraft operators, take the necessary measures to apply recommendations and further actions in order to reduce the risk and resulting risk rate as shown in Appendix 1 to Chapter 4 of the Safety Plan for the SAM Region ATS routes network, as shown in Appendix A to this part of the report.</p>	NO	O/G	YES	O/G	O/G	--	--	--	--	O/G	NO	--	YES	YES	
<p>Conclusion SAM/IG/6-2 Application of subsequent actions to reduce the RNAV5 safety plan risk and the resulting risk rate That States, ATS providers and aircraft users take the necessary measures to apply further action to reduce the RNAV5 safety plan risk and the resulting risk rate, as shown in Appendix 1 to Chapter 4 of the safety plan for RNAV5 implementation in the SAM Region, shown in Appendix I to this part of the report.</p>	NO	O/G	YES	O/G	O/G	--	--	--	--	O/G	NO	--	YES	YES	
<p>Conclusion SAM/IG/6-3 Forms CMA F5 and CMS F6 That SAM States take pertinent action in order to apply forms CMA F5 and CMA F6, attached as Appendices A and B to this part of the report, and send them to CARSAMMA as soon as the PBN approval of aircraft and operators is established.</p>	YES	O/G	YES	YES	YES	--	--	--	--	O/G	NO	--	YES	YES	BOL: Approvals completed
<p>Conclusion SAM/IG/6-4 ENR 3.3 – Table model of the AIPs That SAM States, in publishing in their AIPs RNAV routes, use the ENR table model shown in Appendix D to this part of the report.</p>	YES	YES	YES	YES	YES	--	--	--	--	YES	YES	--	YES	YES	CHI: As defined in SAM/IG/7

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
Conclusion SAM/IG/6-5 Lateral navigation deviation reporting form That SAM States take the corresponding action in order to use the monitoring programme and particularly lateral navigation deviation reporting form attached as Appendix F to this part of the report, and send it to CARSAMMA on the tenth day of each month.	NO	--	YES	YES	YES	--	--	--	--	YES	YES	--	YES	YES	
Conclusion SAM/IG/6-6 Publication of an AIC/NOTAM announcing the postponement of the RNAV5 implementation date in the SAM Region That SAM States take the corresponding action in order to publish an AIC/NOTAM announcing the postponement of the RNAV5 implementation date in the SAM Region for 22 September 2011.	YES	YES	YES	YES	YES	--	--	--	--	YES	YES	--	YES	YES	CHI: NOTAM
Conclusion SAM/IG/6-7 Manual on Collaborative Decision-Making (CDM) for ATFM That SAM States adopt the Manual on Collaborative Decision-Making (CDM) for ATFM shown in Appendix B to this part of the report.	--	YES	YES	YES	YES	--	--	--	--	YES	NO	--	O/G	YES	BOL: the Manual of the FAA was adopted.
Conclusion SAM/IG/6-8 ATFM AIP SUPP/AIC MODEL That the States of the ICAO South American Region, when preparing their national AIC, use as a reference the ATFM AIP SUPP/AIC model shown in Appendix E to this part of the report.	--	YES	N/A	YES	NO	--	--	--	--	YES	YES	--	YES	YES	URU: depends on the delivery date by the provider (INDRA).

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<p>Conclusion SAM/IG/6-9- Actions required for AMHS interconnection</p> <p>That SAM States, in view of the delays in the interconnection of the AMHS, proceed with the following actions:</p> <p>a) Require from their AMHS providers the necessary support to successfully end the necessary interconnections;</p> <p>b) Make necessary arrangements to train personnel in the interconnection tasks, with the aim of minimizing the dependency with their providers;</p> <p>c) Maximize pertinent coordination; and</p> <p>d) States that have not yet done so, complete the drafting and signature of the MoU.</p>	--	--	--	--	--	--	--	--	--	--	--	--	--	--	<p>Actions corresponding to parts a), b) and c) of this Conclusion have been completed, pending only part d). French Guiana (France) has no AMHS. Uruguay installed its AMHS in March 2014.</p>
	YES	YES	YES	YES	YES	YES	N/A	YES	NO	YES	YES	YES	O/G	YES	
	YES	YES	YES	YES	YES	YES	N/A	YES	NO	YES	YES	YES	O/G	YES	
	YES	YES	YES	YES	YES	YES	N/A	YES	YES	YES	YES	YES	O/G	YES	
	O/G	N/A	O/G	O/G	O/G	O/G	N/A	O/G	O/G	YES	O/G	O/G	O/G	O/G	
<p>Conclusion SAM/IG/6-11 Changes in the AMHS systems and in the FDP for the implementation of Amendment 1 to the PANS/ATM</p> <p>That SAM States take into account the contents of Appendix D to this Agenda Item, with the aim that by 1 July 2012 they operate with the NEW flight plan format, in addition to the CURRENT format, States that have identified problems in their AMHS must make the corresponding changes before 31 December 2011. Also, the changes to make in the FDP installed at the various ATS units should be effected by the end of March 2012.</p>	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	<p>States have implemented actions considered upon.</p>

