



Agenda Item 1: Follow up to conclusions and decisions adopted by SAM/IG meetings, results of the Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17) and progress in the development of the new electronic Air Navigation Plan (e-ANP)

Review of the status of compliance of Conclusions formulated by SAM Implementation Group 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).	
REFERENCES:	
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.

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							
<u>1-1</u>	<u>Realignment of Route UM548</u>	<u>Coordinate realignment</u>	<u>AIRAC</u>	<u>Nov 2014</u>	<u>Bolivia Peru Paraguay</u>	<u>RO/ATM/ AIM</u>	<u>COMPLETED</u>
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	VALID Check fuel savings estimate chart. Permanent task.
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	VALID This task was included in the review of the action plan for the optimization of the SAM airspace, developed at SAM/IG/11 meeting.

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>	<p>See ATS routes network optimisation programme, Version 02 (SAM/IG/7) action plan.</p>	<p>Version 02 ATS routes network optimisation.</p>	<p>As per action plan</p>	<p>States RLA/06/901 IATA Regional Office</p>	<p>RO/ATM RO/AIM</p>	<p><u>VALID COMPLETED</u> 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. Pending routes of second stage have become part of Version 03 of the routes optimization.</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>	<p>Determine viability of ATSRO Programme.</p>	<p>Result of risk assessment within considered FIR</p>	<p>ATSRO/5</p>	<p>SAM States</p>		<p><u>VALID COMPLETED</u> States approved implementation by stages in ATSRO/5 Meeting. ATSRO/6 Meeting approved Version 03 of the routes optimization</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
3. Implementation of Performance Based Navigation (PBN) in the SAM Region							
3-17	<p>Conclusion SAM/IG/5-4 Implementation of Continuous Descent Operations</p> <p>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</p> <p>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>a) 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>b) 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> <p><u>Panama and Bolivia did not attend the First Workshop on design of airspace using PBN</u></p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
3-19	<p><u>Conclusion SAM/IG/11-2 – Implementation of the concept of the Flexible Use of the Airspace in the SAM Region</u> <u>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.</u></p>	<p><u>Implement Coordination and Civil-Military Cooperation Committees.</u></p> <p><u>Coordinate flexible use of prohibited, restricted and dangerous areas affecting the airspace optimization.</u></p>	<p><u>Optimized prohibited, restricted and dangerous areas.</u></p>	2014	States	RO/ATM	<u>VALID</u>
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. 	Safe RNAV5 implementation.	First Phase October 2011 SAM/IG/14	States	RO/ATM	<p>VALID</p> <p>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>	Implement APV procedures for all instrument flight runway ends.	<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	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.	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 style="text-align: center;">VALID</p> <p>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</p> <p>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</p> <p>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</p> <p>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	October 2016	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	COMPLETED 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.
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	VALID 71% of SAM Region States have performed runway capacity calculations in their main airports. Guyana, Panama, Suriname and Uruguay have not presented the runway capacity calculations.
