



INTERNATIONAL CIVIL AVIATION ORGANIZATION
South American Regional Office

FOURTH MEETING OF AIR NAVIGATION AND SAFETY
DIRECTORS OF THE SAM REGION

FINAL REPORT

Lima, Peru, 2 to 4 October 2017

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HISTORY OF THE MEETING

ii-1 PLACE AND DURATION OF THE MEETING

The Fourth Meeting of Air Navigation and Safety Directors of the SAM Region was held at the premises of the ICAO Regional Office in Lima, Peru, from 2 to 4 October 2017.

ii-2 OPENING CEREMONY AND OTHER MATTERS

Mr. Oscar Quesada, Acting Regional Director of the ICAO South American Office, greeted the participants and acknowledged their continuous support to the regional activities undertaken by the South American Regional Office, as well the continuous support of civil aviation authorities of the South American Region. Likewise, he highlighted that considering the positive experience obtained from the formulation and implementation of the Declaration of Bogota, in this meeting will be presented the early works of a regional plan for the sustainability of air transport in the SAM Region and a declaration for its implementation that would help to prioritize initiatives that generate a greater impact in the safe and orderly development of South American air transport.

ii-3 SCHEDULE, ORGANIZATION, WORKING METHODS, OFFICERS AND SECRETARIAT

The Meeting agreed to hold its sessions from 09:00 to 15:00 hours, with appropriate breaks. The Meeting decided to work as a single committee and in working groups.

Mr. Luiz Ricardo de Souza Nascimento, delegate from Brazil was elected as Chairman, and Mr. Lorenzo Sepulveda delegate from Chile was elected Vice-Chairman.

The Meeting had two Secretaries: Mr. Onofrio Smarrelli, Regional CNS Officer of the Lima Regional Office, on the part of air navigation, and Mr. Marcelo Ureña, Regional Safety Officer of the Lima Regional Office, in the safety area.

The Secretariat also reckoned with the support of all the Officers of the Lima Regional Office: Miss Verónica Chávez, Technical Assistance Officer, Mr. Jorge Armoa, Regional Aeronautical Information Management and Meteorology Officer, Mr. Fabio Salvatierra, Regional Officer for Aerodromes, Air Routes and Ground Aids, and Mr. Fernando Hermoza, ATM/SAR Regional Officer and Mr. Roberto Sosa ANS/SFTY Regional Officer.

ii-4 WORKING LANGUAGES

The working language of the Meeting was Spanish with simultaneous interpretation in English and its relevant documentation was presented in Spanish and English.

ii-5 **AGENDA**

The following Agenda was adopted:

- Agenda Item 1: Follow-up to the implementation of air navigation priorities
- Agenda Item 2: Follow-up to the implementation of safety oversight priorities
- Agenda Item 3: Results of the 39th Session of the ICAO Assembly (A/39)
- Agenda Item 4: Follow-up to GREPECAS and RASG-PA activities
- Agenda Item 5: Regional Plan for the sustainability of the air transport in the SAM Region
- Agenda Item 6: Other business

ii-6 **ATTENDANCE**

The Meeting was attended by 44 participants from 11 SAM States (Argentina, Brazil, Bolivia, Chile, Ecuador, Panama, Paraguay, Peru, Uruguay, Suriname and Venezuela), three representatives of United States, one delegate from CANSO and ICAO Officers. The list of participants appears on page iii-1.

ii-7 **LIST OF CONCLUSIONS AND RECOMMENDATIONS**

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Agenda Item 1: Follow-up to the implementation of air navigation priorities

1.1 Under this agenda item, the Meeting analysed WP/02 – *Follow-up to PBN implementation goals*, WP/03 – *ATFM PROJECT (ASBU: B0-SEQ, B0-FRTO, B0-NOPS and B0-ACDM)*, WP/04 – *Follow-up to AIM implementation goals*, WP/05 - *Follow-up to the implementation of AMHS interconnection and National IP Networks*, WP/06 - *Follow-up to the implementation of AIDC interconnection*, and WP/15 - *Follow-up to MET and AIM implementation priorities*, all presented by the Secretariat.

PBN implementation

1.2 Regarding PBN implementation goals, the Meeting took note of the availability of the PBN CONOPS document, which supported the implementation tasks of the Declaration of Bogota and provided a conceptual frame of reference for the SAM Performance-based air navigation implementation plan (SAM-PBIP).

1.3 Information was presented on progress made in the en-route segment for PBN implementation, describing the action taken by the ATSRO/8 meeting regarding version 4 of the route network, which made possible coordination amongst States to optimise at least 30 ATS routes in 2018. The delegate of Peru highlighted the results of the aforementioned meeting, and the opportunity for coordinating interregional routes thanks to the participation of Jamaica.

1.4 Note was taken of CO2 savings as of June 2017, corresponding to 93,516 tonnes of CO2 resulting from route and flight procedure optimisation.

1.5 Regarding PBN implementation in TMAs, the Region exceeded the goals of the Declaration of Bogota, reaching 72.5% implementation of SID/STAR routes in TMAs. The Meeting also took note of the progress made in the implementation of the Asuncion TMAs last August, the Bogota TMA as of 12 October, and in the case of Brazil, the seven TMAs within the Curitiba FIR (Project SUL). The implementation of CCO/CDO methods for standard departures/arrivals was still underway, reaching 22% and 26% according to follow-up by the Secretariat. Regarding the implementation of APV/LNAV or RNP AR approaches, 79% of runway thresholds of international airports had been equipped as of October 2017.

1.6 Regarding PBN implementation, the delegate of Brazil noted that it was a far-reaching project since it involved the update and/or implementation of more than 300 flight procedures, most of them under the PBN concept that would result in savings estimated in 7,000 tonnes of CO2. Accordingly, the States had to make and communicate the calculation of these environmental benefits resulting from PBN implementation. In turn, the delegate of Venezuela described the progress made in PBN implementation in the Maiquetía FIR, where full PBN implementation had been achieved in TMAs.

1.7 The Meeting agreed on the need to continue with PBN implementation activities in the Region, as formulated in the Declaration of Bogota, both en-route as well as in the TMAs and approaches to IFR runway, and to promote the implementation of CCO and CDO concepts, including performance measurements and post-implementation analyses, in collaboration with aircraft operators.

ATFM implementation

1.8 The Meeting took note of the status of implementation of air traffic flow management (ATFM) in the Region, which showed 85% implementation for States that had installed FMPs/FMUs at their ACCs, as foreseen in the Declaration of Bogota.

1.9 Likewise, note was taken of the progress made by States in runway capacity calculations and, separately, in ATS sector capacity calculations. The representative of Uruguay informed the Secretariat that these calculations had already been published in the GEN section of the State AIP, and provided the corresponding information for updating the follow-up table.

