



**Agenda Item 1: Follow up to conclusions and decisions adopted by SAM/IG meetings, tasks for the States regarding the new Electronic Air Navigation Plan (e-ANP) and to the State Industry collaborative processes for its transition of the current systems to those specified in the ASBU**

**Follow up to valid conclusions formulated by SAM IG meetings and pending activities**

(Presented by the Secretariat)

|   |   |
|---|---|
| <b>SUMMARY</b>  |   |
| 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). |   |
| <b>REFERENCES:</b>  |   |
| SAM Implementation Group (SAM/IG) workshops/meetings reports.   |   |
| <b>ICAO Strategic Objectives:</b>   | <i>A - Safety<br/>B - Air navigation capacity and efficiency<br/>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.

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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   |
|--|--|---|--|-------------------|-------------|--------------------------------|--|
| <b>1. ATS Routes Implementation</b>                    |  |   |  |                   |             |                                |  |
|  |  |   |  |                   |             |                                |  |
| <b>2. Optimisation of ATS routes in the SAM Region</b> |  |   |  |                   |             |                                |  |
| 2-4  | Handling of air transport environmental problems   | <del>Obtaining of objective data over benefits that will be reached in terms of reduction of harmful gas emissions into the atmosphere.</del> | <ul style="list-style-type: none"> <li>Known data.</li> <li>Availability of information required for monitoring of environmental protection.</li> </ul>              | Permanent         | States      | N/A                            | <p><b><u>VALID COMPLETED</u></b><br/>           States should use IFSET tool.<br/>           States have to provide reports during the PBN implementation process.<br/>           Permanent task.<br/>           This task has been included in the the <u>Domestic plans for air space optimization</u></p>   |
| 2-5  | Prepare a measurable plan of performance, including gas emissions safety, efficiency, etc. | <ul style="list-style-type: none"> <li>Check available tools to carry out this task.</li> <li>Prepare a measurable plan.</li> </ul>           | 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><b><u>VALID COMPLETED</u></b><br/>           This task was included in the review of the action plan for the optimization of the SAM airspace, developed at SAM/IG/11 meeting.<br/>           The Secretariat will evaluate the feasibility of developing the plan under the auspices of RLA/06/901 Project, taking into account the PBIP.<br/> <u>Indicators and metrics related to this task have been developed and applied by States in the corresponding forums.</u></p> |

| No.  | Task to be developed   | Specific tasks  | Deliverables  | Finalization date | Responsible        | Supporting members to the task       | Status of implementation   |
|--|--|---|---|-------------------|--------------------|--------------------------------------|--|
| <b>3. Implementation of Performance Based Navigation (PBN) in the SAM Region</b> |  |   |   |                   |                    |                                      |  |
| 3-17   | <p><del>Conclusion SAM/IG/5-4 Implementation of Continuous Descent Operations</del><br/> 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>   | <p>States should include in their PBN programmes the CDO concept.</p>                                   | <p>CDO implemented as per national requirements.</p>  | SAM/IG/15         | States             | RO/ATM                               | <p><b>COMPLETED</b><br/> After the Second Workshop on PBN use in the design of airspace in terminal areas, States may present their preliminary works, applying CDO and CCO techniques. PBN implementation national plans should indicate procedures in which CDO and CCO techniques are or will be applied. The application of this technique has been included in the Domestic plans for air space optimization</p>  |
| 3-18   | <p><del>Conclusion SAM/IG/11-1 Support to the SAM States in the redesign of their TMAs</del><br/> 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 LATA 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</p> | <p>Conduct courses on PBN design in terminal areas for the SAM Region, in the Lima Regional Office.</p> | <p>Base design of selected terminal areas, in order to allow States to deepen and implement new TMAs based on PBN design.</p> | PBN/4 Workshop    | RLA/06/901 Project | ATM/ROs and Miami Course instructors | <p><b>VALID COMPLETED</b><br/> The First Workshop on design of airspace using PBN was conducted in Bogota, Colombia from 12 to 23 May 2014 and the Second Workshop for the presentation of State's preliminary designs was held in Lima, Peru, from 8 to 12 September 2014. Following activities will be submitted for the approval of RCC:</p> <p>a) Third PBN Workshop, from 09 to 13 March 2015;</p> <p>b) Fourth PBN Workshop, from 17 to 21 August 2015. Support teams were</p> |

| No.         | Task to be developed  | Specific tasks   | Deliverables   | Finalization date | Responsible   | Supporting members to the task | Status of implementation  |
|-------------|---|--|--|-------------------|---------------|--------------------------------|---|
|             | <p><del>international airports.</del></p>   |  |  |                   |               |                                | <p><del>replaced by the 4 PBN Workshops, which have the objective to guiding the 4 PBN implementation phases (planning, design, validation and implementation). Panama and Bolivia did not attend the First Workshop on design of airspace using PBN.</del></p> |
| <p>3-19</p> | <p><del>Conclusion SAM/IG/11-2 Implementation of the concept of the Flexible Use of the Airspace in the SAM Region</del><br/> <del>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.</del></p> | <p><del>Implement Civil-Military Coordination and Cooperation Committees.</del></p> <p><del>Coordinate flexible use of prohibited, restricted and dangerous areas affecting the airspace optimization.</del></p> | <p><del>Redesign and coordination for optimized use of prohibited, restricted and dangerous areas.</del></p> | <p>SAM/IG/16</p>  | <p>States</p> | <p>RO/ATM</p>                  | <p><b><u>VALID COMPLETED</u></b></p> <p><u>This task has been included in the Domestic plans of air space optimizations</u></p>   |

| No.  | Task to be developed  | Specific tasks  | Deliverables  | Finalization date                   | Responsible | Supporting members to the task | Status of implementation   |
|------|---|---|---|-------------------------------------|-------------|--------------------------------|--|
| 3-26 | <p><b>Conclusion SAM/IG/12-2 PBN approach instrument procedures</b><br/>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                         | <p><b>VALID</b></p> <p>Paragraph b) superseded by Bogota Declaration. Paragraph c) superseded by Conclusion SAM/IG/14-4.</p> |
| 3-28 | <p><del><b>Conclusion SAM/IG/14-3 PBN implementation at the South American TMAs</b></del><br/><del>That, in order to give continuity to the PBN implementation process at the main SAM TMAs, States meet the following requirements:</del></p>  |   |   |                                     |             |                                | <p><b>SUPERSEDED BY CONCLUSION SAM/IG/15-02</b></p>  |

| No. | Task to be developed   | Specific tasks   | Deliverables  | Finalization date                                       | Responsible                                       | Supporting members to the task | Status of implementation |
|-----|--|--|---|---|---|--------------------------------|--------------------------|
|     | <p><del>a) Develop the Action Plan for the implementation of the PBN airspace concept in the selected TMA/airspace, in order to make up the SAM PBN Project;</del></p> <p><del>b) complete data collection and processing, with a view to give consistency to the PBN design of the TMA and/or airspace selected by the State;</del></p> <p><del>c) develop, as necessary, a new PBN airspace concept based on data collection and processing and on the recommendations of the second PBN workshop;</del></p> <p><del>d) conduct the validation of the preliminary design, taking into account the minimum requirements listed in Appendix D to this part of the report;</del></p> <p><del>e) review, as necessary, the airspace concept based on validation results, until a satisfactory PBN design is attained for the implementation phase, which shall be submitted to the third PBN workshop;</del></p> <p><del>f) submit the PBN design of the selected TMA and/or airspace to the SAM Regional Office (icaosam@icao.int) before 20 February 2015;</del></p> | <p><del>Planning tasks</del></p> <p><del>Design tasks</del></p> <p><del>Validation tasks</del></p> | <p><del>Action Plan on Air Space concept</del></p> <p><del>Presentation of draft design of the new concept of air space</del></p> <p><del>Validation of the new air space</del></p> | <p><del>SAM/IG/15</del></p> <p><del>SAM/IG/15</del></p> | <p><del>STATES</del></p> <p><del>STATES</del></p> |                                |                          |

| No.  | Task to be developed   | Specific tasks   | Deliverables                                 | Finalization date | Responsible | Supporting members to the task | Status of implementation   |
|------|--|--|--|-------------------|-------------|--------------------------------|--|
|      | <p><del>g) participate in the teleconferences in preparation for the third PBN workshop to be held on the following tentative dates:</del></p> <ul style="list-style-type: none"> <li><del>— 19 November 2014</del></li> <li><del>— 18 December 2014</del></li> <li><del>— 05 February 2015</del></li> <li><del>— 25 February 2015</del></li> </ul>  | <p><b>Implementation tasks</b></p>   |  |                   |             |                                |  |
| 3-29 | <p><b>Conclusion SAM/IG/14-4 Follow-up of the PBN goals established in the Bogota Declaration</b></p> <p>a) complete the template contained in Appendix E to this part of the report;</p> <p>b) do the calculations and/or collect data on (estimated and actual) fuel and CO<sub>2</sub> savings, using the IFSET tool for the estimates;</p> <p>c) send the data cited in a) and b) to the SAM Regional Office before 30 June and 31 December each year.</p> | <p>Complete details of PBN implementation at each international airport contained in the Air Navigation Plan</p> <p>Calculate fuel and CO<sub>2</sub> savings achieved with the optimization of the air spaces</p> | <p>Submission of data to Regional office</p> | SAM/IG/16         | STATES      | RO/ATM                         | <p><b>VALID</b></p> <p>Note: literal b) for the estimation of fuel savings and C O<sub>2</sub> emissions, another tools approved by the Stares can be used</p> |
| 3-30 | <p><b>Conclusion SAM/IG/14-5 National PBN implementation plans</b></p> <p>That SAM States submit their updated national PBN implementation plans to the SAM/IG/15 meeting, using the model National PBN implementation plan shown in Appendix I to this part of the Report</p>   | <p>Updating of PBN National Implementation Plans</p>   | <p>PBN Plan updated</p>                      | SAM/IG/16         | STATES      | RO/ATM                         | <p><b>VALID</b></p>  |

| No.  | Task to be developed   | Specific tasks   | Deliverables   | Finalization date | Responsible                            | Supporting members to the task | Status of implementation   |
|------|--|--|--|-------------------|--|--------------------------------|--|
| 3-31 | <p><b>Conclusion SAM/IG/14-6 Projects and/or action plans for PBN redesign of the main South American TMAs</b><br/>That SAM States:</p> <p>a) send the <b>Project and/or Action Plans for PBN redesign of the main TMA(s)</b> selected by their Administration, in order to complete the SAM PBN Project that is contained in <b>Appendix J</b> to this part of the Report, to the SAM Regional Office by 31 December 2014;</p> <p>b) send the corresponding updates to the aforementioned Project and/or Plans to the SAM Regional Office as soon as possible, so as to ensure harmonisation of activities under the SAM PBN Project.</p> | <p>Determination of the selected air spaces to be optimized with the implementation of PBN</p> | <p>Inform selected airspace for its redesign or optimization</p> <p>Report updates</p> | SAM/IG/16         | STATES                                 | RO/ATM                         | <b>VALID</b>   |
| 3-32 | <p><del><b>Conclusion SAM/IG/14-7 Implementation of Stage 1 of Version 03 of the SAM route network</b></del><br/>That the ICAO SAM Office:</p> <p>a) <del>coordinates the conduction of implementation teleconferences, taking into account the activities mentioned in <b>Appendix L</b> to this part of the report. The first teleconference will be conducted on 26 November at 15:00 UTC;</del></p>  | <p><del>Coordinate via teleconference the routes to be implemented</del></p>                   | <p><del>ICARD Codes and Geographical coordinates</del></p>                             | SAM/IG/16         | <p><del>RO/ATM</del></p> <p>STATES</p> | RO/ATM                         | <p><del><b>VALID COMPLETED</b></del><br/>Amendment SAM 15/01 ATM implemented with annual savings of 2.133 Tons of fuel, equivalents to a reduction of 6.738 Tons of CO<sub>2</sub></p> |