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
Conclusion SAM/IG/7-1 ATS routes network optimisation programme of the South American Region, Phase 3, Version 02 That ICAO SAM States take pertinent actions to follow the guidelines and comply with established deadlines to continue with Phase 3, Version 02 of the ATS routes network optimisation programme of the South American Region, shown in Appendix A to this part of the report.	--	YES	--	YES	O/G	--	--	--	--	O/G	--	--	NO	--	
Conclusion SAM/IG/7-2 Implementation of RNAV-5 That SAM States implement RNAV-5 in continental airspace routes, on 20 October 2011, at 09:01 UTC.	YES	YES	--	YES	YES	--	--	--	--	YES	--	--	YES	YES	
Conclusion SAM/IG/7-3 Documentation to be published for the implementation of RNAV-5 That SAM States publish the following documentation no later than 22 September 2011, effective on 20 October 2011: a) Amendment to the AIP or AIP Supplement containing the applicable standards and procedures, including the corresponding in-flight contingencies, the model of which appears in Appendix C to this part of the report; and b) The ENR 3.3 Tables that correspond to RNAV routes, using the model shown in Appendix D to this part of the report. Note: Appendix E contains 4 examples that may be used as a reference by the States.	YES	YES	--	YES	YES	--	--	--	--	YES	--	--	YES	--	
Conclusion SAM/IG/7-4 Publication of the trigger NOTAM That SAM States publish the trigger NOTAM no later than 13 October 2011, using the following model: In keeping with AIC xx and AIP Supplement xx, RNAV-5 will start to be applied on RNAV routes of the continental airspace in the xx FIR at 09:01 UTC of 20 October 2011.	YES	YES	YES	YES	YES	--	--	--	--	YES	YES	NOV 2012	YES	YES	

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<p>Conclusion SAM/IG/8-3 - Implementation of a RAIM/FDE prediction system in the SAM Region</p> <p>That, in order for the FDE SAM Region to have a common service for predicting RAIM and FDE availability to support PBN operation for en-route, non-precision approach, vertical guide approach (APV) and terminal area:</p> <p>a) the Fifth Meeting of the Coordination Committee of Regional Project RLA/06/901 consider the purchase of the RAIM prediction service selected between the proposals presented by DWI and Colombia; and</p> <p>b) ICAO analyse the most convenient way for States that are not members of Regional Project RLA/06/901 to pay the corresponding fee for the RAIM prediction service.</p>	YES	YES	YES	YES	YES	YES	O/G		YES	YES	YES	O/G	YES	YES	<p>COMPLETED</p> <p>ICAO HQ TCB Section drafted Contract 22501411 between ICAO, on behalf of RLA/06/901 member States, and DWI for the provision of the web RAIM availability prediction service. It is expected that the Contract is signed by mid-May 2014.</p>
<p>Conclusion SAM/IG/10-1 Safety Plan for the implementation of routes Phase 3, Version 02</p> <p>That SAM Region States determine the viability of the SAM ATS Route Network Optimization (ATSRO) Programme based on a risk assessment, in order to ensure safety within their FIRs.</p>															
<p>Conclusion SAM/IG/10-2 Implementation of the new concept of flexible use of the airspace in the ICAO South American Region</p> <p>That States in the SAM Region, if deemed appropriate, recommend the definitive approval of the Guidelines for the Implementation of the Flexible Use of Airspace Concept in the ICAO South American Region for the design and airspace management of the flight information region under their jurisdiction.</p>															

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
c) advise the Regional Office of any changes in the status of implementation of instrument approach procedures, whether conventional or PBN, annually, in order to update regional efficiency indicators.															
Conclusion SAM/IG/12-3 - International AMHS interconnection That, with regard to international operational AMHS interconnections and with the aim of solving apparent incompatibility problems between the systems installed in Argentina, Brazil and Venezuela with the AMHS in Peru, these States carry out corresponding efforts so: a) Their providers determine and inform the precise causes preventing the interconnections, and appropriately indicate the procedures to solve them; and b) They inform the results of the evaluation at SAM/IG/13 meeting.	O/G		O/G								O/G			O/G	
Conclusion SAM/IG/12-4 - Approval of Web RAIM availability prediction service bidding process That, the Meeting, as result of the technical and commercial evaluations made to the proposals presented at the RAIM availability prediction service bidding process, proceeded to analyse same and endorse the results obtained.	YES	YES	YES	YES	YES	YES			YES	YES	YES		YES	YES	The web RAIM availability prediction service was approved.