



**Agenda Item 1: Follow-up to conclusions and decisions adopted by SAM/IG meetings and tasks for the States regarding the new Electronic Air Navigation Plan (eANP)**

**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</i> <i>B - Air navigation capacity and efficiency</i> <i>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>3. Implementation of Performance Based Navigation (PBN) in the SAM Region</b>							
3-26	<p><b>Conclusion SAM/IG/12-2 PBN approach instrument procedures</b> That SAM States:</p> <p>a) publish the navigation specification corresponding to such SIDs and STARs RNAV not having such indication at present;</p> <p>b) complete the implementation of APV procedures for all instrument flight runway ends, whether as primary approach or as support to precision approach, with a view to completing 70% of PBN approaches by 2014 and 100% by 2016; and</p> <p>c) advise the Regional office of any changes in the status of implementation of instrument approach procedures, whether conventional or PBN, in each SAM/IG meeting, in order to update regional efficiency indicators.</p>	<p>Implement APV procedures for all instrument flight runway ends.</p>	<p>70% of APV approaches</p> <p>100% of APV approaches</p> <p>Information papers in SAM/IG meetings</p>	<p>2014</p> <p>2016</p> <p>2016</p>	States	RO/ATM	<p><b>VALID</b> Paragraph b) superseded by Bogota Declaration. Paragraph c) superseded by Conclusion SAM/IG/14-4.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
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>	Submission of data to Regional office	SAM/IG/19	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>	Updating of PBN National Implementation Plans	PBN Plan updated	SAM/IG/18	STATES	RO/ATM	<p><b>VALID</b></p> <p>States that has presented for the SAM/IG/17 PBN national plans are: ARG, <u>BOL</u>, BRA, CHI, <u>COL</u>, ECU, <u>FGY</u>, <u>GUY</u>, PAR, PER, URU and VEN</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> 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/18	STATES	RO/ATM	<p><b>VALID</b></p> <p>States that has presented during SAM/IG/17 their actions plans for redesign selected air spaces with base on PBN are: ARG, BOL, BRA, CHI, ECU, GUY, PAN, PAR, PER, URU and VEN</p>
3-34	<p><b>Conclusion SAM/IG/15-1: Assessment of COPA and KLM proposals</b></p> <p>Taking into account proposals made by COPA and KLM contained in Appendix A to this part of the report:</p> <p>a) SAM States concerned shall assess the feasibility of</p>	<p>Assess proposals by the corresponding States</p>	<p>Assessed routes</p>	SAM/IG/16	States	RO/ATM	<p><b>VALID</b></p> <p>Literal b) concluded. Regarding literal a) Brazil informed that cannot implement the proposed route presented by COPA since: Route Panamá (Tocumen) - Rio de Janeiro (Galeão) – the route proposed crosses two mayor streams (San</p>