| No.  | Task to be developed  | Specific tasks   | Deliverables                      | Finalization date           | Responsible              | Supporting members to the task | Status of implementation   |
|------|---|--|-----------------------------------|-----------------------------|--------------------------|--------------------------------|--|
|      | <p><del>b) coordinates the conduction of coordination teleconferences. The first teleconference will be held on 10 December at 15:00 UTC.</del></p>   |  |                                   |                             |                          |                                |  |
| 3-33 | <p><del><b>Conclusion SAM/IG/14-8 ICAO phraseology</b><br/>That the ICAO SAM Office:</del></p> <p><del>a) submit the issues concerning the use of phraseology to ICAO Headquarters, with a view to attaining global harmonisation;</del></p> <p><del>b) study the feasibility of harmonising the use of phraseology in the SAM Region, based on an amendment to Doc 7030.</del></p>                     | <p><del>Submit an IOM to ICAO Headquarters to inquire on the application of phraseology non-harmonized with Doc 4444</del></p> | <p><del>ICAO HQ reply</del></p>   | <p><del>SAM/IG/15</del></p> | <p><del>RO/ATM</del></p> | <p><del>HQ</del></p>           | <p><del><b>COMPLETED</b><br/>HQ has delivered the enquiry to a panel for its study. By the moment the standardized phraseology indicated in Doc 4444 continues being used.</del></p> |
| 3-34 | <p><del><b>Conclusion SAM/IG/15-1: Assessment of COPA and KLM proposals</b></del></p> <p><del>Taking into account proposals made by COPA and KLM contained in Appendix A to this part of the report:</del></p> <p><del>a) SAM States concerned shall assess the feasibility of implementing the proposals made by COPA;</del></p> <p><del>b) Colombia shall assess the proposals made by KLM.</del></p> | <p><del>Assess proposals by the corresponding States</del></p>   | <p><del>Assessed routes</del></p> | <p><del>SAM/IG/16</del></p> | <p><del>States</del></p> | <p><del>RO/ATM</del></p>       | <p><del><b>VALID</b></del></p>   |

| No.  | Task to be developed   | Specific tasks                                | Deliverables  | Finalization date       | Responsible          | Supporting members to the task                                      | Status of implementation  |
|------|--|---|---|-------------------------|----------------------|---|---|
| 3-35 | <p><b><u>Conclusion SAM/IG/15-2: PBN Implementation in South American TMAs</u></b></p> <p><u>That, in order to continue the PBN Implementation process in selected TMAs, States shall comply with the following requirements:</u></p> <p><u>a) Submit a consistent and feasible Action Plan to the SAM Office for its inclusion in, and harmonisation with, the SAM PBN Implementation Plan and in harmony with the updated PBN National Plan.</u></p> <p><u>b) Complete the validation of the PBN design of the TMA (SMS, IFSET, ground validation of procedures).</u></p> <p><u>c) Prepare an ATCO training programme.</u></p> <p><u>d) Complete the aeronautical charts (IAC, SID, STAR, ARC, ERC).</u></p> <p><u>e) Prepare the Letter of Operational Agreement model.</u></p> <p><u>f) Complete the “operational model”/ Operating Manual.</u></p> <p><u>g) Participate in Project follow-up teleconferences on:</u></p> <p><u>- 27 May</u><br/> <u>- 18 June</u><br/> <u>- 17 July</u><br/> <u>- 03 August</u><br/> <u>- 19 August (subject to</u></p> | <p><u>States develop PBN Action plans</u></p> | <p><u>Action plans approved and under execution</u></p> | <p><u>SAM/IG/16</u></p> | <p><u>States</u></p> | <p><u>RO/ATM</u></p> <p><u>IATA</u></p> <p><u>PBN Workshops</u></p> | <p><b><u>VALID</u></b></p> <p><u>The status of implementation of paragraphs (a) to (h) was evaluated by PBN/4 Workshop.</u></p> |

| No.         | Task to be developed  | Specific tasks   | Deliverables                         | Finalization date       | Responsible          | Supporting members to the task | Status of implementation   |
|-------------|---|--|--------------------------------------|-------------------------|----------------------|--------------------------------|----------------------------|
|             | <p><u>subsequent confirmation)</u><br/> <u>h) Deadline for delivery of the material developed under items a) thru f): 3 August 2015.</u><br/> <u>i) Participation in the PBN/4 Workshop: tentative date 7 to 11 September, 2015</u><br/> <u>Note: PBN/4 Workshop is subject to timely submission of the material requested in the previous paragraph by sufficient number of States.</u></p>  |  |                                      |                         |                      |                                |                            |
| <p>3-36</p> | <p><b><u>Conclusion SAM/IG/15-3: Review of data contained in the SAM FASID Table AOP-1</u></b></p> <p><u>That, in order to ensure proper assessment of compliance with the goals of the Bogota Declaration concerning the implementation of PBN SIDs/STARs/IACs at SAM international airports, SAM States conduct a complete review of SAM FASID Table AOP-1, attached hereto as <b>Appendix E</b>, with a view to identifying the following, among other relevant aspects:</u></p> <p><b><u>a) Thresholds shown as VFR in Table AOP-1 (Table AOP-1 code "NINST")</u></b></p> | <p><u>Review of the FASID Table AOP-1 as indicated</u></p> | <p><u>Differences identified</u></p> | <p><u>SAM/IG/16</u></p> | <p><u>States</u></p> | <p><u>RO/ATM</u></p>           | <p><b><u>VALID</u></b></p> |

| No. | Task to be developed   | Specific tasks | Deliverables | Finalization date | Responsible | Supporting members to the task | Status of implementation |
|-----|--|----------------|--------------|-------------------|-------------|--------------------------------|--------------------------|
|     | <p><u>and declared as IFR by PBN Project Coordinator s.</u><br/><u>Furthermore, some of these VFR thresholds have IFR approach, departure and/or arrival procedures.</u></p> <p><u>b) The number of thresholds shown in Table AOP-1 is different from that supplied by PBN Project Coordinator s, denoting that probably Table AOP-1 has not been updated with regards to magnetic declination.</u></p> <p><u>c) Airports or airport thresholds declared as international by PBN Project Coordinator s that do not</u></p> |                |              |                   |             |                                |                          |

| No.   | Task to be developed  | Specific tasks                 | Deliverables  | Finalization date | Responsible | Supporting members to the task | Status of implementation  |
|---|---|--------------------------------|---|-------------------|-------------|--------------------------------|---|
|   | <p><u>appear in Table AOP-1.</u></p> <p><u>d) Airports and some airport thresholds shown in Table AOP-1 that are not declared as international by PBN Project Coordinators.</u></p>           |                                |   |                   |             |                                |   |
| <b>4. Standards and procedures for performance based navigation operations approval</b> |   |                                |   |                   |             |                                |   |
| 4-11  | <p><b>Para 4.9 SAM/IG/6 report-</b><br/>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><b>VALID</b></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   |
|-------------------------------|---|--|--|-------------------|-------------|--------------------------------|--|
| 4-12                          | <p><b>Conclusion SAM/IG/14-9 Aircraft and operator PBN capacity database</b></p> <p>That the ICAO SAM Office send to SAM States information on the use of the aircraft and operator PBN capacity database, requesting that the aforementioned database be completed by 15 March 2015.</p> | <p>Complete the implementation of the capacity of aircraft and operators PBN database; and circulate a letter to States requesting to complete the data.</p> | <p><del>i-a)</del> <b>Applicati on accessible from web</b></p> <p><del>ii-b)</del> <b>-Data base updated</b></p> | SAM/IG/16         | RO/TC       |                                | <p><b>VALID</b></p> <p>Pending letter to States. Consultations with the SRVSOP are being made regarding procedures with administrations to keep database updated once it is published.<br/>Link:<br/><a href="http://srvsop.icao.int/CapacidadAeronaves/login">http://srvsop.icao.int/CapacidadAeronaves/login</a></p>   |
| <b>5- ATFM implementation</b> |   |  |  |                   |             |                                |  |
| 5-11                          | <p><b>Conclusion SAM/IG/5-7 ATFM Teleconferences in the SAM Region</b></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>  | <p>Implement ATFM teleconferences</p>  | <p>Coordination between FMU/FMP carried out.</p>   | Permanent         | States      | RO/ATM                         | <p><b>VALID</b></p> <p>REDDIG II includes a speech communications sub-network to support this application.<br/><del>Weekly teleconferences are not being held, but various States transmit the teleconference format by e-mail. States are exchanging significant information on the operational status of their air spaces and airports by e-mail on daily basis.</del></p> |
| 5-16                          | <p><b>Conclusion SAM/IG/6-8 ATFM AIP SUPP/AIC Model</b></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>                                   | <p>Prepare AIC</p>   | <p>Harmonised publications in the SAM Region</p>   | October 2016      | States      | RO/ATM                         | <p><b>VALID</b></p>  |

| No.             | Task to be developed  | Specific tasks   | Deliverables  | Finalization date | Responsible | Supporting members to the task | Status of implementation   |
|-----------------|---|--|---|-------------------|-------------|--------------------------------|--|
| <del>5-23</del> |   |  |   |                   |             |                                | <b><u>COMPLETED</u></b>  |
| 5-24            | <p><b>Conclusion SAM/IG/14-10 ATFM preparatory activities</b><br/>That SAM States do their utmost to:</p> <p>a) increase the number of ATFM-trained personnel to the extent required to fulfil ATFM functions; and</p> <p>b) provide ATFM training to their personnel through national courses conducted by instructors trained in courses provided within the framework of Project RLA/06/901, with a view to multiplying training.</p>  | <p>Establish the minimum staff to provide the ATFM system</p> <p>Deliver at national level the ATFM training courses</p>   | <p>Sufficient human resources</p> <p>Trained national staff</p>                                   | SAM/IG/15         | STATES      | RO/ATM                         | <p><b>VALID <u>paragraph (b)</u></b></p> <p><b><u>Task described in paragraph (b) is finalized</u></b></p> |
| 5-25            | <p><b>Conclusion SAM/IG/14-11 Conduction and updating of runway and ATC sector capacity calculations</b></p> <p>a) conduct runway capacity calculations at the main international airports and publish them in the AIP no later than the SAM/IG/16 meeting;</p> <p>b) update runway capacity calculations at the main international airports and publish them in the AIP when:</p> <ul style="list-style-type: none"> <li>- the difference between calculated values and the actual acceptance values is 20% or more;</li> <li>-separations are reduced or sequencing is improved;</li> </ul> | <p>Establish runway acceptance capacity at international airports</p> <p>Update runway capacity calculations according to criteria defined in b) and adjust procedures or resign them if necessary</p> | <p>Publication of runway calculations</p> <p>Proceedings or redesign implemented if necessary</p> | SAM/IG/15         | STATES      | RO/ATM                         | <b>VALID</b>   |