1.10 Pursuant to Conclusion SAM/IG/19-01, States were reminded of their commitment to strengthen the functions of flow management positions (FMPs) or units (FMUs), providing them with resources and trained personnel, and the capacity to coordinate the implementation of ATFM initiatives (TMIs) with ATS services, in cases of air traffic capacity/demand imbalance. It also agreed that States that had not done it yet should double their efforts to implement at least one ATFM position (FMP) in each FIR.

AIM implementation

1.11 The Meeting took note of the status of implementation of the steps in Phase 1 of the Roadmap for the transition from AIS to AIM. In this regard, the Meeting noted that, out of the four steps in the first phase (Consolidation), the one related to the implementation and certification of a quality management system (QMS) had experienced delays in some States.

1.12 The Meeting felt that QMS implementation was facing a new scenario because ISO 9001, which was the basis for QMS, had undergone changes as of September 2015, since new requirements for the States had been introduced. Furthermore, the meeting took note that all certifications issued under version 2008 of ISO 9001 would expire in September 2018.

1.13 The Meeting expressed its concern for the delays in Bolivia, Guyana and Suriname. It also noted that Colombia, Ecuador and Venezuela should make an additional effort to complete the implementation of the AIM/QMS, since they were already at a quite advanced stage. A general description of AIM/QMS implementation is provided in the table shown in **Appendix A** to this agenda item.

AIS and MET implementation - Period 2017-2019

1.14 The Meeting took note of the review of AIM and MET implementation priorities for the period 2017-2019. The Meeting recalled that these priorities had been defined at the AN&FS/2 meeting and had been endorsed by the RAAC/14 meeting.

1.15 Regarding AIM, the Secretariat stated that progress had been made in AIXM implementation, but not as expected. However, in relation to e-TOD, progress made in Argentina, Brazil, Paraguay and Chile did not cover all international airports, which generated concern, especially because the standard was effective on 12 November 2015. Furthermore, regarding the implementation of the digital NOTAM, the Meeting deemed it important to modify the implementation target date of this element to early 2019, as a starting point.

1.16 Concerning the MET area, implementation delays were noted in the MET/QMS, where States had not made significant progress since the previous year. Another great concern was the lack of procedures in case of release of radioactive material. The Meeting deemed it important to urge States to coordinate between the MET and ANS areas and develop procedures for such cases.

AMHS interconnection implementation

1.17 The Meeting took note of the significant progress made in the implementation of AMHS interconnections since the AN&FS/3 meeting, highlighting the operational implementation of AMHS interconnections between Brasilia and Bogota (May 2017), Brasilia and Montevideo (September 2017), Lima and Santiago (December 2016), the implementation and operational start-up of the AMHS interconnection between the Brasilia MTA and the Madrid MTA (September 2017)--the first interregional AMHS interconnection in the SAM Region, implemented through CAFSAT, the AFI/SAM/EUR VSAT network that carries voice and data services in support of air navigation in the SAT (South Atlantic) Region--, and the AMHS interconnection between the Brasilia MTA and the SITA Gateway.

1.18 The Meeting also took note that positive operational interconnection tests had been conducted between the Ezeiza MTA and the Lima MTA, the Brasilia MTA and the Ezeiza MTA, the Ezeiza MTA and the Santiago MTA, the Bogota MTA and the Panama MTA, and between the Ezeiza MTA and the Spain MTA, through an MPLS circuit leased from local communication providers.

1.19 The delegate of Venezuela informed that the new AMHS system started operating on 20 September 2017 and, in that regard, aeronautical information circular C03/A03 had been published on 14 September 2017. Thus, it was noted that the implementation of AMHS interconnections would be resumed.

1.20 The Meeting took note that, according to the Declaration of Bogota, the goal was to implement 26 AMHS interconnections by the end of 2016. So far, 14 AMHS interconnections had been implemented, 10 of which were in the operational phase and the remaining were in the pre-operational phase, waiting for the States to migrate to the operational phase, with 58% implementation. According to the table shown in **Appendix B** to this agenda item, AMHS interconnections were to be completed by June 2019, including the 26 contemplated in the Declaration of Bogota, in addition to the remaining AMHS interconnections included in Table CNS II-1 of Volume II of the CAR/SAM Air Navigation Plan (Doc 8733). **Appendix C** contains the updated list of focal points for the implementation of the AMHS interconnection.

1.21 The Meeting was reminded that any changes made by a State to AMHS addressing must be communicated to the EUROCONTROL ATS messaging management centre (AMC), in accordance with the procedure established in ICAO State Letter AN 7/49.1-09/34 of 14 April 2009. According to this procedure, the communication to the AMC must come from an external operator nominated by the State.

1.22 The Meeting took note that not all the States of the Region had nominated or updated their candidates for the AMC. Registration may be done at the following website <http://www.eurocontrol.int/amc>. In this regard, the SAM/IG meeting formulated Conclusion SAM/18/02 *Nomination and registration of SAM candidates for EUROCONTROL AMC*.

Implementation of national IP networks

1.23 The Meeting took note that, regarding the implementation of national IP networks, these had been already implemented in Argentina, Brazil, Colombia, Chile, Ecuador, Paraguay, Uruguay and Venezuela. This accounted for 62% of the 80% implementation foreseen by the end of 2016 in the Declaration of Bogota. It was expected to achieve 100% implementation for the period 2018-2019. See the table depicting the current and foreseen status of implementation of national IP networks in **Appendix D** to this part of the report.

Implementation of AIDC and surveillance data exchange

1.24 The Meeting took note that no progress has been made in the implementation of new AIDC interconnections since the AN&FS/3 meeting. At present, the only operational AIDC interconnections were those implemented between domestic ACCs of Brazil (6). The AIDC interconnection between the Lima ACC and the Guayaquil ACC went from the operational to the pre-operational phase, due to the modernisation of the ATM automation system of the Lima ACC, which is to be completed at the beginning of the fourth quarter of 2017. **Appendix E** to this agenda item contains a table with AIDC interconnection requirements and their status of implementation and estimated implementation dates, and **Appendix F** contains the updated list of focal points in charge with coordinating AIDC implementation.

1.25 The Meeting noted that, amongst the activities carried out, mention should be made of the analysis of flight plan errors and duplication/multiplicity, which generated errors in the associated AIDC messages. In this regard, it was noted that the AIDC group had developed a Guide to avoid errors in FPLs and associated ATS messages, had formulated recommendations to mitigate flight plan errors and duplication/multiplicity, and had established a procedure to mitigate flight plan errors and duplication/multiplicity. Accordingly, the SAM/IG/19 meeting had formulated Conclusion SAM/19-2 *Implementation of procedure to mitigate the duplication/multiplicity of commercial scheduled flight plans*.