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	<p>implementing the proposals made by COPA;</p> <p>b) Colombia shall assess the proposals made by KLM.</p>						<p>Paulo/Brasilia and Belo Horizonte/Sao Paulo), increasing complexity of this sector, and as a result the workload of air traffic controllers involved.</p> <p>Ruta Panamá (Tocumen) – Recife – The route creates an extensive number of crosses next to VOR Manaus, mainly during peak hours, creating additional complexity in control sectors.</p> <p>Ruta Panamá (Tocumen) – Porto Alegre – The proposal is a realignment of the UL216 that will be evaluated in the PBN South Project, bearing in mind that the input and output of the TMA Porto Alegre sectors will be changed. Brazil is planning a CDM process to collect proposals for change of routes, which should be performed after the Olympics</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
<b>4. Standards and procedures for performance based navigation operations approval</b>							
4-11	<b>Para 4.9 SAM/IG/6 report-</b> Establish standard criteria for the Regional System on ground and flight Validation of flight procedures through satellite-based PBN instruments.	Prepare standardised criteria.	Uniform application of Validation criteria on ground and flight procedures through satellite-based PBN instruments.	SAM/IG/18	RLA/99/901	RO/FLS	<p><del>VALID-CONCLUDED</del></p> <p>The draft <del>CA-AC</del> 91-012 – Flight validation (FV) of satellite-supported instrument flight procedures (IFP) of performance based navigation (PBN) was presented during the SAM/IG/6.</p> <p>On 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> <p><del>It is proposed that this matter be analysed during the second PBN implementation workshop.</del></p> <p><u>AC was timely presented. On this respect the industry agreed not to publish it because does not match with ICAO documents. Advisory Circulars developed by SRVSOP cover completely and exhaustively all performance based navigation specifications available to date and no additional activities have been planned by the SRVSOP related to the elaboration of additional material on PBN.</u></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>a) Application accessible from web b) Data base updated</p>	SAM/IG/18	RO/TC		<p><b>VALID</b>  <del>Pending letter to States.</del>  <u>Application developed is being transferred to another server, so it is active. Simultaneously airworthiness area of the SRVSOP has been requested to analyze how to introduce proceedings into the Authorities in order to keep database updated. Letter will be circulated once the actions are completed.</u>  <del>Consultations with the SRVSOP are being made regarding procedures with administrations to keep database updated once it is published.</del>                      Link:  <a href="http://srvsop.icao.int/CapacidadAeronaves/login">http://srvsop.icao.int/CapacidadAeronaves/login</a></p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
<b>5- ATFM implementation</b>							
5-11	<p><b>Conclusion SAM/IG/5-7 ATFM Teleconferences in the SAM Region</b>                      That SAM States continue to hold weekly ATFM teleconferences between flow management units or flow management positions (FMU / FMP) to improve the exchange of information among participating States.</p>	Implement ATFM teleconferences	Coordination between FMU/FMP carried out.	Permanent	States	RO/ATM	<p><b>VALID</b>                      REDDIG II had included and operating a telephone IP sub-network addressed to ATFN. It has capacity for 16 users. With the implementation of the new Brasilia node, the capacity is expanded to 17 users.                      States are exchanging significant information on the operational status of their air spaces and airports by e-mail on daily basis.</p> <p>It is proposed that this matter be analysed during the second PBN implementation workshop. <u>The second PBN workshop dedicated one day to analyse implementation in three States. The remaining days covered PANS-OPS activities.</u></p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
5-16	<p><b>Conclusion SAM/IG/6-8 ATFM AIP SUPP/AIC Model</b> That the States of the ICAO South American Region, when preparing their national AIC, use as a reference the ATFM AIP SUPP/AIC model shown in Appendix E to this part of the report.</p>	Prepare AIC	Harmonised publications in the SAM Region	October 2016	States	RO/ATM	<b>VALID</b>
5-24	<p><b>Conclusion SAM/IG/14-10 ATFM preparatory activities</b> 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 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/18	STATES	RO/ATM	<p><b>VALID paragraph (b)</b></p> <p>Task described in paragraph (a) is finalized</p>