| No.         | Task to be developed   | Specific tasks  | Deliverables                 | Finalization date       | Responsible          | Supporting members to the task | Status of implementation   |
|-------------|--|---|------------------------------|-------------------------|----------------------|--------------------------------|----------------------------|
|             | <p>and/or<br/>- new procedures or airspace designs are implemented that have a direct or indirect impact on the acceptance rate declared based on runway capacity calculations;</p> <p>c) conduct or update sector capacity calculations at ATC units, and determine the need for adjusting the number of controllers assigned, at least every two years.</p>  | <p>Update the ATC capacity calculations and adjust the number of controllers assigned</p> |                              |                         |                      |                                |                            |
| <p>5-26</p> | <p><b><u>Conclusion SAM/IG/15-4: Reduction of the longitudinal separation between aircraft in the SAM airspace</u></b></p> <p><u>That, taking into account the operational benefits to be gained from reducing the longitudinal separation of aircraft in the SAM airspace, States:</u></p> <p><b><u>a) investigate the possibility of reducing the longitudinal separation of aircraft at 40 NM between adjacent FIRs using the Mach number technique;</u></b></p> <p><b><u>a) _____</u></b></p> <p><b><u>b) their application be included in</u></b></p> | <p><u>Analysis of the application of the longitudinal separation of 40 NM</u></p>         | <p><u>Implementation</u></p> | <p><u>SAM/IG/18</u></p> | <p><u>States</u></p> | <p><u>RO/ATM</u></p>           | <p><b><u>VALID</u></b></p> |

| No.             | Task to be developed   | Specific tasks | Deliverables | Finalization date | Responsible | Supporting members to the task | Status of implementation |
|-----------------|--|----------------|--------------|-------------------|-------------|--------------------------------|--------------------------|
|                 | <p><u>the Letters of Operational Agreement; and</u><br/>                     b) <u>the Secretariat include this implementation in the GREPECAS ATFM Project and its Action Plan.</u></p> |                |              |                   |             |                                |                          |
| <del>5-27</del> |  |                |              |                   |             |                                |                          |
| 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**

|      |  |   |   |                      |  |               |   |
|------|--|---|---|----------------------|--|---------------|---|
| 6-15 | <p><b>Conclusion SAM/IG/12-3 International AMHS interconnection</b><br/>                     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;</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>December 2015</p> | <p>Argentina, Brazil, Peru and Venezuela</p> | <p>RO/CNS</p> | <p><b>VALID</b><br/>                     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.</p> <p><u>Positive trials have been made between Brazil and Peru using the same protocol applied in Brazil-Spain trial. It is expected that during the SAM/IG/16 Meeting</u></p> |
|------|--|---|---|----------------------|--|---------------|---|

| No.  | Task to be developed  | Specific tasks   | Deliverables                                      | Finalization date | Responsible             | Supporting members to the task | Status of implementation  |
|------|---|--|---|-------------------|-------------------------|--------------------------------|---|
|      | <p>and</p> <p>b) they inform the results of the evaluation at SAM/IG/13 meeting.</p>  |  |   |                   |                         |                                | <p><u>the date of the circuit setting-up is informed as well as the dates to complete the remaining AMHS interconnections.</u></p>  |
| 6-17 | <p><b>Conclusion SAM/IG/13-7 Implementation of the RAIM availability prediction service in the SAM Region</b></p> <p>That, with the aim of achieving a successful implementation of the RAIM availability prediction service and its effective use by States:</p> <p>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;</p> <p>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;</p> <p>c) States of the Region that have not adhered to the prediction service inform of their intent to join same; and</p> <p>d) RLA/06/901 member States, once the service is operational, make use of it and motivate its use by all</p> | <p>a) Website format, the mode of access to the service;</p> <p>b) Amendment to advisory circulars;</p> <p>c) Inclusion of new States;</p> <p>d) Use of the service.</p> | RAIM availability prediction service in operation | Dec 2015          | States, Regional Office | RO/CNS<br>RO/FLS               | <p><del>VALID</del> <b>COMPLETED</b></p> <p>a) Completed</p> <p>b) Completed</p> <p>c) <del>Pending</del> <u>Completed.</u></p> <p><u>No interest expressed by Guiana, French Guyana and Suriname in adhering the RAIM availability prediction service.</u></p> <p>d) Completed</p> |

| No.  | Task to be developed   | Specific tasks  | Deliverables   | Finalization date    | Responsible                                | Supporting members to the task | Status of implementation   |
|------|--|---|--|----------------------|--|--------------------------------|--|
|      | interested parties.  |   |  |                      |  |                                |  |
| 6-18 | <p><del>Conclusion SAM/IG/14-12 Requirement for a basic course on CISCO routers and switches for personnel in charge of REDDIG II maintenance and operation</del></p> <p>That the Eighteenth Meeting of the REDDIG Coordination Committee, to be held in Lima, in March 2015 consider approving the conduction of a basic course on CISCO IP routers and switches, the content of which is presented in <b>Appendix A</b> to this agenda item.</p> | <p>Present requirement to RCC/18 (Lima, Peru, 2-4 March 2015)</p>   | <p>Basic Course on CISCO IP routers and switches course</p>  | <p>March 2015</p>    | <p>Member States of project RLA/03/901</p> | <p>ICAO</p>                    | <p><b>CONCLUDED</b></p> <p>RCC/18 Meeting approved the proposed training activity that will be carried out on the second semester of 2015.</p>       |
| 6-19 | <p><b>Conclusion SAM/IG/14-13 AMHS interconnection trial procedures</b></p> <p>That SAM States, when conducting AMHS interconnection trials, use as a reference the list of procedures aligned with the SAM AMHS interconnection guide shown in <b>Appendix B</b> to this agenda item.</p>   | <p>Use of the list of procedures for the AHMS interconnection trials</p>  | <p>Implementation of the list of procedures for the AHMS interconnection trials</p>  | <p>December 2016</p> | <p>SAM STATES</p>                          | <p>ICAO</p>                    | <p><b>VALID</b></p>  |
| 6-20 | <p><del>Conclusion SAM/IG/14-14 Implementation of the SITA data link service through the REDDIG II</del></p> <p>That SITA provides to the Eighteenth meeting of the Coordination Committee of Project RLA/03/901 (RCC/15) to be held in Lima, Peru, on 2-4 March</p>   | <p>Provide technical information to the RCC/18 Meeting to analyse the implementation of the SITA data link service in the REDDIG II</p> | <p>Technical information for the RCC/18 Meeting to analyse the implementation of the SITA data link service in the REDDIG II</p> | <p>March 2015</p>    | <p>SITA</p>                                | <p>REDDIG Administration</p>   | <p><b>COMPLETED</b></p> <p>SITA presented the information during the RCC/18 and the meeting agreed an initial proceeding for the implementation.</p> |

| No.  | Task to be developed  | Specific tasks   | Deliverables  | Finalization date | Responsible                         | Supporting members to the task | Status of implementation   |
|------|---|--|---|-------------------|-------------------------------------|--------------------------------|--|
|      | <p><del>2015, detailed technical information on bandwidth requirements for each of the States of the Region that use SITA data link, and on the costs that the States of the Region currently pay through the SITA communication network, so that the RCC/15 meeting may analyse the feasibility of using the REDDIG to transport the data links to SITA data processors in Brazil through the Recife node.</del></p>                 |  |   |                   |                                     |                                |  |
| 6-21 | <p><b>Conclusion SAM IG/14-15 Use of the RAIM availability prediction service</b><br/>                     That the operational implementation of the RAIM prediction service be carried out in two stages: a first stage of free dissemination from 15 December 2014 to 15 October 2015, and a second phase, to be analysed at the SAM/IG/16, to define whether or not the prediction service will continue to have free access.</p> | Implementation of the RAIM availability prediction service via WEB in two stages | RAIM availability prediction service via WEB implemented in two states as indicated in the conclusion | SAM/IG/16         | Member States of Project RLA/06/901 | ICAO SAM OFFICE                | <p><b>VALID</b></p> <p><u>Free dissemination has not been implemented by all States.</u></p> <p><u>The SAM/IG/16 Meeting will assess the procedure for the second phase.</u></p> |
| 6-22 | <p><u><b>Conclusion SAM/IG/15-05: Requirements for ATS Speech communications between ATS adjacent boundary dependencies</b></u></p> <p><u>That, SAM States and territories consider the following requirements for all ATS speech services</u></p>  |  |   |                   |                                     |                                | <p><b>VALID</b></p>  |

| No.                | Task to be developed  | Specific tasks   | Deliverables   | Finalization date           | Responsible   | Supporting members to the task                                     | Status of implementation   |
|--------------------|---|--|--|-----------------------------|---|--|--|
|                    | <p><u>between adjacent ATS dependencies, agreed upon through currently existing or future arrangements:</u></p> <p>a) <u>Access by REDDIG, provided that the States involved deem it necessary and that local sections do not add additional satellite hops.</u></p> <p>b) <u>Radio link (VHF FM or any other stipulated bilaterally) in all cases, either as a primary or secondary means.</u></p> <p>c) <u>International telephony, as a secondary or tertiary means.</u></p> <p>d) <u>Recording of all communications regardless of the means used</u></p> | <p><u>Implementation of ATS speech services between adjacent ATS dependencies</u></p> <p>a) <u>Through REDDIG and local sections that do not add additional satellite hops</u></p> <p>b) <u>VHF link</u></p> <p>c) <u>International dialling</u></p> <p>d) <u>Recording communications</u></p> | <p><u>Implementation of ATS Speech service between adjacent ATS dependencies taking into consideration paragraphs a, b, c and d.</u></p> | <p><u>December 2018</u></p> | <p><u>States</u></p>  | <p><u>ICAO Secretariat</u></p> <p><u>REDDIG Administration</u></p> |  |
| <p><u>6-23</u></p> | <p><u><b>Conclusion SAM/IG/15-06: SITA AMHS Interconnection with AMHS Systems installed in the SAM Region</b></u></p> <p><u>In order to analyse the feasibility of implementing the SITA AMHS interconnection with some AMHS systems installed in the SAM Region based on the SITA AMHS Interconnection version 1.0 document which is presented as Appendix D to this Agenda Item:</u></p> <p>a) <u>The Secretariat shall send to all SAM Region States the</u></p>   | <p><u>SITA AMHS interconnection with AMHS systems installed in the SAM Region</u></p> <p>c) <u>Sending of the interconnection document to States</u></p> <p>d) <u>Comments from States</u></p> <p>e) <u>Forwarding to SITA</u></p> <p>f) <u>SITA proposal</u></p>                              | <p><u>Feasibility of implementing the AMHS connection between one SAM State and SITA</u></p>   | <p><u>October 2015</u></p>  | <p><u>Secretariat</u></p> <p><u>States</u></p> <p><u>SITA</u></p> | <p><u>Secretariat</u></p> <p><u>ICAO</u></p>                       | <p><u><b>VALID</b></u></p> <p><u><b>Brazil informed interest in connecting its AMHS system with SITA</b></u></p> |