1.26 For purposes of mitigating flight plan errors, the Meeting noted that failure to implement automated systems pursuant to Amendment 1 to Edition 15 of Doc 4444 (FPL2012) contributed to the introduction of errors in the flight plan format and, therefore, in messages associated to the AIDC. At present, out of all the ACCs in the SAM Region (27), 67% had implemented the update in flight plan processors (FDP), 22% continued using converters, and the remainder still applied the manual solution in view of the fact that automated systems installed in the ACCs were not compliant with FPL 2012 or such automated systems did not exist. Regarding the implementation of AMHS/AFTN terminals containing FPL 2012 templates capable of identifying completion errors, 67% of the States already had them. **Appendix G** contains a detailed table on the status of implementation of automation in compliance with amendment 1 to Edition 75 of Doc 4444.

1.27 The Meeting took note that coordination had started between Argentina and Chile for the exchange of surveillance data (secondary radar). This coordination had been interrupted because Chile had to acquire and install software for filtering the surveillance data information used by the military so as to exclude it from the exchange. The technical-operational activities for the implementation of the exchange of radar and flight plan data (AIDC) between Argentina and Chile were contemplated in an MoU that had been signed between the authorities of Argentina and Chile on 18 October 2010. A teleconference will take place between the Secretariat (ICAO), Argentina and Chile on 11 October 2017 to define a new action plan for the implementation of the interconnection of surveillance and flight plan data.

1.28 The Meeting recalled that between 2010 and 2012, MoUs had been established and signed between Argentina and Brazil, Argentina and Uruguay, Brazil and Uruguay, Brazil and Venezuela, and Brazil and Peru for the exchange of surveillance and flight plan data, in order to increase air traffic control assurance in transfer areas between adjacent ACCs. Of the activities contemplated in the MoUs, at present, work was only being carried out in AIDC implementation; the surveillance data exchange had been interrupted because it had not been possible to use certain communication protocols (Asterix). In this sense, the Meeting felt that the States involved in the MoUs should resume activities for the implementation of surveillance data exchange.

QMS IMPLEMENTATION

STATE	% IMPLEMENTATION OCTOBER 2016	IMPLEMENTATION DATE	% PROGRESS	Progress made in version 2015	REMARKS
Argentina	100%	FEB/2016	30%	No progress	Planning still at a very basic level
Bolivia	30%	TBD	0%		The provider, AASANA, has trained two experts for quality implementation. A DGCA official attended the Lead Auditor course conducted in October 2015.
Brazil	CERTIFIED	-----	-----	95%	Foresee re-certification in November 2017
Chile	CERTIFIED	-----	-----	95%	Certification audits have already been conducted, with minor findings. Re-certification foreseen for December 2017
Colombia	90%	SEP/2014	25%	No progress	Consulting services have been hired for certification of AIM and MET QMS.
Ecuador	Has not obtained re-certification	-----	-----	No progress	No information on plans for re-certification
French Guiana	CERTIFIED	-----	-----	No progress	
Guyana	60%	DEC/2017	35%		Implementation and certification plan submitted. Implementation to be completed in July 2018

STATE	% IMPLEMENTATION OCTOBER 2016	IMPLEMENTA- TION DATE	% PROGRESS	Progress made in version 2015	REMARKS
Panama	100%	DEC/2017	10%	Initial planning foresees certification in December 2017	Administrative constraints prevented certification. Target date is December 2017 for ISO 9001:2015
Paraguay	CERTIFIED	-----	-----	Certified	Certified under ISO 9001:2015
Peru	CERTIFIED	-----	-----	90%	All necessary arrangements are being made with a certifying company for the conduction of the second ISO 9001:2008 maintenance audit and migration to ISO 9001:2015.
Suriname	50%	AUG/2014	5%	No progress	Submitted an action plan
Uruguay	CERTIFIED	-----	-----	No information	No information available
Venezuela	85%	NOV/2014	0%	70%	Implementation of version 2015 to be completed in November 2018

AMHS INTERCONNECTION REQUIREMENT AND DATE OF IMPLEMENTATION

STATES	AMHS INTERCONNECTION REQUIREMENTS	DATE OF IMPLEMENTATION	COMMENTS
Argentina	Bolivia	Dec 2018	Pending initial coordination
	Brazil	Nov 2017	Final operational tests for AMHS interconnection between Brasilia and Ezeiza were successfully completed on 18 May 2016. Pending decision from authorities of Argentina and Brazil for operational implementation.
	Chile	Nov 2017	Positive operational tests carried out on mid December 2016. Pending decision from authorities of Argentina and Chile for operational implementation.
	Paraguay	Mar 2012	Implemented and operational
	Peru	Nov 2017	Positive operational tests carried out at the end of 2016. Pending decision from authorities of Argentina and Peru for operational implementation.
	South Africa	Jun 2019	Coordination began on December 2016. Interconnection implementation will be made through CAFSAT. Modernization of CAFSAT node Ezeiza is foreseen by mid-2018.
	Uruguay	Dec 2017	Connectivity in Protocol P1 level between MTA Ezeiza – Montevideo. Pending completion of operational tests.
	Venezuela	Dec 2017	Implemented and operational (out of service- failure in AMHS Venezuela) since Dec 2016. Operational implementation when new AMHS system starts operations in September 2017.
Bolivia	Argentina	Dec 2018	Pending initial coordination
	Brazil	Jun 2018	Pending initial coordination
	Peru	Mar 2018	IP connectivity between La Paz and Lima MTAs achieved.
Brazil	Argentina	Nov 2017	Final operational tests for AMHS interconnection between Brasilia and Ezeiza were successfully completed on 18 May 2016. Pending decision from authorities of Argentina and Brazil for operational implementation.
	Bolivia	Jun 2018	Pending initial coordination
	Colombia	May 2017	Operational May 2017.
	Spain	Sep 2017	Operation foreseen mid-September 2017. AMHS circuit implemented through CAFSAT.

STATES	AMHS INTERCONNECTION REQUIREMENTS	DATE OF IMPLEMENTATION	COMMENTS
	United States	Jun 2018	Coordination began between Brazil and United States. Circuit implementation will be made through MEVAIII/REDDIGII.
	Guyana	Sep 2017	Operations in Protocol P1 level begun on 16 December 2016 at 17:00 UTC. On mid-February 2017 returned to AFTN configuration. AMHS tests resume on May 2017. Connection resume on July 2017.
	French Guiana	Dec 2018	Operation of an AMHS (CONSOFT) system is schedule by January 2018. AMHS interconnection scheduled October 2018.
	Paraguay	Dec 2017	Positive P1 connectivity tests were carried out. Pending operational tests by October 2017.
	Peru	Dec 2015	Implemented and operational 14 December 2015
	Senegal	Dec 2018	Coordination began between Brazil and Senegal (Dec 2016). Interconnection will be made through AFISNET satellite network which Brazilian node was installed in Recife.
	Sita (Atlanta)	Sep 2017	Successful operational and IP interoperability tests carried out in August 2017. Operation foreseen by last quarter of 2017.
	Suriname	Mar 2018	Entered into operation on 15 Dec 2016 at 17:00 UTC. On mid-February 2017 returned to AFTN configuration. Pending updating of AMHS system by Suriname.
	Uruguay	Sep 2017	IP connectivity completed. (First week October 2016). IP Protocol tests successfully concluded the week of 28 Nov 2016 (30 Nov and 1 Dec). Positive operational tests made in August 2017 and commissioning in September 2017.
Chile	Venezuela	Dec 2017	Positive connectivity in Protocol P1 level between Brasilia and Caracas (Oct 2016). Pending operational tests foreseen Sep 2017, once new AMHS system is installed in Venezuela.
	Argentina	Nov 2017	Positive operational tests carried out in mid-December 2016. Pending decision from authorities of Argentina and Chile for operational implementation.
	Peru	Dec 2016	Began operations on mid-December 2016.