5-26	<p><b>Conclusion SAM/IG/15-4: Reduction of the longitudinal separation between aircraft in the SAM airspace</b> That, taking into account the</p>	Analysis of the application of the longitudinal separation of	Implementation	SAM/IG/18	States	RO/ATM	<p><b>VALID</b></p> <p>ARG, <u>BOL</u>, BRA, COL, ECU, PAN, PAR, PER, URU and VEN have agreed that by the 13 October 2016 the reduction to 40NM will</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
	operational benefits to be gained from reducing the longitudinal separation of aircraft in the SAM airspace, States: a) investigate the possibility of reducing the longitudinal separation of aircraft at 40 NM between adjacent FIRs using the Mach number technique; b) their application be included in the Letters of Operational Agreement; and c) the Secretariat include this implementation in the GREPECAS ATFM Project and its Action Plan.	40 NM					be implemented.
No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
<b>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</b>							
<del>6-19</del>	<del><b>Conclusion SAM/IG/14-13 AMHS interconnection trial procedures</b> 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.</del>	<del>Use of the list of procedures for the AHMS interconnection trials</del>	<del>Implementation of the list of procedures for the AHMS interconnection trials</del>	<del>December 2016</del>	<del>SAM STATES</del>	<del>ICAO</del>	<del><b>CONCLUDED</b> States from SAM Region took note on the procedure and are applying it.</del>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
6-22	<p><del>Conclusion SAM/IG/15-05 Requirements for ATS Speech communications between ATS adjacent boundary dependencies</del></p> <p><del>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:</del></p> <p><del>a) Access by REDDIG, provided that the States involved deem it necessary and that local sections do not add additional satellite hops.</del></p> <p><del>b) Radio link (VHF-FM or any other stipulated bilaterally) in all cases, either as a primary or secondary means.</del></p> <p><del>e) International telephony, as a secondary or tertiary means.</del></p> <p><del>d)a) Recording of all communications regardless of the means used.</del></p>	<p><del>ATS speech service implementation between ATS boundary dependencies</del></p> <p><del>a) Trough REDDIG and local access not adding satellite hops</del></p> <p><del>b) VHF link</del></p> <p><del>e) International telephony</del></p> <p><del>d) Recording communications</del></p>	<p><del>Implementation of ATS speech services between ATS boundary dependencies</del></p> <p><del>Taking into consideration a), b), e) and d).</del></p>	December 2018	States	Secretariat ICAO REDDIG Administration	<p><b>VALID</b></p> <p><del>Involved States has taken note on the requirements for the ATS speech circuits between adjacent ATS.</del></p> <p><del>At the SAM/IG/16 Brazil reported the acquisition of VHF-FM equipment to be installed in all their ATS boundary dependencies.</del></p>
6-23	<p><u>Conclusion SAM/IG/17/01: Implementation of actions to maintain the security in REDDIG II</u></p> <p><u>That REDDIG II member</u></p>	<p><u>Actions oriented to keep security in REDDIG II</u></p>	<p><u>Actions oriented to keep security in REDDIG II implemented</u></p>	Mach 2017	<p><u>REDDIG II member States</u></p> <p><u>REDDIG II Administration</u></p>	<p><u>REDDIG II Administration</u></p>	<p><b>VALID</b></p> <p><u>The Fifth Technical/Operational Meeting (RTO/5) carried out via teleconference on 27</u></p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
	<p><u>States and the REDDIG II Administration analyse the implementation of the initial actions described in Appendix A to this agenda item in order to maintain the required security in REDDIG II and submit the results of this analysis at the Twentieth meeting of the Coordination Committee of Project RLA/03/01 (RCC/20 March 2017) for approval.</u></p>						<p><u>and 28 July 2016, reviewed the results of the REDDIG II security evaluation performed on 26 April 2016. The RTO/5 supported the considerations regarding threat or risk for the REDDIG II classified in two groups, internal and external to the REDDIG II.</u></p>
<p>6-24</p>	<p><b><u>Conclusion</u></b>  <b><u>SAM/IG/17/02: Analysis of the REDDIG II connection configuration for the transpoof SITA data link services</u></b></p> <p><u>That REDDIG II member States that have implemented or are in the process of implementing the ground-air data link service and the REDDIG II and SITA administration hold the necessary teleconferences to analyse the REDDIG II connection configuration shown in Appendix B to this agenda item, starting on 21 June 2016, and submit the results of the analysis at the SAM/IG/18 meeting.</u></p>	<p><u>Asses the configuration of REDDIG II connection for the transport of SITA data link services</u></p>	<p><u>Configuration of REDDIG II connection for the transport of SITA data link services</u></p>	<p><u>October 2016</u></p>	<p><u>REDDIG II member States</u></p>	<p><u>REDDIG II Administration</u></p>	<p><b><u>VALID</u></b>  <u>A teleconference was carried out on 21 June 2016 to make a follow-up to this activity as well as the RTO/5 (via WEB). It is expected to complete the analysis during the SAM/IG/18.</u></p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