| No.  | Task to be developed  | Specific tasks   | Deliverables   | Finalization date    | Responsible                                | Supporting members to the task | Status of implementation  |
|--|---|--|--|----------------------|--|--------------------------------|---|
|  | <p><u>interconnection document no later than 15 June 2015.</u></p> <p>b) <u>The States send their comments and interest in interconnecting their AMHS system with SITA's AMHS by 31 August 31 2015 to the ICAO South American Regional Office.</u></p> <p>c) <u>The Secretariat shall send the comments and decisions made by the SITA States at the beginning of September 2015.</u></p> <p>d) <u>SITA propose an AMHS interconnection plan with the States that have expressed their interest and to submit to the SAM/IG/16.</u></p> |  |  |                      |  |                                |   |
| <p><b>7. Operational implementation of new ATM automated systems and integration of the existing systems</b></p> |   |  |  |                      |  |                                |   |
| <p><del>7-11</del></p>   | <p><del><b>Conclusion SAM/IG/14-16 Approval of the 2015 Plan of Activities for AIDC implementation</b></del><br/> <del>That the Coordination Meeting (RCC/8) review and approve the 2015 timetable of activities for AIDC implementation, shown in Appendix B to this agenda item.</del></p>  | <p>Approval of the 2015 Plan of Activities for the AIDC implementation</p> | <p>Plan of Activities for the AIDC implementation 2015 reviewed and approved</p> | <p>February 2015</p> | <p>Member States of project RLA/06/901</p> | <p>ICAO SAM OFFICE</p>         | <p><del><b>CONCLUDED</b></del><br/> <del>RCC/8 approved the proceeding.</del></p> |

| No.  | Task to be developed  | Specific tasks  | Deliverables                             | Finalization date           | Responsible   | Supporting members to the task | Status of implementation  |
|------|---|---|--|-----------------------------|---|--------------------------------|---|
| 7-12 | <p><b>Conclusion SAM IG/14-18</b><br/> <b>Exception in the insertion of alternate aerodromes</b><br/>                     That:</p> <p>i-a) <u>Airlines</u> operating to the United States that will apply exceptions to the insertion of the alternate aerodrome, insert “ZZZZ” in box 16 of the FPL and specify ALTN//NIL in box 18.</p> <p>ii-b) <u>States</u> include such procedures in the respective AIPs.</p> |   |  | December 2015               | Airlines and SAM States   | ICAO SAM OFFICE                | <p><b>VALID</b></p> <p><u>It is expected that during the meeting the progress of the Application of the exception for insertion of alternate aerodromes in the FPL format be reported</u></p>   |
| 7-13 | <p><b>Conclusion SAM/IG/14-17</b><br/> <b>Updating of FASID Table CNS4</b><br/>                     That SAM States send to the Secretariat at the ICAO SAM Office the updated FASID Table CNS4 by 15 December 2014.</p>  | Updating of the FASID Table CNS4  | FASID Table CNS4 updated                 | July 2015                   | SAM Region States   | ICAO SAM OFFICE                | <p><b>VALID</b></p> <p><u>Only a few States has sent the CNS 4 table updated. Reception was extended until July 2015. Pending updating of the CNS 4 Table by SAM States.</u></p>  |
| 7-14 | <p><u>Conclusion SAM/IG/15-07</u><br/> <u>Activities to migrate from the AIDC pre-operational to the operational phase between ACCs Colombia, Ecuador and Peru</u></p> <p><u>That, Colombia, Ecuador and Peru carry out the activities referred to in paragraph 5.12 of this agenda item for the migration from the AIDC</u></p>  | <p><u>Migration phase from the AIDC pre-operational between ACC Lima – ACC Guayaquil</u><br/> <u>ACC Lima – ACC Bogota</u><br/> <u>ACC Bogota - ACC Guayaquil</u></p> | <p><u>AIDC pre-operational phase</u></p> | <p><u>3 August 2015</u></p> | <p><u>Concerned States:</u></p> <p><u>Colombia</u><br/> <u>Ecuador</u><br/> <u>Peru</u></p> | <p><u>Secretariat ICAO</u></p> | <p><b>VALID</b></p> <p><u>On 3 August, the AIDC between ACC Lima and ACC Guayaquil started operations.</u></p> <p><u>Pre-operational phase is foreseen between the ACC Lima-ACC Bogota and ACC Guayaquil – ACC Bogota.</u></p> <p><u>Operational phase is</u></p> |

| No.                | Task to be developed   | Specific tasks  | Deliverables   | Finalization date           | Responsible          | Supporting members to the task | Status of implementation  |
|--------------------|--|---|--|-----------------------------|----------------------|--------------------------------|---|
|                    | <p><u>pre-operational phase to the operational, between the ACC Bogota and the ACC Guayaquil, the ACC Bogota with the ACC Lima and the ACC Lima with the ACC Guayaquil, in order to begin with the operational phase on 3 August 2015.</u></p>   |   |  |                             |                      |                                | <p><u>foreseen for October 2015. It is expected that during the SAM/IG/16 Meeting Colombia, Ecuador and Peru report the corresponding progress.</u></p> |
| <p><u>7-15</u></p> | <p><b><u>Conclusion SAM/IG/15-08 Provision of facilities for the staff in charge of the operational implementation of the AIDC by the aeronautical authorities of the States</u></b></p> <p><u>That the Aeronautical Authorities of the SAM Region States involved in the implementation of the AIDC systems interconnection, in order to comply with the requirements of the Bogota Declaration in this regard, provide the necessary facilities for the staff designated for the implementation of this activity, especially the focal points, could carry out the work within the time specified in the schedules of activities listed in Appendix C of this agenda item.</u></p> | <p><u>Provision of facilities for the staff in charge of the operational implementation of the AIDC by the aeronautical authorities of the States</u></p> | <p><u>Facilities for the staff in charge of the operational implementation of the AIDC by the aeronautical authorities of the States</u></p> | <p><u>December 2016</u></p> | <p><u>States</u></p> | <p><u>Secretariat ICAO</u></p> | <p><b><u>VALID</u></b></p>  |

| No.  | Task to be developed   | Specific tasks   | Deliverables   | Finalization date          | Responsible                    | Supporting members to the task | Status of implementation   |
|------|--|--|--|----------------------------|--------------------------------|--------------------------------|--|
| 7-16 | <p><u>Conclusion SAM/IG/15-09 Review and approval of the Guideline on technical/operational considerations for multilateralation (MLAT) implementation</u></p> <p><u>In order to proceed with the review and approval of the Guidance with technical/operational considerations for the multilateralation implementation (MLAT):</u></p> <p>a) <u>The Secretariat proceed to send the Guidance to all States and Territories of SAM Region not later than 30 June 2015.</u></p> <p>b) <u>SAM Region States and territories review the guidance and send comments to ICAO SAM Office by 14 August 2015.</u></p> <p>c) <u>The SAM/IG/16 meeting approves the revised guidance so that it can serve as reference to interested States in implementing a multilateralation system.</u></p> | <p><u>Review of the Guidance with technical/operational considerations for the multilateralation implementation (MLAT)</u></p> | <p><u>Guidance with technical/operational considerations for the multilateralation implementation (MLAT)</u></p> | <p><u>October 2015</u></p> | <p><u>Secretariat ICAO</u></p> |                                | <p><b><u>VALID</u></b></p> <p><u>Comments received from Bolivia, Brazil, Ecuador and Chile</u></p> <p><u>Taking into consideration the comments received, the SAM/IG/16 will proceed to review and approved the guidance</u></p> |

| No.  | Task to be developed  | Specific tasks         | Deliverables                                    | Finalization date | Responsible | Supporting members to the task | Status of implementation   |
|--|---|------------------------|---|-------------------|-------------|--------------------------------|--|
| <b>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)</b> |   |                        |   |                   |             |                                |  |
| 8-1  | <p><b>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)</b></p> <p>That SAM States amend their national air navigation plans, with the aim of aligning them with the new ICAO Global Air Navigation Plan (GANP, 4<sup>th</sup> 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</p> |                        | National air navigation plans aligned with ASBU | SAM/IG/16         | States      | ICAO SAM Office                | <p><b>VALID</b></p> <p>States will inform progress at SAM/IG/16.</p>   |
| 8-2  | <p><b>Conclusion SAM/IG/13-2 Designation of national focal points to coordinate activities in support of the ICAO position at the ITU WRC-15</b></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</p>   | Designate focal points | Focal point                                     | 31 June 2014      | States      | RO/CNS                         | <p><b>VALID</b></p> <p>Not all States have designated focal points. Colombia, French Guiana, Guyana, Suriname and Uruguay are still pending.</p> |

| No. | Task to be developed   | Specific tasks  | Deliverables  | Finalization date | Responsible                | Supporting members to the task | Status of implementation   |
|-----|--|---|---|-------------------|----------------------------|--------------------------------|--|
|     | 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.  |   |   |                   |                            |                                |  |
| 8-3 | <p><b>Conclusion SAM/IG/13-3 Designation of a national focal point for the drafting of the new regional e-ANP</b></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 ICAQ 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> | Designate focal points  | Focal point   | 01 Aug 2014       | States                     | RO/ATM                         | <p><b>VALID</b></p> <p>Not all States have informed their focal point. Secretariat sent letter SA-280 on 12 June 2014. Information of Bolivia, Ecuador, French Guiana, Guyana, Panama, Paraguay, Suriname and Venezuela is still missing</p> |
| 8-4 | <p><b>Conclusion SAM/IG/14-1 State-industry collaborative process for the transition from current systems to those specified in the ASBU</b></p> <p>That the following action be taken to make possible the State-industry collaborative process for the transition from current systems to</p>  | Project for the implementation of the State-Industry collaborative process for the transition from the current systems to those specified in the ASBU | Project for the implementation of the State-Industry collaborative process for the transition from the current systems to those specified in the ASBU | December 2014     | IATA<br>ICAO SAM<br>OFFICE | ICAO SAM<br>OFFICE             | <b>CONCLUDED</b>   |

| No. | Task to be developed   | Specific tasks | Deliverables | Finalization date | Responsible | Supporting members to the task | Status of implementation |
|-----|--|----------------|--------------|-------------------|-------------|--------------------------------|--------------------------|
|     | <p>those specified in the ASBU:</p> <p><b>a)</b>IATA, with the support of the ICAO SAM Regional Office, develop a draft project related to the State-industry collaborative process for the transition from current systems to those specified in the ASBU;</p> <p><b>b)</b>IATA, with the support of the ICAO SAM Regional Office, send the aforementioned draft to SAM States before 26 November 2014;</p> <p><b>c)</b>the ICAO SAM Regional Office coordinate a teleconference on 28 November 2014, with the participation of SAM States and IATA, with a view to analysing and approving the draft project;</p> <p><b>d)</b>the ICAO SAM Regional Office coordinate the approval of the draft project through the <i>fast-track</i> mechanism of the GREPECAS Programmes and Projects Review Committee;</p> <p><b>e)</b>the ICAO SAM Regional Office submit the project to the</p> |                |              |                   |             |                                |                          |

| No.                                     | Task to be developed  | Specific tasks   | Deliverables                                | Finalization date                    | Responsible   | Supporting members to the task | Status of implementation |
|---|---|--|---|--------------------------------------|---------------|--------------------------------|--------------------------|
|   | <p>coordination meeting of Project RLA/06/901, with a view to including it in the management mechanisms of the aforementioned regional project.</p>   |  |   |                                      |               |                                |                          |
| <b>9. Matters related to safety</b>     |   |  |   |                                      |               |                                |                          |
| 9-1                                     | <p><b>Conclusion SAM/IG/13-9 IATA safety events indicators for SAM States</b><br/>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.</p> | <p>Activities of States with operators for the analysis of safety events</p> | <p>SMS analysis and mitigating measures</p> | <p>Inform at each SAM/IG meeting</p> | <p>States</p> | <p>RO/ATM</p>                  | <p><b>VALID</b></p>      |
| <b>10. Amendments to ICAO Documents</b> |   |  |   |                                      |               |                                |                          |