STATES	AMHS INTERCONNECTION REQUIREMENTS	DATE OF IMPLEMENTATION	COMMENTS
Colombia	Brazil	May 2017	Operational May 2017.
	Ecuador	Dec 2017	Successful IP connectivity tests Pending resume of operational tests
	Panama	Mar 2018	Circuitual interconnection has been configured through MEVA III/REDDIG II (Mid-February 2017). Positive operational tests August 2017. Operational implementation will be carried out once Colombia and Panama contract the AMHS circuit with MEVA III communication provider in MEVAIII/REDDIGII interconnection.
	Peru	Sep 2010	Implemented and operational
	Venezuela	Dec 2017	Pending operational tests September 2017 when Venezuela implemented its new AMHS system.
Ecuador	Colombia	Dec 2017	IP connectivity tests successfully made. Pending resume of operational tests.
	Peru	Jul 2012	Implemented and operational
	Venezuela	Dec 2017	Pending operational tests September 2017 when Venezuela has implemented its new AMHS system.
French Guiana (France)	Brazil	Dec 2018	French Guiana has scheduled for January 2018 the commissioning of an AMHS (CONSOFT) system. AMHS interconnection foreseen to begin on October 2018.
	Venezuela	Dec 2018	French Guiana has scheduled for January 2018 the commissioning of an AMHS (CONSOFT) system. AMHS interconnection foreseen to begin on October 2018.
Guyana	Brazil	Jul 2017	Began operations on 15 Dec 2017 at 17:00 UTC. At mid-February 2017 returned to AFTN configuration. AMHS tests resumed on May 2017. Operational connection resumed on July 2017.
	Suriname	Jun 2011	Implemented and operational
	Trinidad & Tobago	Dec 2018	Pending coordination
	Venezuela	Dec 2017	Pending operational tests in September 2017 when Venezuela had implemented its new AMHS system.
Panama	Colombia	Mar 2018	Circuitual interconnection has been configured through MEVA III/REDDIG II (mid-February 2017). Positive operational tests made on August 2017. Operational implementation will

STATES	AMHS INTERCONNECTION REQUIREMENTS	DATE OF IMPLEMENTATION	COMMENTS
			take place once Colombia and Panama contract AMHS circuit to the MEVA III communications provider in MEVAIII/REDDIGII interconnection.
Paraguay	Argentina	Mar 2012	Implemented and operational
	Brazil	Dec 2017	IP interconnectivity tests began mid July 2016. Pending of operational tests on October 2017.
Peru	Argentina	Nov 2017	Positive operational tests carried out at the end of 2016. Pending decision from authorities of Argentina and Chile for operational implementation.
	Bolivia	Mar 2018	Successful IP connectivity between La Paz MTA and Lima MTA.
	Brazil	Dec 2015	Implemented 14 December 2015
	Chile	Dec 2016	Entered into operations the second half of Dec 2016.
	Colombia	Sep 2010	Implemented
	Ecuador	Jul 2012	Implemented
	United States	Dec 2018	Initial coordination has begun for the AMHS connection through the MEVAIII/REDDIGII interconnection.
	Venezuela	Dec 2017	Pending operational tests when Venezuela has implemented its new AMHS system
Suriname	Brazil	Mar 2018	Began operations on 15 Dec 2016 at 17:00 UTC. At mid-February 2017 returned to AFTN configuration. Pending Suriname AMHS system updating.
	Guyana	Jun 2011	Implemented and operational
	Venezuela	Mar 2018	Pending operational tests to be made when Venezuela has implemented its new AMHS system (September 2017) and Suriname has updated its AHMS system (date TBD).
Uruguay	Argentina	Dec 2017	Positive P1 connectivity between Ezeiza and Montevideo achieved. Operational tests in July 2017.
	Brazil	Sep 2017	IP connectivity tests completed (first week October 2016) Protocol P1 successfully concluded the week of 28 November 2016 (30 November and 1 December). Positive operational test made on August 2017. Commissioning September 2017.

STATES	AMHS INTERCONNECTION REQUIREMENTS	DATE OF IMPLEMENTATION	COMMENTS
Venezuela	Argentina	Dec 2017	Implemented and operational (out of service- failure in AMHS Venezuela) Pending operational tests when new AMHS system starts operations on August 2017.
	Brazil	Dec 2017	Pending operational tests when new AMHS system starts operations on September 2017.
	Colombia	Dec 2017	Pending operational tests when new AMHS system starts operations on September 2017.
	Spain	Dec 2018	Pending initial coordination. Interconnection will be made through a communication circuit rented to a local provider.
	United States	Dec 2018	Pending initial coordination. AMHS circuit will be implemented through MEVAIII/REDDIGII interconnection.
	Ecuador	Dec 2017	Pending operational tests when new AMHS system starts operations on September 2017.
	Guyana	Dec 2017	Pending operational tests (Sep 2017) when Venezuela implement its new AMHS system
	French Guiana	Dec 2018	French Guiana has scheduled for January 2018 the commissioning of an AMHS (CONSOFT) system. AMHS interconnection foreseen to begin on October 2018.
	Peru	Dec 2017	Pending operational tests when new AMHS system starts operations on September 2017.
	Suriname	May 2018	Pending operational tests to be made when Venezuela has implemented its new AMHS system (September 2017) and Suriname has updated its AHMS system (date TBD).
	Trinidad & Tobago	Dec 2018	Pending initial coordination

Green highlighted: AMHS interconnection operative

Light green: almost operational

**NATIONAL FOCAL POINTS/PUNTOS FOCALES NACIONALES
IMPLEMENTATION OF INTERCONNECTION OF AMHS SYSTEM /IMPLANTACIÓN INTERCONEXIÓN DE SISTEMAS AMHS**