<b>7. Operational implementation of new ATM automated systems and integration of the existing systems</b>							
7-12	<p><del>Conclusion SAM/IG/14-18 Exception in the insertion of alternate aerodromes</del> That:</p> <p><del>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.</del></p> <p><del>b) a) States include such procedures in the respective AIPs.</del></p>			December 2015	Airlines and SAM States	ICAO SAM Office	<p><del>CONCLUDED</del> Airlines and States have taken note on the procedures to the insertion of the alternate aerodrome.</p>
7-13	<p><b>Conclusion SAM/IG/14-17 Updating of FASID Table CNS4</b> 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 CNS 4	FASID Table CNS 4 updated	15 Dec 2014	SAM Region States	ICAO SAM Office	<p><b>VALID</b> <del>Pending updating of the CNS 4 Table by SAM States.</del> <u>FASID table CNS 4 has been replaced with the CNS CAR/SAM 5 in the new eANP. Argentina, Chile, Paraguay, Peru and Venezuela have provided updated information.</u></p>
7-14	<p><b>Conclusion SAM/IG/15-07 Activities to migrate from the AIDC pre-operational to the operational phase between ACCs Colombia, Ecuador and Peru</b></p> <p>That, Colombia, Ecuador and Peru carry out the</p>	Migration phase from the AIDC pre-operational between ACC Lima – ACC Guayaquil ACC Lima – ACC Bogota ACC Bogota - ACC Guayaquil	AIDC pre-operational phase	3 August 2015	Concerned States:  Colombia Ecuador Peru	Secretariat ICAO	<p><b>VALID</b> On 3 August, the AIDC between ACC Lima and ACC Guayaquil started <u>testing</u> operations. Operational phase began on 31 March 2016.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
	<p>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.</p>						<p><del>Operational phase is foreseen for May 2016</del>  <u>Pending operational test phase between Lima ACC- Bogota ACC and Guayaquil ACC – Bogota ACC..</u></p>
<p>7-15</p>	<p><b>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</b></p> <p>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.</p>	<p>Provision of facilities for the staff in charge of the operational implementation of the AIDC by the aeronautical authorities of the States</p>	<p>Facilities for the staff in charge of the operational implementation of the AIDC by the aeronautical authorities of the States</p>	<p>December 2016</p>	<p>States</p>	<p>Secretariat ICAO</p>	<p><b>VALID</b></p> <p><del>It was reported during the SAM/IG/16 meeting</del>  <u>T</u>he lack of support to the focal points in the implementation process, by the aeronautical authorities <u>is still evident</u>.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
7-17	<del>Conclusion SAM/IG/16-1 Model amendment to the letter of operational agreement on AIDC between two centres</del>	<del>Use of the letter of operational agreement between Lima ACC and Guayaquil ACC for the AIDC implementation (Appendix A to the Agenda Item 5 of SAM/IG/16 Final Report)</del>	<del>Model of letter of operational agreement</del>	<del>Dec 2016</del>	<del>SAM Region States involved in the AIDC implementation</del>	<del>RO/CNS</del>	<del><b>CONCLUDED</b> The amendment to the letter of operational agreement for the implementation of AIDC between the Lima ACC and Guayaquil ACC is being applied by the SAM Region States that are implementing the AIDC interconnection.</del>
<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	<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> 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	Amend the air navigation national plans to have them aligned with the new ICAO Global Air Navigation Plan.	National air navigation plans aligned with ASBU	SAM/IG/16	States	ICAO SAM Office	<b>VALID</b> <del>Venezuela and Chile informed having completed their national plan based on ASBU. Peru reported that its national air navigation plan based on ASBU is under elaboration</del>  <a href="#">Argentina, Brazil, Chile, Colombia, France and Venezuela have reported the completion of their national plans aligned with the ASBU.</a>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
8-2	<p><del>Conclusion SAM/IG/13-2 Designation of national focal points to coordinate activities in support of the ICAO position at the ITU WRC-15</del></p> <p><del>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.</del></p>	Designate focal points	Focal point	31 June 2014	States	RO/CNS	<b>CONCLUDED</b>
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</p>	Designate focal points	Focal point	1 Aug 2014	States	RO/ATM	<p><b>VALID</b></p> <p>Secretariat sent letter SA280 on 12 June 2014. Information of Guyana, Panama, and Suriname is still pending.</p>