| No.  | Task to be developed  | Specific tasks  | Deliverables                              | Finalization date | Responsible | Supporting members to the task | Status of implementation          |
|------|---|---|---|-------------------|-------------|--------------------------------|-----------------------------------|
| 10-1 | <p><del>Conclusion SAM/IG/14-19 Implementation of Amendment 6 to the 15<sup>th</sup> edition of the Procedures for air navigation services – Air traffic management (PANS-ATM, Doc 4444)</del></p> <p>That SAM States take the following action to implement the new procedures foreseen in Amendment 6 to the 15<sup>th</sup> edition of the Procedures for air navigation services – Air traffic management (PANS-ATM, Doc 4444):</p> <ul style="list-style-type: none"> <li>a) Amend national standards and procedures, including compliance with the flight plan and associated messages.</li> <li>b) Amend aeronautical information publications.</li> <li>c) Amend ATS unit procedures.</li> <li>d) Amend crew procedures.</li> <li>e) Amend ANS safety protocols.</li> <li>f) Train crews, air traffic controllers, and aeronautical information operators.</li> <li>g) Assess and, if necessary, modify ATC systems.</li> </ul> | Amend standards, protocols, procedures and manuals of national application to comply with requirements of Doc 4444. | Implementation of Amendment 6 of Doc 4444 | SAM/IG/15         | STATES      | RO                             | <del>VALID</del> <u>CONCLUDED</u> |
| 10-2 | <p><del>Conclusion SAM/IG/14-20 Implementation of the new SLOP foreseen in Amendment 6 to the 15<sup>th</sup> edition of the Procedures for air navigation services – Air traffic management</del></p>  |   |   | SAM/IG/15         | STATES      | RO/ATM                         | <del>VALID</del> <u>CONCLUDED</u> |

| No. | Task to be developed   | Specific tasks  | Deliverables                  | Finalization date | Responsible            | Supporting members to the task | Status of implementation |
|-----|--|---|-------------------------------|-------------------|------------------------|--------------------------------|--------------------------|
|     | <p><del>(PANS-ATM, Doc 4444)</del><br/> <del>That:</del></p> <p><del>a) SAM States study the feasibility of applying the new SLOP foreseen in Amendment 6 to the 15<sup>th</sup> edition of the Procedures for air navigation services Air traffic management (PANS-ATM, Doc 4444) and present their results to the SAM/IG/15 meeting;</del></p> <p><del>b)a) IATA and SAM users study the feasibility of the aforementioned SLOP, from the point of view of the associated workload for pilots, and present their results to the SAM/IG/15 meeting.</del></p> | <p><del>Evaluation of the SLOP technique in their air spaces</del></p> <p><del>(IATA) Evaluation of users regarding their cabin crew workload</del></p> | <p><del>Evaluations</del></p> |                   | <p><del>IATA</del></p> |                                |                          |

APPENDIX B

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

| Conclusión/Tarea<br>Conclusion/Task  | ARG            | BOL            | BRA            | CHI            | COL            | ECU            | FGY          | GUY            | PAN            | PAR            | PER            | SUR            | URU            | VEN            | OBSERVACIONES<br>REMARKS   |
|--|----------------|----------------|----------------|----------------|----------------|----------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--|
| <del>1-1<br/>SAM/IG/1-1<br/>CAR/SAM PBN Roadmap<br/>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.</del>  | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>-</del> | <del>YES</del> | <del>O/G</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>PER: Dec 2009</del>   |
| <del>1-1<br/>That States examine:<br/>a) Impact of RNAV routes implementation in the airspace Aircraft fleet, Air traffic services, and<br/>b)a) Establish pertinent coordination so as to enable integrated, harmonious and timely implementation of more direct RNAV routes.</del>   | <del>YES</del> | <del>O/G</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>O/G</del> | <del>-</del> | <del>O/G</del> | <del>O/G</del> | <del>O/G</del> | <del>YES</del> | <del>O/G</del> | <del>YES</del> | <del>YES</del> | <del>ARG:<br/>COORDINATION PBN IMPLEMENTATION GROUP<br/>COL: June<br/>ECU: Local coordination with corresponding area.<br/>PAR: SAM/IG/5<br/>PER: SAM/IG/5<br/>VEN: Mar 2010</del> |
| <del>2-1<br/>Implementation of RNAV routes</del>   | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>-</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> |  |
| <del>2-3<br/>Conclusion<br/>SAM/IG/2-1<br/>PBN implementation Programme for en-route operations<br/>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.</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>-</del>   | <del>-</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>O/G</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>PER: Nov 2010</del>   |

| Conclusión/Tarea<br>Conclusion/Task   | ARG            | BOL            | BRA            | CHI            | COL            | ECU            | FGY          | GUY            | PAN            | PAR            | PER            | SUR            | URU            | VEN            | OBSERVACIONES<br>REMARKS   |
|---|----------------|----------------|----------------|----------------|----------------|----------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--|
| <p><del>2-10</del><br/><del>Conclusion SAM/IG/2-2</del><br/><del>Initial AIC</del><br/>That States of ICAO SAM Region using as model the AIC presented in Appendix C to this part of the Report:<br/>a) <del>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;</del><br/>b) <del>reflect in this AIC the specific YESituations within the airspace under their jurisdiction.</del></p>  | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>-</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>O/G</del> | <del>YES</del> | <del>YES</del> | <del>GUY: Nov. 2009</del><br><del>SUR: Will inform 15 Nov. 2009</del>  |
| <p><del>2-12</del><br/><del>Conclusion SAM/IG/2-3</del><br/><del>Survey on the Fleet</del><br/><del>Navigation Capacity</del><br/>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:<br/>a) <del>Aircraft operating commercial flights, which have more than 5 700 kg. of MTOW 15 February 2009;</del><br/>b) <del>Aircraft operating commercial flights, which have less than 5 700 kg. of MTOW 15 May 2009;</del><br/>c) <del>a)ther aircraft registered in the Region 15 Aug 2009.</del></p> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>-</del> | <del>YES</del> | <del>O/G</del> | <del>YES</del> | <del>YES</del> | <del>O/G</del> | <del>YES</del> | <del>YES</del> | <del>COL: Initially had same problem as Venezuela but after holding PBN seminars we have started the approval process.</del><br><del>PAR: completed a) pending b) and c).</del><br><del>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.</del> |
| <p><del>2-13</del><br/>1.2 <del>Collect air traffic data to understand air traffic flows in a specific airspace.</del></p>  | <del>YES</del> | <del>NO</del>  | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>-</del> | <del>YES</del> | <del>O/G</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>PER: carried out Jul 2009. Delivered to SAM Office.</del><br><del>Only ARG, BOL, CHI, COL, PAR and URU have submitted corresponding data collection as of Dec 2013.</del>   |

| Conclusión/Tarea<br>Conclusion/Task  | ARG | BOL | BRA | CHI | COL | ECU | FGY | GUY | PAN | PAR | PER | SUR | URU | VEN | OBSERVACIONES<br>REMARKS  |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| <p><del>2-14</del><br/><del>Conclusion SAM/IG/2-4</del><br/><del>PBN Implementation Model for TMA and Approach</del><br/>That <del>States/Territories</del> and International Organizations use the <del>PBN Implementation Model for TMA and Approach</del> in the preparation of their <del>PBN implementation programmes for TMA and Approach</del>, shown in Appendix E, item 2 SAM/IG/2 Report.</p>   | YES | O/G | YES | YES | YES | YES | -   | YES | O/G | YES | YES | O/G | YES | YES | <p><del>ECU: Submitted, Dec 2009, this model is being used.</del><br/><del>PER: 15 Nov 2009.</del><br/><del>SUR: 18 Nov 2010.</del></p>   |
| <p><del>3-1</del><br/><del>Conclusion SAM/IG/2-5</del><br/><del>Advisory Circular CA 91-002 and Job Aid for Aircraft and operators RNAV 5 operational approval</del><br/>That States of ICAO South American Region:<br/>a) <del>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.</del><br/>b) <del> Publish respective national regulations up to April 2009.</del></p> | YES | YES | YES | YES | YES | O/G | -   | O/G | O/G | YES | YES | -   | YES | YES | <p><del>COL: Information circular was published and may be seen at the hyperlink: <a href="#">CI-5102-082-002</a></del><br/><del>ECU: Coord. with OPS</del><br/><del>PER: Dec 2009</del><br/><del>BRA and PAN: publication is being harmonized with CA LAR.</del><br/><del>BOL: 2009</del><br/><del>PAR: Official signature pending Oct 2010.</del></p> |
| <p><del>3.5</del><br/><del>Conclusion SAM/IG/3-3</del><br/><del>PBN Implementation National Plans</del><br/>That States of ICAO South American Region, <del>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.</del></p>   | YES | YES | YES | YES | YES | YES |     |     |     | YES | YES |     | YES | YES | <p><del>BOL: delivered Dec. 2009.</del><br/><del>ECU: Submitted (electronic version pending).</del><br/><del>VEN: finalised and delivered.</del></p>  |

| Conclusión/Tarea<br>Conclusion/Task  | ARG            | BOL            | BRA            | CHI            | COL            | ECU            | FGY            | GUY            | PAN            | PAR            | PER            | SUR            | URU            | VEN            | OBSERVACIONES<br>REMARKS  |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---|
| <del>4-5<br/>Initial ATFM-AIC Model</del>  | <del>YES</del> | <del>YES</del> | <del>N/A</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>-</del>   | <del>YES</del> | <del>O/G</del> | <del>YES</del> | <del>YES</del> | <del>O/G</del> | <del>NO</del>  | <del>YES</del> | <del>BRA: information published in the AIP.<br/>GUY: 22 Oct 2009;</del>   |
| <del>Conclusion SAM/IG/3-1<br/>ATS Route Network Optimising in the South American Region<br/>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.</del>  | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>O/G</del> | <del>-</del>   | <del>-</del>   | <del>-</del>   | <del>-</del>   | <del>YES</del> | <del>YES</del> | <del>-</del>   | <del>YES</del> | <del>YES</del> | <del>VEN: pertinent actions taken.</del>  |
| <del>Conclusion SAM/IG/3-4<br/>Advisory Circulars CA 91-008, CA 91-009 and CA 91-010<br/>That States of the SAM Region:<br/>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<br/>b) publish the corresponding national regulations until 5 October 2009.</del> | <del>O/G</del> | <del>YES</del> | <del>O/G</del> | <del>YES</del> | <del>YES</del> | <del>O/G</del> | <del>O/G</del> | <del>O/G</del> | <del>O/G</del> | <del>YES</del> | <del>YES</del> | <del>O/G</del> | <del>YES</del> | <del>YES</del> | <del>BOL: published in RAB 94<br/>COL: published the following information circular:<br/>CI 5102-082-008<br/>CI 5102-082-009<br/>CI 5102-082-010<br/>PAR: in final process of publication.<br/>VEN: published in September 2010 CA RNAVS, RNP 1, RNP AR APCH and APV-BARO/VNAV.</del> |
| <del>Conclusion SAM/IG/4-1<br/>SAM routes network point of contact<br/>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.</del>   | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>-</del>   | <del>-</del>   | <del>-</del>   | <del>-</del>   | <del>YES</del> | <del>YES</del> | <del>-</del>   | <del>YES</del> | <del>YES</del> | <del>BOL: TBD<br/>URU: Gustavo Tureatti<br/>Tel.5982-604-0408 Int. 5111<br/>blantur@gmail.com<br/>VEN: Carlos Gonzalez and Pablo Rattia</del>   |