STATE/ ESTADO	ADMINISTRATION/ ADMINISTRACIÓN	NAME/ NOMBRE	POST/ CARGO	TELEPHONE/ TELEFONO	E-MAIL
ARGENTINA	EANA /ANAC	Hernan Gabriel Canna	Especialista CNS EANA	(54 11) 4480-2362	hcanna@eana.com.ar
		Javier Shenk	Gerente CNS (Communication, Navigation and Surveillance) EANA	54911 28370135	Jschenk@eana.com.ar
		Moira Callegare	Jefe departamento CNS (ANAC)	(54 11) 594-13097	mcallegare@anac.gob.ar
BOLIVIA	AASANA	Remigio Blanco	Responsable de Telecomunicaciones AASANA	(591 2) 237-0340	rblanco@asana.bo
BRAZIL/ BRASIL	DECEA	Eduardo Alberto do Nascimento Fontes	Coordinación técnica SDTE/DECEA	552121016620	eduardoanf@decea.gov.br
		Tomy Marques de Souza	Asesor de Comunicaciones	(5521) 21016392 (5521)982547971	tomytms@decea.gov.br
COLOMBIA	UAEAC	Gabriel Guzmán	Especialista de Comunicaciones	(571) 296-2940 (57) 317-656 7202	gabriel.guzman@aerocivil.gov.co
		Robinson Quintero	Especialista de Comunicaciones	(57) 1 296 2241	robinson.quintero@aerocivil.gov.co
CHILE	DGAC	Christian Vergara	Especialista comunicaciones	(56 2) 836-4005 (56 2) 644-8345	cvergara@dgac.gob.cl
ECUADOR	DAC	Raul Avellan	Especialista CNS coordinador sistema AMHS	(593 4) 269-2829 (593 9) 9530-2735	raul.avellan@aviacioncivil.gob.ec
GUYANA	Guyana Civil Aviation	Mortimer Salisbury	Supervisor - AN & T	(592) 261-2569	mbsalisbury2000@yahoo.com
GUYANA FR./FRENCH GUIANA	Dirección de los servicios de navegación aérea (Francia)	Michel Arenó	Jefe del centro de control del aeropuerto de Cayena	594 594 359395	michel.arenó@aviation-civile.gouv.fr

STATE/ ESTADO	ADMINISTRATION/ ADMINISTRACIÓN	NAME/ NOMBRE	POST/ CARGO	TELEPHONE/ TELEFONO	E-MAIL
PANAMA	Autoridad Aeronáutica Civil (AAC)	Daniel de Avila	Supervisor Dep. de COM	507 315 9877	deavila@aeronautica.gob.pa
		Abdiel Vásquez	Jefe Depart. CNS	507) 315-9877/78/44	abvasquez@aeronautica.gob.pa
PARAGUAY	DINAC	Víctor Morán Maldonado	Jefe Departamento de Comunicaciones	(595 21) 758 5208	moranchu@gmail.com
		Aldo Pereira	Jefe departamento técnico AMHS	595217585257 / +595217585255	aldopereira26@gmail.com
PERÚ	CORPAC	Jorge Garcia	Jefe de Comunicaciones	5112301000 Ext 3131	jgarcia@corpac.gob.pe
		Raul Anastasio Granda	Supervisor Comunicaciones AMHS-AFTN Área de Comunicaciones Fijas Aeronáuticas	(511) 230-1018	ranastacio@corpac.gob.pe
SURINAM/ SURINAME	Ministry of Transport, Communication and Tourism, Civil Aviation Department	Mitchell Themen	CNS Technical Division	(597) 325-123 (597) 325-172 (597) 497-143	mickiano@live.com
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VENEZUELA	INAC	Vicente Fiore	Coordinador área técnica	58 212 3551412 58 4166235643	vfffedullo@gmail.com
		Norelys Blanco	Servicios Integrados COM Maiquetía (SIM-COM)	58 212 3552010	norelys.blanco@inac.gob.ve

**IMPLEMENTATION OF DOMESTIC IP NETWORKS /
 IMPLANTACION DE REDES IP NACIONALES**

STATE/ESTADO	IP APPLICATIONS IMPLEMENTED/ APLICACIONES IP IMPLANTADAS	IMPLEMENTATION DATE OF DOMESTIC IP NETWORK FOR ALL IP APPLICATIONS/ FECHA DE IMPLANTACION DE RED IP NACIONAL PARA TODAS LAS APLICACIONES EN IP
Argentina	AMHS, DATA RADAR, IP VOICE/VOZ IP	2005
Bolivia	AMHS	2016
Brazil/Brasil	AMHS, DATA RADAR, IP VOICE/VOZ IP	2015
Chile	AMHS	2015
Colombia	AMHS, RADAR	2016
Ecuador	AMHS, RADAR	2014
French Guiana (France) / Guyana Francesa (Francia)	No	2018
Guyana	AMHS	2018
Panamá	AMHS, RADAR	2016
Paraguay	AMHS	2014
Perú	AMHS, RADAR	2016
Suriname/Surinam	AMHS	2018
Uruguay	AMHS RADAR	2014
Venezuela	AMHS	2010

Green = Implemented

Verde = Implantada

- END / FIN -

(AIDC) GROUND-GROUND DATA INTERCONNECTION LEVEL REQUIREMENTS IN THE SAM REGION

ARGENTINA						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels *				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
CORDOBA (AUT. INDRA AIRCON2100) (2007)	IQUIQUE	XI			X	Positive AIDC tests - March 2016 As a result of the tests, the transmission speed has to be incremented from 2400 to 9600 bit/seg AIDC foreseen to be operational at the end of the second semester of 2018.
	LA PAZ	XI			X	AIDC foreseen for period 2018-2019
	EZEIZA	XI			XI	AIDC in pre-operational phase since December 2015. Operational phase foreseen by the first semester of 2017
	MENDOZA	XI			X	AIDC pre-operational phase by the second semester of 2017
	RESISTENCIA	XI			X	AIDC pre-operational phase by the second semester of 2017
RESISTENCIA (AUT. INDRA AIRCON2100) (May 2016)	ASUNCION	XI			X	Positive AIDC tests were conducted in 2015 between Ezeiza and Asuncion. Tests between Resistencia and Asuncion were conducted in the end of 2016. AIDC foreseen to be operational by the first semester of 2018.
	CORDOBA	XI			X	AIDC pre-operational by the second semester of 2017
	CURITIBA	XI			X	AIDC foreseen by the first semester of 2018
	EZEIZA	XI			X	AIDC pre-operational by the second semester of 2017
	MONTEVIDEO	XI			X	AIDC foreseen by the first semester of 2018

EZEIZA (AUT. INDRA AIRCON2100) (2007)	COMODORO RIVADAVIA	XI			X	AIDC pre-operational by the second semester of 2017
	MENDOZA	XI			X	AIDC pre-operational by the second semester of 2017
	PUERTO MONTT	XI			X	AIDC by the first semester of 2018
	CORDOBA	XI			XI	AIDC in pre-operational phase since December 2015. Operational phase foreseen by the second semester of 2017
	RESISTENCIA	XI			X	AIDC pre-operational by the second semester of 2017
	JOHANNESBURG	XI			X	AIDC tests foreseen by the second semester of 2017
	MONTEVIDEO	XI			X	AIDC foreseen by the first semester of 2018
MENDOZA (AUT INDRA AIRCON2100) (May 2016)	EZEIZA	XI			X	AIDC pre-operational by the first semester of 2017
	SANTIAGO	XI			X	AIDC foreseen for period 2018-2019
	CORDOBA	XI			X	AIDC pre-operational by the second semester of 2017
COMODORO RIVADAVIA (AUT INDRA AIRCON2100) (June 2016)	EZEIZA	XI			X	AIDC pre-operational by the first semester of 2017
	PUNTA ARENAS	XI			X	AIDC by the end of the second semester of 2017
	PUERTO MONTT	XI			X	AIDC by the end of the second semester of 2017