5-20	<u>Conclusion SAM/IG/13-4 – Action to support flow management during the FIFA 2014 World Cup in Brazil</u> <u>That the following action be taken to support flow management during the FIFA 2014 World Cup:</u> <u>Items a) to i) of the Conclusion</u>	<u>States' Action Plan</u> <u>Designate point of contact</u> <u>Participate in teleconferences</u>	<u>Send information on demand forecast.</u> <u>Dissemination of AIC.</u> <u>Teleconferences.</u> <u>Updated ATFM points of contact.</u>	July 2014	States	ROATM	COMPLETED <u>Information on activities carried out is available at WP/08.</u>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
5-21	<p><u>Conclusion SAM/IG/13-6 – Review of the advanced RNP (A-RNP) and RNP 0.3 advisory circulars</u></p> <p>That, with the aim of approving Advisory Circulars AC 91-007 and AC 91-012 for Advanced RNP (A-RNP) and RNP 0.3 operations:</p> <p>a) the ICAO South American Regional Office will send the States of the SAM Region and by 15 May 2014, the AC 91-007 and AC 91-012, for their review and comments;</p> <p>b) SAM States will submit their comments by 15 August 2014; and</p> <p>c) The SAM/IG Secretariat will include the comments received in the advisory circulars and present them at SAM/IG/14 meeting, for their approval.</p>	<p><u>Analyse circulars and send comments</u></p>	<p><u>Comments</u></p>	<p><u>Nov 2014</u></p>	<p><u>States</u></p>	<p><u>RO/OPS</u></p>	
5-22	<p><u>Conclusion SAM/IG/13-5 – Draft proposal on Second Part of ICAO Doc 9971</u></p> <p>That SAM States send by 30 September 2014, comments on draft proposal on Second Part of ICAO Doc 9971 aiming to provide required information for the optimization of the Manual, as deemed appropriate</p>	<p><u>Analyse document and send comments.</u></p>	<p><u>Comments of States</u></p>	<p><u>Oct 2014</u></p>	<p><u>States</u></p>	<p><u>RO/ATM</u></p>	<p><u>COMPLETED</u></p> <p><u>Only Colombia and Brazil submitted comments</u></p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
5-23	<p><u>Conclusion SAM/IG/13-8 – Actions on air traffic flow control measures</u> <u>That in view of air traffic flow operational restrictions, SAM States adopt following measures:</u></p> <p>a) <u>consider the text on flow control measures used in the ATS 06/14 Multilateral Meeting, or similar, for inclusion in the Letters of Operational Agreement between ATS dependencies;</u></p> <p>b) <u>consider of utmost priority to take necessary and urgent actions to avoid the adoption of unilateral flow restrictions that could severely affect air traffic flow;</u></p> <p>c) <u>implement air traffic flow control measures, if necessary, based on well-founded studies of ATS sector capacities, and coordinate same previously with ATC dependencies responsible for ATS supply in adjacent FIRs.</u></p> <p>d) <u>consider the application of gradual control measures using as far as possible separations based on distance, by taking advantage of existing ATS surveillance tools;</u></p> <p>e) <u>use in messages established for communicating flow control measures, terminology and format as detailed in Manual on Air Traffic Flow Management for CAR/SAM Regions, Version 1.1, October 2010, Chapters 12 and 13.</u></p>	<p><u>Review Letters of Agreement to reflect Conclusion.</u> <u>Establish urgent actions to avoid unilateral measures with direct impact in adjacent FIRs.</u></p>	<p><u>Letters of Agreement reflecting recommended actions</u></p>	<p><u>Nov 2014</u></p>	<p><u>States</u></p>	<p><u>RO/ATM</u></p>	<p><u>VALID</u></p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
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							
6-7	<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:</p> <ul style="list-style-type: none"> 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><u>Interconnection of CNS systems</u> <u>Coordination with AMHS equipment providers</u></p> <p><u>Training of personnel in charge of the interconnection implementation.</u></p> <p><u>Complete MoU.</u></p>	Interconnection of AMHS	End of 2013	SAM States	SAM States AMHS providers RO/CNS	<p>COMPLETED</p> <ul style="list-style-type: none"> 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/13, Agenda Item 4, Appendix C.