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	<p>August 2014 the name of the designated focal point, and provide a brief resumé, telephone number and electronic mail of the incumbent.</p>						
<p><b>9. Matters related to safety</b></p>							
<p>9-1</p>	<p><del>Conclusion SAM/IG/13-9 IATA safety events indicators for SAM States 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.</del></p>	<p><del>Activities of States with operators for the analysis of safety events</del></p>	<p><del>SMS analysis and mitigating measures</del></p>	<p><del>Inform at each SAMIG meeting</del></p>	<p><del>States</del></p>	<p><del>RO/ATM</del></p>	<p><del><b>CONCLUDED</b> States have taken note on the suggested actions.</del></p>

**APPENDIX B**

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

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<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, 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.</p>	YES	O/G	YES	YES	YES	O/G	YES	NO	O/G	O/G	O/G	NO	O/G	YES	
<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 supporting the ICAO position at the ITU WRC-15 shown in Appendix C to this part of the Report, notifying the Regional Office no later than 31 May 2014.</p>	YES	YES	YES	YES	NO	YES	NO	NO	YES	YES	YES	NO	NO	NO	CONCLUDED

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<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 ICAO SAM Regional Office will send a State letter in early June 2014, requesting the nomination of a national focal point; and</p> <p>b) SAM States will officially inform by 1 August 2014 the name of the designated focal point, and provide a brief resumé, telephone number and electronic mail of the incumbent.</p>	YES		YES	YES	YES	YES	YES			YES	YES		YES	YES	Pending information from Bolivia, Guyana, Panama and Suriname
<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>				YES											
<p><b>Conclusion SAM/IG/13-8 – Actions on air traffic flow control measures</b></p> <p>That in view of air traffic flow operational restrictions, SAM States adopt following measures:</p> <p>a) consider the text on flow control</p>	YES	YES	YES			YES				YES					<p><b>Argentina:</b> Used text shown under paragraph a) in their national Letters of Agreement, as well as with Bolivia, Chile and Paraguay, Uruguay and Brazil.</p> <p><b>Bolivia:</b> Used text shown</p>



Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS	
<p><b>Conclusion SAM/IG/14-4</b> <b>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>							YES									
<p><b>Conclusion SAM/IG/14-5</b> <b>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>	YES	<del>NO</del> <u>YES</u>	YES	YES	<del>NO</del> <u>YES</u>	YES	YES	<del>NO</del> <u>YES</u>	NO	YES	<del>NO</del> <u>YES</u>	NO	YES	YES		<a href="#">Panama foreseen to complete its PBN national plan by Dec 2016</a>
<p><b>Conclusion SAM/IG/14-9</b> <b>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>				O/G												Letter pending submitting to States; in parallel consultation through the SRVSOP is being made to States to receive procedures as how to keep database updated once it is published.
<p><b>Conclusion SAM/IG/14-10</b> <b>ATFM preparatory activities</b></p> <p>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		Paragraph (a) concluded

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<p><b>Conclusion SAM/IG/14-13</b> <b>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>	YES	O/G	YES	O/G	O/G	O/G	N/A	O/G	O/G	O/G	YES	O/G	O/G	O/G	Implementation of procedure in progress.
<p><b>Conclusion SAM/IG/14-14</b> <b>Implementation of the SITA data link service through the REDDIG II</b></p> <p>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.</p>			YES	YES											<p>the implementation of the SITA data link service through the REDDIG II started operations on October 2015(trial phase) and will continue until end May 2016.</p> <p>At present, only Chile and Brazil are involved.</p>
<p><b>Conclusion SAM IG/14-15</b> <b>Use of the RAIM availability prediction service</b></p> <p>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>						YES	N/A	N/A			YES	N/A			<p><b>CONCLUDED</b></p> <p>The RAIM service will continue in operation as initially foreseen, it means, access by password</p>
<p><b>Conclusion SAM/IG/14-17</b> <b>Updating of FASID Table CNS4</b></p> <p>That SAM States send to the Secretariat at the ICAO SAM Office the updated FASID Table CNS4 by 15 December 2014.</p>	YES	NO	O/G	YES	NO	<del>YES</del> <u>NO</u>	NO	YES	NO	YES	YES	YES	NO	YES	Activity incomplete.