BRAZIL						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
AMAZÓNICO (MANAUS) AUTO. SAGITARIO ATECH	BRASILIA	XI			XI	AIDC implemented June 2016
	BOGOTÁ	XI			X	AIDC operational foreseen by December 2017
	CAYENNE	XI			X	AIDC foreseen for period 2018-2019
	CURITIBA	XI			XI	AIDC implemented July 2016
	GEORGETOWN	XI			X	AIDC foreseen for period 2018-2019
	LA PAZ	XI			X	AIDC foreseen for period 2018-2019

	LIMA	XI			X	AIDC foreseen for December 2017
	MAIQUETIA	XI	X		X	AIDC foreseen for period 2018-2019
	PARAMARIBO	XI			X	AIDC foreseen for period 2018-2019
	RECIFE	XI			X	AIDC implemented since 2 May 2016
	ATLÂNTICO	XI			X	Second semester 2017
BRASILIA AUTO. SAGITARIO ATECH	AMAZÔNICO	XI			XI	AIDC implemented June 2016
	CURITIBA	XI			XI	AIDC implemented July 2016
	RECIFE	XI			XI	AIDC implemented June 2016
CURITIBA AUTO. SAGITARIO ATECH	AMAZONICO	XI			XI	AIDC implemented July 2016
	ASUNCION	XI			X	AIDC foreseen for December 2017
	BRASÍLIA	XI			Xi	AIDC implemented July 2016
	LA PAZ	XI			X	AIDC foreseen for period 2018-2019
	MONTEVIDEO	XI			X	AIDC foreseen for the first semester of 2018
	RECIFE	XI			XI	AIDC implemented July 2016
	RESISTÊNCIA	XI			X	AIDC foreseen by the first semester of 2018
	ATLÂNTICO	XI			X	Second Semester 2017
RECIFE AUTO. SAGITARIO ATECH	AMAZÔNICO	XI			XI	AIDC Implemented on 2 May 2016
	BRASÍLIA	XI			XI	AIDC implemented June 2016
	CURITIBA	XI			XI	AIDC implemented July 2016
	ATLÂNTICO	XI			X	Second Semester 2017
ATLÂNTICO AUTO. SAGITARIO ATECH	AMAZÔNICO	XI			X	Second Semester 2017
	CURITIBA	XI			X	Second Semester 2017
	DAKAR	XI			X	AIDC TBD
	JOHANNESBURG	XI			X	AIDC TBD
	LUANDA	XI			X	AIDC TBD
	MONTEVIDEO	XI			X	AIDC foreseen for period 2018-2019
	RECIFE	XI			X	Second Semester 2017
	CAYENNE	XI			X	AIDC foreseen for period 2018-2019

BOLIVIA						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
LA PAZ (MANUAL)	AMAZÔNICO	XI			X	AIDC foreseen for period 2018-2019
	ASUNCION	XI			X	AIDC foreseen for period 2018-2019
	CURITIBA	XI			X	AIDC foreseen for period 2018-2019
	CORDOBA	XI			X	AIDC foreseen for period 2018-2019
	LIMA	XI			X	AIDC foreseen for period 2018-2019
	IQUIQUE	XI			X	AIDC foreseen for period 2018-2019

CHILE						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
SANTIAGO (AUTO THALES TOPSKY)	IQUIQUE	XI			X	AIDC foreseen for period 2018-2019
	LIMA	XI			X	AIDC foreseen for period 2018-2019
	MENDOZA	XI			X	AIDC foreseen for period 2018-2019
	PUERTO MONTT	XI			X	AIDC foreseen for period 2018-2019
IQUIQUE (AUTO INDRA AIRCON 2100)	CORDOBA	XI			X	Positive AIDC tests - March 2016. Tests results indicate the requirement of increase transmission speed from 2400 to 9600 bit/sec. AIDC operational foreseen by the first semester of 2018
	LA PAZ	XI			X	AIDC foreseen for period 2018-2019
	LIMA	XI			X	Positive AIDC tests conducted in February 2016. AIDC foreseen to be operational by the second semester of 2017

PUERTO MONTT (INDRA AUTOMATED)	SANTIAGO	XI			X	AIDC foreseen for period 2018-2019
	PUNTA ARENAS	XI			X	AIDC pre operational since November 2016.
	EZEIZA	XI			X	AIDC by the first semester of 2018
	COMODORO RIVADAVIA	XI			X	AIDC by the first semester of 2018
PUNTA ARENAS (INDRA AUTOMATED)	PUERTO MONTT	XI			X	AIDC pre operational since November 2016
	COMODORO RIVADAVIA	XI			X	AIDC by the first semester of 2018

COLOMBIA						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 444 4 Auto	3 (OLDI)	4 (AIDC)	
BOGOTÁ (AUTO INDRA AIRCON 2100)	AMAZÔNICO	XI			X	AIDC foreseen to be operational for December 2017
	CENAMER	XI			X	AIDC foreseen for period 2018-2019
	GUAYAQUIL	XI			XI	Positive AIDC tests conducted AIDC in pre-operational phase (August 2015). Implementation foreseen December 2017.
	LIMA	XI			XI	Positive AIDC tests conducted. AIDC pre-operational (August 2015) Operational letter of agreement incorporating AIDC was signed on November 2016 Operational phase foreseen last quarter 2017
	MAIQUETIA	XI			X	AIDC foreseen for period 2018-2019
	PANAMA	XI			X	Positive AIDC tests conducted. AIDC foreseen to be operational by second semester 2017.
	BARRANQUILLA	XI			XI	AIDC pre-operational (March 2016)
BARRANQUILLA (AUTO INDRA AIRCON 2100)	MAIQUETIA	XI			X	AIDC foreseen for period 2018-2019
	PANAMA	XI			X	Positive AIDC tests conducted. AIDC foreseen to be operational by second semester 2017.