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. SAM/IG/12 approved the indicated guides.
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/12-3

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</p> <p>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
6-15	<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>	<p>April <u>December</u> 2014</p>	<p>Argentina, Brazil, Peru and Venezuela</p>	<p>RO/CNS</p>	<p>VALID April 2014</p> <p><u>Although positive trials have been made between Brazil and Peru. Brazil asked Peru to undertake new trials using AMHS equipment in operation and not AMHS equipment on trial and development, by applying the trial protocol used by Brazil in Spain. More information on this regard is included in SAM/IG/14-WP/11.</u></p> <p>Trials have been made between Brazil and Peru. More information is presented . Under SAM/IG/13, Agenda Item 4.</p> <p>The successful implementation of this trial will enable successfully completing AMHS interconnection between Argentina-Peru and Venezuela-Peru.</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</p> <p>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>	<p>Approval of the results of the evaluation to the proposals presented at the Web RAIM availability prediction service bidding process.</p>	<p>Web RAIM availability prediction service approved.</p>	<p>October 2013</p>	<p>Project RLA/06/901 member States</p>	<p>RO/CNS RO/ATM</p>	<p>COMPLETED</p> <p>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. It is expected that the contract is signed by the end of May 2014.</p>

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6-17	<p><u>Conclusion SAM/IG/13-7 – Implementation of the RAIM availability prediction service in the SAM Region</u></p> <p><u>That, with the aim of achieving a successful implementation of the RAIM availability prediction service and its effective use by States:</u></p> <p><u>a) SAM States, the Secretariat and the RAIM service provider carry out necessary coordinations through web teleconferences to define, among other aspects, the website format, the mode of access to the service with the assignment of a password, as well as verification of the veracity of the information;</u></p> <p><u>b) The Secretariat make the amendments required to the SAM advisory circulars on PBN procedures to mention the existence of the RAIM availability prediction service;</u></p> <p><u>c) States of the Region that have not adhered to the prediction service inform of their intent to join same; and</u></p> <p><u>d) RLA/06/901 member States, once the service is operational, make use of it and motivate its use by all interested parties.</u></p>	<p><u>a) Website format, the mode of access to the service;</u></p> <p><u>b) Amendment to advisory circulars;</u></p> <p><u>c) Inclusion of new States;</u></p> <p><u>d) Use of the service.</u></p>	<p><u>RAIM availability prediction service in operation</u></p>	<p><u>Dic 2014</u></p>	<p><u>States, Regional Office</u></p>	<p><u>RO/CNS</u> <u>RO/FLS</u></p>	<p><u>VALID</u></p> <p><u>a) Completed</u></p> <p><u>b) Pending</u></p> <p><u>c) Pending</u></p> <p><u>d) Pending</u></p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
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</p> <p>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:</p> <p>a) Memorandum of 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</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</p> <p>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.</p> <p>States pending implementation of their plans, have taken note of the guideline material drafted by SAM/IG.</p> <p>Follow-up by the Secretariat to SICD Document.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
	American Regions (CAR/SAM ICD); c) System Interface Control Document (SICD); and d) Regional interconnection initial plan for ACC automated systems. e) Preliminary reference system/ subsystem specification for the air traffic control automation system (SSS).						
<p><u>8. 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)</u></p>							
8-1	<p><u>Conclusion SAM/IG/13-1 – Alignment of the national air navigation plans with the ICAO Global Air Navigation Plan (GANP) and SAM Performance-Based Air Navigation Implementation Plan (PBIP)</u> <u>That SAM States amend their national air navigation plans, with the aim of aligning them with the new ICAO Global Air Navigation Plan (GANP, 4th Edition) and SAM Performance-Based Air Navigation Implementation Plan (PBIP) approved at the thirteenth meeting of Civil Aviation Authorities of the SAM Region (RAAC/13), and present any progress made in October 2014, at SAM/IG/14</u></p>		<p><u>National air navigation plans aligned with ASBU</u></p>	SAM/IG/14	States	ICAO SAM Office	<p><u>VALID</u> <u>States will inform progress at SAM/IG/14</u></p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
	<u>meeting</u>						
8-2	<p><u>Conclusion SAM/IG/13-2 – Designation of national focal points to coordinate activities in support of the ICAO position at the ITU WRC-15</u> <u>That SAM States, if they have not done so yet, designate a national focal point to coordinate, as necessary, between ICAO and the national bodies responsible for managing the radio frequency spectrum, with a view to supporting the ICAO position at the ITU WRC-15 shown in Appendix C to this part of the Report, notifying the Regional Office no later than 31 May 2014.</u></p>	<u>Designate focal points</u>	<u>Focal point</u>	<u>31 May 2014</u>	<u>States</u>	<u>RO/CNS</u>	<p><u>VALID</u></p> <p><u>Not all States have designated focal points. Colombia, French Guiana, Guyana, Suriname and Uruguay are still pending.</u></p>
8-3	<p><u>Conclusion SAM/IG/13-3 – Designation of a national focal point for the drafting of the new regional e-ANP</u> <u>That, with the aim that SAM States can coordinate with the ICAO SAM Regional Office the provision of the data necessary for the drafting of the new regional electronic air navigation plan (e-ANP):</u></p> <p><u>a) The ICAQ SAM Regional Office will send a State letter in early June 2014, requesting the nomination of</u></p>	<u>Designate focal points</u>	<u>Focal point</u>	<u>01 Aug 2014</u>	<u>States</u>	<u>RO/ATM</u>	<p><u>VALID</u></p> <p><u>Not all States have informed their focal point. Information of Argentina, Bolivia, Ecuador, French Guiana, Guyana, Panama, Paraguay, Suriname and Venezuela is still missing</u></p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
	<p><u>a national focal point; and</u></p> <p><u>b) SAM States will officially inform by 1 August 2014 the name of the designated focal point, and provide a brief resumé, telephone number and electronic mail of the incumbent.</u></p>						
<u>9. Matters related to safety</u>							
9-1	<p><u>Conclusion SAM/IG/13-9 – IATA safety events indicators for SAM States</u></p> <p><u>Encourage States to develop, jointly with operators, Secretariat and other ATM community stakeholders deemed relevant, the methodology allowing the use of the data on safety events and indicators registered by airlines through IATA, in order to identify and mitigate any potential risk to operations, setting goals, priority areas and action plan</u></p>	<p><u>Activities of States with operators for the analysis of safety events</u></p>	<p><u>SMS analysis and mitigating measures</u></p>	<p><u>Inform at each SAM/IG meeting</u></p>	<p><u>States</u></p>	<p><u>RO/ATM</u></p>	<p><u>VALID</u></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