| Conclusión/Tarea<br>Conclusion/Task  | ARG | BOL | BRA | CHI | COL | ECU | FGY | GUY | PAN | PAR | PER | SUR | URU | VEN | OBSERVACIONES<br>REMARKS  |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| <p><del>Conclusion SAM/IG/4-2<br/>Advisory Circulars for Aircraft approval and operators for RNP 10 operations, RNAV 5, RNAV 1 and 2, Basic RNP 1, RNP APCH, RNP AR APCH and APV/baro VNAV</del></p> <p>That States of ICAO South American Region, according to the PBN implementation plans:</p> <p>a) use the Advisory Circulars (AC), in developing their acceptable means of compliance of approval of aircraft and operators for RNP 10 operations, RNAV 5, RNAV 1 and 2, Basic RNP 1, RNP APCH, RNP AR APCH and APV/baro VNAV, that are shown in Appendices A1, A2, B1, B2, C1, C2, D1, D2, E1, E2, F1, F2, G1 and G2 of this part of the report; and</p> <p>b) that job aids of aforesaid circulars be incorporated into Inspector's manuals of Operations and airworthiness.</p> | O/G | YES | O/G | YES | YES | O/G | O/G | O/G | O/G | YES | YES | O/G | YES | YES | <p><del>BOL: published in RAB 91.<br/>COL: Following information circulars:<br/><a href="#">CI 5102-082-001</a><br/><a href="#">CI 5102-082-002</a><br/><a href="#">CI 5102-082-003</a><br/><a href="#">CI 5102-082-008</a><br/><a href="#">CI 5102-082-009</a><br/><a href="#">CI 5102-082-010</a><br/>PAR: in final process of publication.<br/>VEN: RNP10, RNAV2, RNP APP AR pending.</del></p> <p><del>COL: Airworthiness inspector guide can be consulted at hyperlink: <a href="#">Guía inspector Aeronavegabilidad</a></del></p> |
| <p><del>Conclusion SAM/IG/4-3<br/>Continued data collection about PBN Fleet Capacity in the South American Region</del></p> <p>The Meeting considered that:</p> <p>a) efforts should be continued in order that each State, through its PBN Focal Points, conduct such actions to send, as soon as possible, information, about its PBN fleet capacity to ICAO Regional Office. The information collected by States should, as far as possible, be sent to the Regional Office in a file with Excel format.</p> <p>b) each State is responsible for providing data and, as time passes, updates or further details on the submitted data should be made;</p> <p>c) to facilitate the updating of data, the file of the survey of each state be posted on the website of the</p>          | O/G | O/G | YES | YES | YES | YES | O/G | O/G | O/G | O/G | NO  | O/G | YES | YES | <p><del>COL: Had the same difficulties as Venezuela, and finally the information was collected. However, we believe this item should be considered as completed since it was pre-assessment and we are now in the implementation process.<br/>VEN: fruitless surveys have been carried out in view of the poor knowledge that operators and aircraft owners have. A dissemination campaign is being carried out to enable improvement of data provided by the same.</del></p>   |

| Conclusión/Tarea<br>Conclusion/Task  | ARG | BOL | BRA | CHI | COL | ECU | FGY | GUY | PAN | PAR | PER | SUR | URU | VEN | OBSERVACIONES<br>REMARKS  |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| <del>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.</del>  |     |     |     |     |     |     |     |     |     |     |     |     |     |     |   |
| <p><del>Conclusion SAM/IG/5-1</del><br/> <del>Training programme and documentation for air traffic controllers and AIS operators</del><br/> <del>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.</del></p>                                   | YES | YES | YES | YES | YES | -   | -   | O/G | -   | YES | NO  | -   | YES | YES | <p><del>ARG: PBN Workshop and recurrent courses ATS instructors</del></p> <p><del>BOL: PBN and ATC recurrent seminars were held.</del></p> <p><del>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.</del></p> <p><del>URU: PBN training was initiated.</del></p> <p><del>VEN: final training phase at the IUAC (Instituto Universitario de Aeronautica Civil).</del></p> |
| <p><del>Conclusion SAM/IG/5-2</del><br/> <del>PBN/RNAV5 seminars for operators</del><br/> <del>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.</del></p> | YES | YES | YES | YES | YES | O/G | O/G | O/G | O/G | YES | NO  | O/G | YES | YES | <p><del>BOL: PBN seminars were carried out at all levels.</del></p> <p><del>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.</del></p> <p><del>VEN: continuously.</del></p>  |

| Conclusión/Tarea<br>Conclusion/Task  | ARG            | BOL            | BRA            | CHI            | COL            | ECU            | FGY           | GUY            | PAN            | PAR            | PER            | SUR           | URU            | VEN            | OBSERVACIONES<br>REMARKS  |
|--|----------------|----------------|----------------|----------------|----------------|----------------|---------------|----------------|----------------|----------------|----------------|---------------|----------------|----------------|---|
| <p><del>Conclusion SAMIG/5-3<br/>Data Collection</del></p> <p><del>That:</del></p> <p><del>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</del></p> <p><del>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.</del></p> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>NO</del>  | <del>-</del>   | <del>-</del>  | <del>O/G</del> | <del>-</del>   | <del>YES</del> | <del>YES</del> | <del>-</del>  | <del>YES</del> | <del>YES</del> | <del>VEN: sent to the regional office and delivered during SAM/IG/6 Meeting.</del>  |
| <p><del>Conclusion SAMIG/5-4<br/>Implementation of Continuous Descent Operations</del></p> <p><del>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.</del></p>   | <del>YES</del> | <del>O/G</del> | <del>O/G</del> | <del>YES</del> | <del>O/G</del> | <del>-</del>   | <del>-</del>  | <del>O/G</del> | <del>-</del>   | <del>YES</del> | <del>NO</del>  | <del>-</del>  | <del>NO</del>  | <del>NO</del>  | <del>ARG: Star design under CDO concept was included in the PBN implementation Plan<br/>URU: will request support of Regional Office to restructure airspace and procedures construction.<br/>During 2014 two theoretical/practical training workshops were held for the SAM Region, with the support of RLA/06/001 Project</del> |
| <p><del>Conclusion SAMIG/5-7<br/>ATFM Teleconferences in the SAM Region</del></p> <p><del>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.</del></p>   | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>NO</del> | <del>NO</del>  | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>NO</del> | <del>YES</del> | <del>YES</del> | <del>Web<br/>REDDIG II includes a speech communications sub-network to meet initial ATFM requirements.<br/>REDDIG II includes an IP-sub-network for teleconferences.</del>  |

| Conclusión/Tarea<br>Conclusion/Task  | ARG            | BOL            | BRA            | CHI            | COL            | ECU          | FGY          | GUY          | PAN          | PAR            | PER            | SUR          | URU            | VEN            | OBSERVACIONES<br>REMARKS               |
|--|----------------|----------------|----------------|----------------|----------------|--------------|--------------|--------------|--------------|----------------|----------------|--------------|----------------|----------------|--|
| <p><del>Conclusion SAM/IG/6-1</del><br/> <b>Application of further actions to reduce the risk and risk rate resulting from the SAM ATS routes network optimisation safety plan</b><br/>                     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> | <del>NO</del>  | <del>O/G</del> | <del>YES</del> | <del>O/G</del> | <del>O/G</del> | <del>-</del> | <del>-</del> | <del>-</del> | <del>-</del> | <del>O/G</del> | <del>NO</del>  | <del>-</del> | <del>YES</del> | <del>YES</del> |  |
| <p><del>Conclusion SAM/IG/6-2</del><br/> <b>Application of subsequent actions to reduce the RNAV5 safety plan risk and the resulting risk rate</b><br/>                     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>   | <del>NO</del>  | <del>O/G</del> | <del>YES</del> | <del>O/G</del> | <del>O/G</del> | <del>-</del> | <del>-</del> | <del>-</del> | <del>-</del> | <del>O/G</del> | <del>NO</del>  | <del>-</del> | <del>YES</del> | <del>YES</del> |  |
| <p><del>Conclusion SAM/IG/6-3</del><br/> <b>Forms CMA F5 and CMS F6</b><br/>                     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>   | <del>YES</del> | <del>O/G</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>-</del> | <del>-</del> | <del>-</del> | <del>-</del> | <del>O/G</del> | <del>NO</del>  | <del>-</del> | <del>YES</del> | <del>YES</del> | <del>BOL: Approvals completed</del>    |
| <p><del>Conclusion SAM/IG/6-4</del><br/> <b>ENR 3.3 Table model of the AIPs</b><br/>                     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>   | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>-</del> | <del>-</del> | <del>-</del> | <del>-</del> | <del>YES</del> | <del>YES</del> | <del>-</del> | <del>YES</del> | <del>YES</del> | <del>CHI: As defined in SAM/IG/7</del> |

| Conclusión/Tarea<br>Conclusion/Task  | ARG           | BOL            | BRA            | CHI            | COL            | ECU           | FGY           | GUY           | PAN           | PAR            | PER            | SUR           | URU            | VEN            | OBSERVACIONES<br>REMARKS   |
|--|---------------|----------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|----------------|---------------|----------------|----------------|--|
| <del>Conclusion SAM/IG/6-5<br/>Lateral navigation deviation reporting form<br/>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.</del>  | <del>NO</del> | <del>--</del>  | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>--</del> | <del>--</del> | <del>--</del> | <del>--</del> | <del>YES</del> | <del>YES</del> | <del>--</del> | <del>YES</del> | <del>YES</del> |  |
| <b>Conclusion SAM/IG/6-9<br/>Actions required for AMHS interconnection</b><br>That SAM States, in view of the delays in the interconnection of the AMHS, proceed with the following actions:<br>a) Require from their AMHS providers the necessary support to successfully end the necessary interconnections;<br>b) Make necessary arrangements to train personnel in the interconnection tasks, with the aim of minimizing the dependency with their providers;<br>c) Maximize pertinent coordination; and<br>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. |
|  | YES           | YES            | YES            | YES            | YES            | YES           | N/A           | YES           | YES           | YES            | YES            | YES           | YES            | YES            |  |
|  | YES           | YES            | YES            | YES            | YES            | YES           | N/A           | YES           | NO            | YES            | YES            | YES           | N/A            | YES            |  |
|  | YES           | YES            | YES            | YES            | YES            | YES           | N/A           | YES           | YES           | YES            | YES            | YES           | YES            | YES            |  |
|  | 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            |  |
| <del>Conclusion SAM/IG/7-1<br/>ATS routes network optimisation programme of the South American Region, Phase 3, Version 02<br/>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.</del>  | <del>--</del> | <del>YES</del> | <del>--</del>  | <del>YES</del> | <del>O/G</del> | <del>--</del> | <del>--</del> | <del>--</del> | <del>--</del> | <del>O/G</del> | <del>--</del>  | <del>--</del> | <del>NO</del>  | <del>--</del>  |  |
| <b>Conclusion SAM/IG/7-2<br/>Implementation of RNAV-5</b><br>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            | YES            |  |