	BOGOTA	XI			XI	AIDC pre-operational (March 2016)
	KINGSTON	XI			X	AIDC TBD
	CURAÇAO	XI			X	AIDC TBD
APP Rio Negro (AIRCON 2100)	PANAMA	XI			X	Tests on second semester 2017
APP Cali (AIRCON 2100)	PANAMA	XI			X	Tests on second semester 2017

ECUADOR						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 444 4 Auto	3 (OLDI)	4 (AIDC)	
GUAYAQUIL AUTO INDRA AIRCON 2100	BOGOTA	XI			XI	Positive AIDC tests conducted. AIDC pre-operational (August 2015) implementation foreseen December 2017
	LIMA				XI	AIDC operational implementation (31 March 2016) Migrated to pre-operational phase since Nov 2016. Resume to operational phase foreseen for last quarter 2017.
	CENAMER	XI			X	Positive AIDC tests conducted. AIDC foreseen for period 2018-2019

FRENCH GUIANA						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
CAYENNE AUTO ADACEL AIDC not installed	AMAZÔNICO	XI			X	AIDC foreseen for period 2018-2019
	PARAMARIBO	XI			X	AIDC foreseen for period 2017-2019
	PIARCO	XI			X	AIDC foreseen for period 2018-2019
	DAKAR	XI			X	AIDC foreseen for period 2018-2019
	ATLANTICO	XI			X	AIDC foreseen for period 2018-2019

GUYANA						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
GEORGETOWN AUTO INTELCAN AIDC not installed	AMAZONICO	XI			X	AIDC foreseen for period 2018-2019
	PIARCO	XI			X	AIDC foreseen for period 2018-2019
	MAIQUETIA	XI			X	AIDC foreseen for period 2018-2019
	PARAMARIBO	XI			X	AIDC foreseen for period 2018-2019

PANAMA						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 444 Auto	3 (OLDI)	4 (AIDC)	
PANAMA (AUTO THALES)	BOGOTA	XI			X	Positive AIDC tests conducted. AIDC foreseen to be operational by second semester 2017.
	BARRANQUILLA	XI			X	Positive AIDC tests conducted. AIDC foreseen to be operational by second semester 2017.
	CENAMER	XI			X	Positive AIDC tests conducted. Pre operational phase. AIDC foreseen to be operational by the second semester 2017
	APP CALI	XI			X	Tests on second semester 2017.
	APP RIO NEGRO	XI			X	Tests on second semester 2017.

PARAGUAY						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
ASUNCION AUTO AIRCON 2100 INDRA	CURITIBA	XI			X	AIDC foreseen for December 2017
	LA PAZ	XI			X	AIDC foreseen for period 2018-2019
	RESISTENCIA	XI			X	Positive AIDC tests conducted in 2015 between Ezeiza and Asuncion. Tests between Resistencia and Asuncion were held by the end of 2016. AIDC foreseen to be operational by the first semester 2018.

PERU						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
LIMA AUTO AIRCON 2100 INDRA	AMAZONICO	XI			X	AIDC foreseen to be operational by December 2017
	BOGOTA	XI			XI	Positive AIDC tests conducted. AIDC pre-operational phase (August 2015). Amendment to the operational agreement including the AIDC signed in November 2016. Operational phase foreseen last quarter 2017
	SANTIAGO	XI			X	AIDC foreseen for period 2018-2019
	IQUIQUE	XI			X	Positive AIDC tests conducted in February 2016. AIDC foreseen to be operational by the second semester of 2017.

	GUAYAQUIL	XI			XI	AIDC operational (31 March 2016) migrated to pre-operational phase on November 2016. Expected to resume operational phase the las quarter 2017.
	LA PAZ	XI			X	AIDC foreseen for period 2018-2019

SURINAME						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
PARAMARIBO (AUTO INTELCAN) AIDC not installed	AMAZÓNICO	XI			X	AIDC foreseen for period 2018-2019
	GEORGETOWN	XI			X	AIDC foreseen for period 2018-2019
	PIARCO	XI			X	AIDC foreseen for period 2018-2019
	CAYENNE	XI			X	AIDC foreseen for period 2018-2019

URUGUAY						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
MONTEVIDEO (AUTO INDRA AIRCON2100)	CURITIBA	XI			X	AIDC foreseen by first semester 2018
	EZEIZA	XI			X	AIDC foreseen by the first semester 2018
	RESISTENCIA	XI			X	AIDC foreseen by first semester 2018
	ATLANTICO	XI			X	AIDC foreseen for period 2017-2019
	JOHANNESBURG	X			X	AIDC TBD

VENEZUELA						
ACC	ACC ADJ	Flight plan				Comments
		Interconnection levels				
		1 4444 Manual	2 4444 Auto	3 (OLDI)	4 (AIDC)	
MAIQUETIA (AUTO ATECH X4000) AIDC not installed	AMAZONICO	XI	XI		X	AIDC foreseen for period 2018-2019
	BOGOTA	XI			X	AIDC foreseen for period 2018-2019
	BARRANQUILLA	XI			X	AIDC foreseen for period 2018-2019
	PIARCO	XI			X	AIDC TBD
	CAYENNE	XI			X	AIDC foreseen for period 2018-2019
	CURAZAO	XI			X	AIDC TBD
	SAN JUAN	XI			X	AIDC TBD

* X PLANNED

*XI IMPLEMENTED AND IN PRE-OPERATIONAL OR OPERATIONAL PHASE

**NATIONAL FOCAL POINTS/PUNTOS FOCALES NACIONALES
IMPLEMENTATION OF INTERCONNECTION OF AUTOMATED SYSTEMS/IMPLANTACIÓN INTERCONEXIÓN SISTEMAS
AUTOMATIZADOS**

STATE/ ESTADO	ADMINISTRATION/ ADMINISTRACIÓN	NAME/ NOMBRE	POST/ CARGO	TELEPHONE/ TELEFONO	E-MAIL
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COLOMBIA	UAEAC	Harlen Mejía	Jefe de Aeronavegación		harlen.mejia@aerocivil.gov.co
		Mauricio Ferrer	Especialista ATM sistemas automatizados		mauricio.ferrer@aerocivil.gov.co
		Pedro Alejandro Velasco	Jefe Grupo de Vigilancia Aeronáutica	(57) 317656-7203	pedro.velasco@aerocivil.gov.co

STATE/ ESTADO	ADMINISTRATION/ ADMINISTRACIÓN	NAME/ NOMBRE	POST/ CARGO	TELEPHONE/ TELEFONO	E-MAIL
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		Jorge Zúñiga	Programación FDP y coordinaciones	(593 2) 2604477	jorzu40@hotmail.com
		Eugenio Espinoza	Controlador ACC Guayaquil Radar	(593) 981269823	eugenio.espinoza@aviacioncivil.gob.ec
GUYANA					
GUYANA FR./ FRENCH GUIANA	Service de la Navigation Aérienne aux Antilles-Guyane (SNA-AG)	Michel Areno	Head French Guiana ACC	(594) 694455617	michel.arena@aviation-civile.gouv.fr
PANAMA	Autoridad Aeronáutica Civil (AAC)	Mario Antonio Facey Howard	Especialista radar y sistemas automatizados	(507) 315-9852/65	mfacey@aeronautica.gob.pa
PARAGUAY	DINAC	Digno Nelson Cardozo González	Técnico Especialista en Radar y Sistemas Automatizados	(595) 9217585016 Cel: (595) 961779106	nechicar@gmail.com
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STATE/ ESTADO	ADMINISTRATION/ ADMINISTRACIÓN	NAME/ NOMBRE	POST/ CARGO	TELEPHONE/ TELEFONO	E-MAIL
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		Sara Siles La Rosa	Jefe del Área de Servicios de Información Aeronáutica CORPAC S.A.	(511) 230 1168 / (511) 230 1169 Cel: (51) 978 598 481	ssiles@corpac.gob.pe
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**STATUS OF THE AUTOMATION IMPLEMENTATION TO GIVE EFFECT TO THE
AMENDMENT TO THE FLIGHT PLAN FORMAT/**