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:</p> <p>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;</p> <p>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:</p> <p>a) Aircraft operating commercial flights, which have more than 5 700 kg. of MTOW – 15 February 2009;</p> <p>b) Aircraft operating commercial flights, which have less than 5 700 kg. of MTOW – 15 May 2009;</p> <p>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
4-5 Initial ATFM AIC Model	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.
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.	YES	YES	YES	YES	O/G	--	--	--	--	YES	YES	--	YES	YES	VEN: pertinent actions taken.
Conclusion SAM/IG/3-4 Advisory Circulares 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 Circulares 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.	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	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/13-5 – Draft proposal on Second Part of ICAO Doc 9971 That SAM States send by 30 September 2014, comments on draft proposal on Second Part of ICAO Doc 9971 aiming to provide required information for the optimization of the manual, as deemed appropriate	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	COMPLETED
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.	YES	YES	YES	YES	YES	OG	OG	OG	OG	YES	NO	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. During 2014 two theoretical/practical training workshops were held for the SAM Region, with the support of RLA/01&901 Project
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. See further information in SAM/IG/14-WP/08.

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/6-9- 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.	--	--	--	--	--	--	--	--	--	--	--	--	--	--	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.
a) Require from their AMHS providers the necessary support to successfully end the necessary interconnections;	YES	YES	YES	YES	YES	YES	N/A	YES	NO	YES	YES	YES	YES	YES	
b) Make necessary arrangements to train personnel in the interconnection tasks, with the aim of minimizing the dependency with their providers;	YES	YES	YES	YES	YES	YES	N/A	YES	NO	YES	YES	YES	N/A	YES	
c) Maximize pertinent coordination; and	YES	YES	YES	YES	YES	YES	N/A	YES	YES	YES	YES	YES	YES	YES	
d) States that have not yet done so, complete the drafting and signature of the MoU.	O/G	N/A	O/G	O/G	O/G	O/G	N/A	O/G	O/G	YES	O/G	O/G	N/A	O/G	
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	--	

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
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
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		YES O/G								O/G			O/G	a) Argentina, Brazil and Peru completed studies.
Conclusion SAM/IG/13-1 – Alignment of the national air navigation plans with the ICAO Global Air Navigation Plan (GANP) and SAM Performance-Based Air Navigation Implementation Plan (PBIP) That SAM States amend their <u>national air navigation plans, with the aim of aligning them with the new ICAO Global Air Navigation Plan (GANP, 4th Edition) and SAM Performance-Based Air Navigation Implementation Plan (PBIP) approved at the thirteenth meeting of Civil Aviation Authorities of the SAM Region (RAAC/13), and present any progress made in October 2014, at SAM/IG/14 meeting.</u>	O/G	O/G	YES	O/G	YES	O/G	N/A	N/A	N/A	O/G	O/G	N/A	N/A	N/A	