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<p><b>Conclusion SAM IG/14-18</b> <b>Exception in the insertion of alternate aerodromes</b> That:</p> <p>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.</p> <p>b) States include such procedures in the respective AIPs.</p>	O/G	O/G	YES	YES	O/G	O/G	O/G	O/G	O/G	O/G	O/G	O/G	O/G	O/G	Activity under implementation process.
<p><b>Conclusion SAM/IG/15-1:</b> <b>Assessment of COPA and KLM proposals</b></p> <p>Taking into account proposals made by COPA and KLM contained in Appendix A to this part of the report:</p> <p>a) SAM States concerned shall assess the feasibility of implementing the proposals made by COPA;</p> <p>b) Colombia shall assess the proposals made by KLM.</p>			O/G				N/A	N/A				N/A			Paragraph (b) implemented.
<p><b>Conclusion SAM/IG/15-05:</b> <b>Requirements for ATS Speech communications between ATS adjacent boundary dependencies</b></p> <p>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:</p> <p>a) Access by REDDIG, provided that the States involved deem it necessary and that local sections do not add additional satellite hops.</p> <p>b) Radio link (VHF FM or any other stipulated bilaterally) in all cases, either as a primary or secondary means.</p>	YES	YES	YES	YES	YES	YES	O/G	O/G	O/G	YES	YES	YES	YES	YES	CONCLUDED

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<p>c) International telephony, as a secondary or tertiary means.</p> <p>d) Recording of all communications regardless of the means used.</p>															
<p><b>Conclusion SAM/IG/15-07: Activities to migrate from the AIDC pre-operational to the operational phase between ACCs Colombia, Ecuador and Peru</b></p> <p>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.</p>	N/A	N/A	N/A	N/A	O/G	O/G	N/A	N/A	<del>N/A</del> O/G	N/A	O/G	N/A	N/A	N/A	<p><b><u>VALID</u></b></p> <p>Pending migration AIDC operational phase between: ACC Lima ACC Bogota ACC Guayaquil ACC Bogota</p>
<p><b>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</b></p> <p>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.</p>	O/G	N/A	O/G	O/G	O/G	O/G	N/A	N/A	O/G	O/G	O/G	N/A	O/G	O/G	<p><b><u>VALID</u></b></p>

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS	
<p><b>Conclusion SAM/IG/16-01: Model amendment to the letter of operational agreement on AIDC between two centres</b></p> <p>That SAM States, when implementing AIDC between adjacent ATS units, make the corresponding amendments to the letters of operational agreement using as a model the amendment to the letter of operational agreement between the Lima ACC and the Guayaquil ACC for the operation of AIDC, shown in Appendix A to this agenda item.</p>				O/G	YES	YES			YES		YES					The model amendment to the letter of operational agreement on AIDC at moment is being used by Colombia, Ecuador, Panama and Peru
<p><b><u>Conclusion SAM/IG/17/01: Implementation of actions to maintain the security in REDDIG II</u></b></p> <p><u>That REDDIG II member States and the REDDIG II Administration analyse the implementation of the initial actions described in Appendix A to this agenda item in order to maintain the required security in REDDIG II and submit the results of this analysis at the Twentieth meeting of the Coordination Committee of Project RLA/03/01 (RCC/20 March 2017) for approval.</u></p>	<u>O/G</u>	<u>NO</u>	<u>O/G</u>	<u>O/G</u>	<u>NO</u>	<u>O/G</u>	<u>O/G</u>	<u>O/G</u>	<u>N/A</u>	<u>O/G</u>	<u>O/G</u>	<u>O/G</u>	<u>O/G</u>	<u>O/G</u>		<u>The Fifth REDDIG II Technical/Operational Meeting (RTO/5) carried out via teleconference (26-27 July 2016) analyzed the implementation of all actions. All REDDIG II Member States BUT Bolivia and Colombia.</u>
<p><b><u>Conclusion SAM/IG/17/02: Analysis of the REDDIG II connection configuration for the transport SITA data link services</u></b></p> <p><u>That REDDIG II member States that have implemented or are in the process of implementing the ground-air data link service and the REDDIG II and SITA administration hold the necessary teleconferences to analyse the REDDIG II connection configuration shown in Appendix B to this agenda item, starting on 21 June 2016, and submit the results of the analysis at the SAM/IG/18 meeting.</u></p>	<u>O/G</u>	<u>N/A</u>	<u>O/G</u>	<u>O/G</u>	<u>N/A</u>	<u>O/G</u>	<u>O/G</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>O/G</u>	<u>N/A</u>	<u>O/G</u>	<u>N/A</u>		<u>The teleconference hold on 21 June 2016 and the RTO/5 carried out via teleconference (26-27 July 2016) evaluated the configuration of the REDDIG II connection for the SITA database services.</u>