| <b>Conclusión/Tarea</b><br><b>Conclusion/Task</b>  | <b>ARG</b> | <b>BOL</b> | <b>BRA</b> | <b>CHI</b> | <b>COL</b> | <b>ECU</b> | <b>FGY</b> | <b>GUY</b> | <b>PAN</b> | <b>PAR</b> | <b>PER</b> | <b>SUR</b> | <b>URU</b> | <b>VEN</b> | <b>OBSERVACIONES</b><br><b>REMARKS</b> |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--|
| <p><b>Conclusion SAM/IG/12-2 - PBN instrument approach procedures</b><br/>                     That SAM States:<br/>                     a) publish the navigation specification corresponding to such SIDs and STARs RNAV not having such indication at present;<br/>                     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<br/>                     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.</p> |            |            | O/G        | O/G        |            |            |            |            |            |            |            |            |            |            |  |
| <p><b>Conclusion SAM/IG/12-3 - International AMHS interconnection</b><br/>                     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:<br/>                     a) Their providers determine and inform the precise causes preventing the interconnections, and appropriately indicate the procedures to solve them; and<br/>                     b) They inform the results of the evaluation at SAM/IG/13 meeting.</p>   | O/G        |            | YES        | O/G        |            |            |            |            |            |            | O/G        |            |            | O/G        |  |
| <p><b>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)</b><br/>                     That SAM States amend their national air navigation plans, with the aim of aligning them with the new ICAO Global Air Navigation</p>  | O/G        | O/G        | YES        | YES        | YES        | O/G        | N/A        | N/A        | N/A        | O/G        | O/G        | N/A        | N/A        | N/A        |  |

| <b>Conclusión/Tarea</b><br><b>Conclusion/Task</b>   | <b>ARG</b> | <b>BOL</b> | <b>BRA</b> | <b>CHI</b> | <b>COL</b> | <b>ECU</b> | <b>FGY</b> | <b>GUY</b> | <b>PAN</b> | <b>PAR</b> | <b>PER</b> | <b>SUR</b> | <b>URU</b> | <b>VEN</b> | <b>OBSERVACIONES</b><br><b>REMARKS</b> |   |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--|---|
| 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.   |            |            |            |            |            |            |            |            |            |            |            |            |            |            |  |   |
| <b>Conclusion SAM/IG/13-2 – Designation of national focal points to coordinate activities in support of the ICAO position at the ITU WRC-15</b><br>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.  | YES        | YES        | YES        | YES        | NO         | YES        | NO         | NO         | YES        | YES        | YES        | NO         | NO         | NO         |  |   |
| <b>Conclusion SAM/IG/13-3 – Designation of a national focal point for the drafting of the new regional e-ANP</b><br>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):<br>a) The ICAO SAM Regional Office will send a State letter in early June 2014, requesting the nomination of a national focal point; and<br>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. | YES        |            | YES        | YES        | YES        | YES        |            |            |            | YES        |            | YES        |            |            |  | Pending information from Bolivia, Guyana, French Guiana, Panama, Paraguay, Suriname and Venezuela |

| Conclusión/Tarea<br>Conclusion/Task   | ARG           | BOL           | BRA            | CHI            | COL            | ECU           | FGY           | GUY           | PAN           | PAR           | PER           | SUR           | URU           | VEN           | OBSERVACIONES<br>REMARKS  |
|---|---------------|---------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|
| <p><del>Conclusion SAM/IG/13-5 – Draft proposal on Second Part of ICAO Doc 9971</del></p> <p><del>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.</del></p>   | <del>NO</del> | <del>NO</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>NO</del> | <del>NO</del> | <del>NO</del> | <del>NO</del> | <del>NO</del> | <del>NO</del> | <del>NO</del> | <del>NO</del> | <del>NO</del> | <p><b>COMPLETED</b></p> <p>Only Brazil, Chile and Colombia submitted comments.</p> <p>The meeting adopted comments made by Brazil and Colombia in order to inform Headquarters and that same are considered at the Panel.</p> |
| <p><b>Conclusion SAM/IG/13-6 – Review of the advanced RNP (A-RNP) and RNP 0.3 advisory circulars</b></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><b>Conclusion SAM/IG/13-7 – Implementation of the RAIM availability prediction service in the SAM Region</b></p> <p>That, with the aim of achieving a successful implementation of the RAIM availability prediction service and its effective use by States:</p> <p>a) SAM States, the Secretariat and the RAIM service provider carry out necessary coordination 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;</p> <p>b) The Secretariat make the amendments required to the SAM</p> | YES           | YES           | YES            | YES            | YES            | YES           |               |               | YES           | YES           | YES           |               | YES           | YES           |   |

| Conclusión/Tarea<br>Conclusion/Task   | ARG | BOL | BRA | CHI | COL | ECU | FGY | GUY | PAN | PAR | PER | SUR | URU | VEN | OBSERVACIONES<br>REMARKS   |
|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| advisory circular son PBN procedures to mention the existence of the RAIM availability prediction service;<br>c) States of the Region that have not adhered to the prediction service inform of their intent to join same; and<br>d) RLA/06/901 member States, once the service is operational, make us of it and motivate its use by all interested parties.   | O/G | O/G | O/G | O/G | O/G | O/G | NO  | NO  | O/G | O/G | O/G | NO  | O/G | O/G |  |
| <b>Conclusion SAM/IG/13-8 – Actions on air traffic flow control measures</b><br>That in view of air traffic flow operational restrictions, SAM States adopt following measures:<br><br>a) 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;<br><br>b) 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;<br><br>c) 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.<br><br>d) consider the application of gradual control measures using as far as possible separations based on distance, by taking advantage of existing ATS surveillance tools;<br><br>e) use in messages established for communicating flow control measures, terminology and format as detailed in Manual on Air Traffic Flow Management for CAR/SAM | YES | YES | YES |     |     | YES |     |     |     | YES |     |     |     |     | <b>Argentina:</b> Used text shown under paragraph a) in their national Letters of Agreement, as well as with Bolivia, Chile and Paraguay.<br><br><b>Bolivia:</b> Used text shown under paragraph a) in their LOAs with Argentina and Paraguay.<br><br><b>Ecuador:</b> Used the text shown under paragraph a) in their LOA between Guayaquil and Bogota.<br><br><b>Paraguay:</b> Used the text shown under paragraph a) in their LOAs with Bolivia and Argentina. |

| Conclusión/Tarea<br>Conclusion/Task   | ARG | BOL | BRA | CHI | COL | ECU | FGY | GUY | PAN | PAR | PER | SUR | URU | VEN | OBSERVACIONES<br>REMARKS   |
|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| Regions, Version 1.1, October 2010, Chapters 12 and 13.   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |  |
| <p><b>Conclusion SAM/IG/13-9</b><br/> <b>IATA safety events indicators for SAM States</b></p> <p>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.</p>  |     |     | O/G |     |     |     |     |     |     |     |     |     |     |     |  |
| <p><b>Conclusion SAM/IG/14-1</b><br/> <b>State-industry collaborative process for the transition from current systems to those specified in the ASBU</b></p> <p>That the following action be taken to make possible the State-industry collaborative process for the transition from current systems to those specified in the ASBU:</p> <p>a) IATA, with the support of the ICAO SAM Regional Office, develop a draft project related to the State-industry collaborative process for the transition from current systems to those specified in the ASBU;</p> <p>b) IATA, with the support of the ICAO SAM Regional Office, send the aforementioned draft to SAM States before 26 November 2014;</p> <p>c) the ICAO SAM Regional Office coordinate a teleconference on 28 November 2014, with the participation of SAM States and IATA, with a view to analyzing and approving the draft project;</p> <p>d) the ICAO SAM Regional Office coordinate the approval of the draft project through the <i>fast-</i></p> |     |     |     |     |     |     |     |     |     |     |     |     |     |     | <p>a) A draft project was developed.</p> <p>a) The draft project was sent to SAM States for review.</p> <p>b) Teleconference was held and the draft was approved.</p> <p>c) The draft was circulated and approved by fast track GREPECAS mechanism.</p> <p>d) Project document is presented as Appendix D of agenda item 1 of SAM/IG/15.</p> |





| Conclusión/Tarea<br>Conclusion/Task  | ARG | BOL | BRA | CHI | COL | ECU | FGY | GUY | PAN | PAR | PER | SUR | URU | VEN | OBSERVACIONES<br>REMARKS |   |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------------------------|---|
| <p><del>Conclusion SAM/IG/14-6<br/>Projects and/or action plans for PBN redesign of the main South American TMAs<br/>That SAM States:</del></p> <p><del>a) send the Project and/or Action Plans for PBN redesign of the main TMA(s) selected by their Administration, in order to complete the SAM PBN Project that is contained in Appendix J to this part of the Report, to the SAM Regional Office by 31 December 2014;</del></p> <p><del>b) send the corresponding updates to the aforementioned Project and/or Plans to the SAM Regional Office as soon as possible, so as to ensure harmonisation of activities under the SAM PBN Project.</del></p> |     |     | YES | O/G |     |     |     |     |     |     |     |     |     |     |                          |   |
| <p><del>Conclusion SAM/IG/14-7<br/>Implementation of Stage 1 of Version 03 of the SAM route network<br/>That the ICAO SAM Office:</del></p> <p><del>a) coordinates the conduction of implementation teleconferences, taking into account the activities mentioned in Appendix L to this part of the report. The first teleconference will be conducted on 26 November at 15:00 UTC;</del></p> <p><del>b) coordinates the conduction of coordination teleconferences. The first teleconference will be held on 10 December at 15:00 UTC.</del></p>  | YES | YES | YES | YES |     |     |     |     |     | YES |     |     |     |     |                          |   |
| <p><del>Conclusion SAM/IG/14-8<br/>ICAO phraseology<br/>That the ICAO SAM Office:</del></p> <p><del>a) submit the issues concerning the use of phraseology to ICAO Headquarters, with a view to attaining global harmonisation;</del></p> <p><del>b) study the feasibility of harmonising the use of phraseology in the SAM Region, based on an amendment to Doc 7030.</del></p>   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |                          | ICAO HQ has submitted the consultation to a panel for evaluation. By the moment the standardized phraseology indicated in Doc 4444 continue in use. THIS CONCLUSION WOULD BE CONCLUDED. |