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<p>Conclusion SAM/IG/13-2 – Designation of national focal points to coordinate activities in support of the ICAO position at the ITU WRC-15</p> <p>That SAM States, if they have not done so yet, designate a national focal point to coordinate, as necessary, between ICAO and the national bodies responsible for managing the radio frequency spectrum, with a view to supporting the ICAO position at the ITU WRC-15 shown in Appendix C to this part of the Report, notifying the Regional Office no later than 31 May 2014.</p>	YES	YES	YES	YES	NO	YES	NO	NO	YES	YES	YES	NO	NO	NO	
<p>Conclusion SAM/IG/13-3 – Designation of a national focal point for the drafting of the new regional e-ANP</p> <p>That, with the aim that SAM States can coordinate with the ICAO SAM Regional Office the provision of the data necessary for the drafting of the new regional electronic air navigation plan (e-ANP):</p> <p>a) The ICAO SAM Regional Office will send a State letter in early June 2014, requesting the nomination of a national focal point; and</p> <p>b) SAM States will officially inform by 1 August 2014 the name of the designated focal point, and provide a brief resumé, telephone number and electronic mail of the incumbent.</p>															
<p>Conclusion SAM/IG/13-5 – Draft proposal on Second Part of ICAO Doc 9971</p> <p>That SAM States send by 30 September 2014, comments on draft proposal on Second Part of ICAO Doc 9971 aiming to provide required information for the optimization of the Manual, as deemed appropriate.</p>	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	<p>COMPLETED</p> <p>Only Brasil and Colombia submitted comments</p>

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<p><u>Conclusion SAM/IG/13-7 – Implementation of the RAIM availability prediction service in the SAM Region</u></p> <p><u>That, with the aim of achieving a successful implementation of the RAIM availability prediction service and its effective use by States:</u></p> <p>a) <u>SAM States, the Secretariat and the RAIM service provider carry out necessary coordinations through web teleconferences to define, among other aspects, the website format, the mode of access to the service with the assignment of a password, as well as verification of the veracity of the information;</u></p> <p>b) <u>The Secretariat make the amendments required to the SAM advisory circular son PBN procedures to mention the existence of the RAIM availability prediction service;</u></p> <p>c) <u>States of the Region that have not adhered to the prediction service inform of their intent to join same; and</u></p> <p>d) <u>RLA/06/901 member States, once the service is operational, make us of it and motivate its use by all interested parties.</u></p>	<u>YES</u>	<u>YES</u>	<u>YES</u>	<u>YES</u>	<u>YES</u>	<u>YES</u>			<u>YES</u>	<u>YES</u>	<u>YES</u>		<u>YES</u>	<u>YES</u>	
	<u>O/G</u>	<u>O/G</u>	<u>O/G</u>	<u>O/G</u>	<u>O/G</u>	<u>O/G</u>	<u>NO</u>	<u>NO</u>	<u>O/G</u>	<u>O/G</u>	<u>O/G</u>	<u>NO</u>	<u>O/G</u>	<u>O/G</u>	

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<p><u>Conclusión SAM/IG/13-8 – Actions on air traffic flow control measures</u></p> <p><u>That in view of air traffic flow operational restrictions, SAM States adopt following measures:</u></p> <p>a) <u>consider the text on flow control measures used in the ATS 06/14 Multilateral Meeting, or similar, for inclusion in the Letters of Operational Agreement between ATS dependencies;</u></p> <p>b) <u>consider of utmost priority to take necessary and urgent actions to avoid the adoption of unilateral flow restrictions that could severely affect air traffic flow;</u></p> <p>c) <u>implement air traffic flow control measures, if necessary, based on well-founded studies of ATS sector capacities, and coordinate same previously with ATC dependencies responsible for ATS supply in adjacent FIRs.</u></p> <p>d) <u>consider the application of gradual control measures using as far as possible separations based on distance, by taking advantage of existing ATS surveillance tools;</u></p> <p>e) <u>use in messages established for communicating flow control measures, terminology and format as detailed in Manual on Air Traffic Flow Management for CAR/SAM Regions, Version 1.1, October 2010, Chapters 12 and 13.</u></p>															