| Conclusión/Tarea<br>Conclusion/Task  | ARG            | BOL            | BRA            | CHI            | COL            | ECU            | FGY | GUY | PAN            | PAR            | PER            | SUR | URU            | VEN | OBSERVACIONES<br>REMARKS   |
|--|----------------|----------------|----------------|----------------|----------------|----------------|-----|-----|----------------|----------------|----------------|-----|----------------|-----|--|
| <p><b>Conclusion SAM/IG/14-9<br/>Aircraft and operator PBN<br/>capacity database</b></p> <p>That the ICAO SAM Office send to SAM States information on the use of the aircraft and operator PBN capacity database, requesting that the aforementioned database be completed by 15 March 2015.</p>  |                |                |                | O/G            |                |                |     |     |                |                |                |     |                |     | Letter pending submitting to States; in parallel consultations through the SRVSOP are being made to States to receive procedures as how to keep database updated once it is published. |
| <p><b>Conclusion SAM/IG/14-10<br/>ATFM preparatory activities</b><br/>That SAM States do their utmost to:</p> <p>a) increase the number of ATFM-trained personnel to the extent required to fulfil ATFM functions; and</p> <p>b) provide ATFM training to their personnel through national courses conducted by instructors trained in courses provided within the framework of Project RLA/06/901, with a view to multiplying training.</p>   | YES            | YES            | YES            | YES            | YES            | YES            |     |     | YES            | YES            | YES            |     | YES            | YES | <a href="#">Paragraph (a) concluded</a>  |
| <p><del><b>Conclusion SAM/IG/14-11<br/>Conduction and updating<br/>of runway and ATC sector<br/>capacity calculations</b></del></p> <p><del>a) conduct runway capacity calculations at the main international airports and publish them in the AIP no later than the SAM/IG/16 meeting;</del></p> <p><del>b) update runway capacity calculations at the main international airports and publish them in the AIP when:</del><br/> <del>—the difference between calculated values and the actual acceptance values is 20% or more;</del><br/> <del>—separations are reduced or sequencing is improved; and/or</del><br/> <del>—new procedures or airspace designs are implemented that have a direct or indirect impact on the acceptance rate declared based on runway capacity</del></p> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> | <del>YES</del> |     |     | <del>YES</del> | <del>YES</del> | <del>YES</del> |     | <del>YES</del> |     |  |

| Conclusión/Tarea<br>Conclusion/Task  | ARG | BOL | BRA | CHI | COL | ECU | FGY | GUY | PAN | PAR | PER | SUR | URU | VEN | OBSERVACIONES<br>REMARKS  |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| <del>calculations;<br/>e) conduct or update sector capacity calculations at ATC units, and determine the need for adjusting the number of controllers assigned, at least every two years.</del>  |     |     |     |     |     |     |     |     |     |     |     |     |     |     |   |
| <b>Conclusion SAM/IG/14-12<br/>Requirement for a basic course on CISCO routers and switches for personnel in charge of REDDIG II maintenance and operation</b><br>That the Fifteenth Meeting of the REDDIG Coordination Committee, to be held in Lima, in March 2015 consider approving the conduction of a basic course on CISCO IP routers and switches, the content of which is presented in <b>Appendix A</b> to this agenda item.   | YES | YES | YES | YES | YES | YES | YES | YES | N/A | YES | YES | YES | YES | YES | RCC/18 Meeting approved to conduct -a basic course on CISCO IP routers and switches.  |
| <b>Conclusion SAM/IG/14-13<br/>AMHS interconnection trial procedures</b><br>That SAM States, when conducting AMHS interconnection trials, use as a reference the list of procedures aligned with the SAM AMHS interconnection guide shown in <b>Appendix B</b> to this agenda item.  | O/G | O/G | YES | O/G | O/G | O/G | N/A | O/G | O/G | O/G | O/G | O/G | O/G | O/G | Implementation of procedure in progress.  |
| <b>Conclusion SAM/IG/14-14<br/>Implementation of the SITA data link service through the REDDIG II</b><br>That SITA provides to the Fifteenth meeting of the Coordination Committee of Project RLA/03/901 (RCC/15) to be held in Lima, Peru, on 2-4 March 2015, detailed technical information on bandwidth requirements for each of the States of the Region that use SITA data link, and on the costs that the States of the Region currently pay through the SITA communication network, so that the RCC/15 meeting may analyse the feasibility of using the REDDIG to transport the data links to SITA data processors in Brazil through the Recife node. |     |     |     |     |     |     |     |     |     |     |     |     |     |     | RCC/18 Meeting approved the implementation of the SITA data link service through the REDDIG II beginning trials with Chile. |
| <b>Conclusion SAM IG/14-15<br/>Use of the RAIM availability prediction service</b>   | O/G | O/G | O/G | O/G | O/G | O/G | N/A | N/A | O/G | O/G | O/G | N/A | O/G | O/G | The implementation of the RAIM prediction   |

| Conclusión/Tarea<br>Conclusion/Task   | ARG | BOL | BRA | CHI | COL | ECU | FGY | GUY | PAN | PAR | PER | SUR | URU | VEN | OBSERVACIONES<br>REMARKS  |
|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| That the operational implementation of the RAIM prediction service be carried out in two stages: a first stage of free dissemination from 15 December 2014 to 15 October 2015, and a second phase, to be analysed at the SAM/IG/16, to define whether or not the prediction service will continue to have free access.                                      |     |     |     |     |     |     |     |     |     |     |     |     |     |     | service via WEB in fee access phase, is in process in RLA/06/901 Member States. |
| <b>Conclusion SAM/IG/14-16</b><br><b>Approval of the 2015 Plan of Activities for AIDC implementation</b><br>That the Coordination Meeting (RCC/8) review and approve the 2015 timetable of activities for AIDC implementation, shown in <b>Appendix B</b> to this agenda item.  | YES | YES | YES | YES | YES | YES | N/A | N/A | YES | YES | YES | N/A | YES | YES | RCC/8 Meeting approved the activities for the implementation of the AICD        |
| <b>Conclusion SAM/IG/14-17</b><br><b>Updating of FASID Table CNS4</b><br>That SAM States send to the Secretariat at the ICAO SAM Office the updated FASID Table CNS4 by 15 December 2014.   | YES | NO  | O/G | YES | NO  | NO  | NO  | YES | NO  | YES | NO  | YES | NO  | NO  | Activity incomplete.  |
| <b>Conclusion SAM IG/14-18</b><br><b>Exception in the insertion of alternate aerodromes</b><br>That:<br>a) Airlines operating to the United States that will apply exceptions to the insertion of the alternate aerodrome, insert “ZZZZ” in box 16 of the FPL and specify ALTN//NIL in box 18.<br>b) States include such procedures in the respective AIPs. | O/G | O/G | O/G | O/G | O/G | O/G | O/G | O/G | O/G | O/G | O/G | O/G | O/G | O/G | Activity under implementation process.  |









| Conclusión/Tarea<br>Conclusion/Task   | ARG | BOL | BRA | CHI | COL | ECU | FGY | GUY | PAN | PAR | PER | SUR | URU | VEN | OBSERVACIONES<br>REMARKS   |
|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| <p><u>Conclusion SAM/IG/15-05: Requirements for ATS Speech communications between ATS adjacent boundary dependencies</u></p> <p><u>That, SAM States and territories consider the following requirements for all ATS speech services between adjacent ATS dependencies, agreed upon through currently existing or future arrangements:</u></p> <p>a) <u>Access by REDDIG, provided that the States involved deem it necessary and that local sections do not add additional satellite hops.</u></p> <p>b) <u>Radio link (VHF FM or any other stipulated bilaterally) in all cases, either as a primary or secondary means.</u></p> <p>c) <u>International telephony, as a secondary or tertiary means.</u></p> <p>d) <u>Recording of all communications regardless of the means used</u></p> | O/G | O/G | O/G | O/G | O/G | O/G | O/G | O/G | O/G | O/G | O/G | O/G | O/G | O/G |  |
| <p><u>Conclusion SAM/IG/15-06: SITA AMHS Interconnection with AMHS Systems installed in the SAM Region</u></p> <p><u>In order to analyse the feasibility of implementing the SITA AMHS interconnection with some AMHS systems installed in the SAM Region based on the SITA AMHS Interconnection version 1.0 document which is presented as Appendix D to this Agenda Item:</u></p> <p>a) <u>The Secretariat shall send to all SAM Region States the interconnection document no later than 15 June 2015.</u></p> <p>b) <u>The States send their comments and interest in interconnecting their AMHS system with SITA's AMHS by 31 August 31 2015 to the ICAO South American</u></p>  | NO  | NO  | YES | NO  | NO  | NO  | NO  | NO  | NO  | NO  | NO  | NO  | NO  | NO  | <p><u>VALID</u><br/><u>Only Brazil expressed interest in interconnecting its AMHS system with SITA</u></p> |

| Conclusión/Tarea<br>Conclusion/Task  | ARG | BOL | BRA | CHI | COL | ECU | FGY | GUY | PAN | PAR | PER | SUR | URU | VEN | OBSERVACIONES<br>REMARKS   |  |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|--|
| <p><u>Regional Office.</u></p> <p>c) <u>The Secretariat shall send the comments and decisions made by the SITA States at the beginning of September 2015.</u></p> <p>d) <u>SITA propose an AMHS interconnection plan with the States that have expressed their interest and to submit to the SAM/IG/16.</u></p>  |     |     |     |     |     |     |     |     |     |     |     |     |     |     |  |  |
| <p><b><u>Conclusion SAM/IG/15-07: Activities to migrate from the AIDC pre-operational to the operational phase between ACCs Colombia, Ecuador and Peru</u></b></p> <p><u>That, Colombia, Ecuador and Peru carry out the activities referred to in paragraph 5.12 of this agenda item for the migration from the AIDC pre-operational phase to the operational, between the ACC Bogota and the ACC Guayaquil, the ACC Bogota with the ACC Lima and the ACC Lima with the ACC Guayaquil, in order to begin with the operational phase on 3 August 2015.</u></p>  | N/A | N/A | N/A | N/A | O/G | O/G | N/A | N/A | N/A | N/A | O/G | N/A | N/A | N/A | <p><b><u>VALID</u></b></p> <p><b><u>Pending migration AIDC operational phase between: ACC Lima ACC Bogota ACC Guayaquil ACC Bogota</u></b></p> |  |
| <p><b><u>Conclusion SAM/IG/15-08: Provision of facilities for the staff in charge of the operational implementation of the AIDC by the aeronautical authorities of the States</u></b></p> <p><u>That the Aeronautical Authorities of the SAM Region States involved in the implementation of the AIDC systems interconnection, in order to comply with the requirements of the Bogota Declaration in this regard, provide the necessary facilities for the staff designated for the implementation of this activity, specially the focal points, could carry out the work within the time specified in the schedules of activities listed in Appendix C of this agenda item.</u></p> | O/G | N/A | O/G | O/G | O/G | O/G | N/A | N/A | O/G | O/G |     | N/A | O/G | O/G | <p><b><u>VALID</u></b></p>   |  |

| Conclusión/Tarea<br>Conclusion/Task  | ARG | BOL | BRA        | CHI        | COL       | ECU        | FGY       | GUY       | PAN       | PAR       | PER       | SUR       | URU       | VEN       | OBSERVACIONES<br>REMARKS |
|--|-----|-----|------------|------------|-----------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------------------|
| <p><u>Conclusion SAM/IG/15-09: Review and approval of the Guideline on technical/operational considerations for multilateral (MLAT) implementation</u></p> <p><u>In order to proceed with the review and approval of the Guidance with technical/operational considerations for the multilateral implementation (MLAT):</u></p> <p><u>a) The Secretariat proceed to send the Guidance to all States and Territories of SAM Region not later than 30 June 2015.</u></p> <p><u>b) SAM Region States and territories review the guidance and send comments to ICAO SAM Office by 14 August 2015.</u></p> <p><u>c) The SAM/IG/16 meeting approves the revised guidance so that it can serve as reference to interested States in implementing a multilateral system.</u></p> | O/G | O/G | <u>YES</u> | <u>YES</u> | <u>NO</u> | <u>YES</u> | <u>NO</u> | <u>NO</u> | <u>NO</u> | <u>NO</u> | <u>NO</u> | <u>NO</u> | <u>NO</u> | <u>NO</u> |                          |