**ESTADO DE IMPLANTACION DE LA AUTOMATIZACION PARA DAR CUMPLIMIENTO
DE LA ENMIENDA EN EL FORMATO DEL PLAN DE VUELO**

STATE/ ESTADO	ACC	AFTN/AMHS (Template FPL 2012)	FDP /FPL2012
Argentina	Comodoro Rivadavia	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated/Automatización Implemented June 2016/Implementado Junio 2016
	Cordoba	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated / Automatizado
	Ezeiza	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated / Automatizado
	Mendoza	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated/Automatización Implemented June 2016/Implementado Junio 2016
	Resistencia	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated/Automatización Implemented June 2016/Implementado Junio 2016
Bolivia	Cochabamba /La Paz	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Manual It is foreseen by the end of 2019 an ATM automated system compatible with FPL/12 in the new Cochabamba ACC and La Paz ACC (back up) / Se tiene previsto para finales del 2019 un sistema automatizado ATM compatible con el FPL/12 en el nuevo ACC de Cochabamba y La Paz. ACC (respaldo)

STATE/ ESTADO	ACC	AFTN/AMHS (Template FPL 2012)	FDP /FPL2012
Brazil / Brasil	Amazónico	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated /Automatizado (use of converter) / (uso de convertidor centralizado)
	Atlántico	Implemented (AMHS terminal) / Implantado (terminal AMHS)	An update in Sagitario ATM automated system (from ATECH Brazil) which includes the new FPL/12 flight plan format to deactivate the centralized inverter is scheduled for the end of 2017 in the ACC
	Brasilia	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Amazonico, Atlantico, Brasilia, Curitiba and Recife/ Para finales del 2017 está prevista una actualización en Sagitario (sistema automatizado ATM de Brasil de la empresa ATECH) que incluye el nuevo formato de plan de vuelo FPL/12 y desactivar el convertidor centralizado.
	Curitiba	Implemented (AMHS terminal) / Implantado (terminal AMHS)	
	Recife	Implemented (AMHS terminal) / Implantado (terminal AMHS)	
Chile	Iquique	Not implemented (AFTN terminal) / No Implantado (terminal AFTN)	Automated /Automatizado
	Punta Arenas	Not implemented (AFTN terminal) / No Implantado (terminal AFTN)	Automatizado /
	Puerto Montt	Not implemented (AFTN terminal) / No Implantado (terminal AFTN)	Automated /Automatizado
	Santiago	Not implemented (AFTN terminal) / No Implantado (terminal AFTN)	Automated/Automatizado
	Santiago Oceanico	Not implemented (AFTN terminal) / No Implantado (terminal AFTN)	Automated/Automatizado
Colombia	Barranquilla	Not implemented (AMHS terminal) No implantado (terminal AMHS)	Automated /Automatizado
	Bogotá	Not implemented (AMHS terminal) No implantado (terminal AMHS)	Automated /Automatizado

STATE/ ESTADO	ACC	AFTN/AMHS (Template FPL 2012)	FDP /FPL2012
Ecuador	Guayaquil	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated /Automatizado
French Guiana (France) Guyana Francesa (Francia)	Rochambeau	No Implemented (AMHS terminal) / No Implantado (terminal AMHS)	Automated / Automatizado
Guyana	Timehri	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated / Automatizado
Panama	Panama	Implemented / implantado (AMHS terminal))	Automated /Automatizado
Paraguay	Asunción	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Manual Automated at the end of 2017 /Automatizado a final del 2017
Peru	Lima	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Update automation system by the end of third quarter 2017/ Actualización Sistema automatizado finales del tercer trimester del 2017
Suriname/Surinam	Paramaribo	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated (out of service, working manually) / Automatizado (fuera de servicio, trabajando manualmente)
Uruguay	Montevideo	Implemented (AMHS terminal) / Implantado(terminal AMHS)	Automated / Automatizado
Venezuela	Maiquetia	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated /Automatizado (use of converter) / (uso de convertidor) By the end of 2017 it is foreseen a new automation system in Maiquetía ACC/ Para finales del 2017 se estima operación del nuevo sistema automatizado del ACC de Maiquetía

Agenda Item 2: Follow-up to the implementation of safety oversight priorities

2.2.1 Under this agenda item the following papers presented by the Secretariat were analysed: WP/07 – *Follow-up on goals concerning safety oversight, accidents and runway excursions*; WP/08 – *Follow-up to airdrome certification goals*; WP/09 – *Follow-up to goals related to the implementation of the State Safety Programme (SSP) and the Safety Management System (SMS)*; and IP/03 – *Global Aviation Safety Plan (GASP), SAM Safety Plan and State Safety Plan*.

2.2 WP/07 - FOLLOW-UP ON GOALS CONCERNING SAFETY OVERSIGHT, ACCIDENTS AND RUNWAY EXCURSIONS

2.2.1 Under this agenda item, the Meeting took note on goals of the Declaration of Bogota and the results concerning safety oversight, accidents and runway excursions, according to the following detail:

Safety: Attain 80% effective implementation (EI) in the SAM Region

2.2.2 Between November 2011 and August 2017, ICAO held four (4) CMA audits, 13 ICAO coordinated validation missions (ICVMs) and four (4) off-site activities in the SAM Region. During this period of time, 12 out of the 13 that had any USOAP CMA activity showed major improvements in the effective implementation of ICAO SARPs

2.2.3 Based on the results obtained presented in the table below, the average for the SAM Region increased from de 66.28% a 76.62% (+10,34%) from November 2011 to August 2017, leaving 3.38 % still to be improved to achieve de Declaration of Bogota goal established for the end of 2016. With this rate of +10.34, the SAM Region improved its EI in **1.47** annually.

2.2.4 Considering ICVM Panama preliminary results, held from 19 to 28 September 2017, SAM Region would increase its EI to **78.72 %** up to the end of 2017.

Accidents: Reduce the accident rate gap of the SAM Region by 50% with respect to the global accident rate.

2.2.5 According to the table below, containing information collected from ICAO iSTARS-3 application, the accident rate in South America for scheduled commercial air transport operations with aircraft of more than 5 700 kg has been gradually dropping until reaching a rate of **1.03** accidents in 2015 for every 1.000.000 departures, quite below the global rate of **2.78**. In spite of the above, in 2016 SAM Region showed a considerable increase by occurrence, pulling up accident rate from **1.03** in 2015 to **3.25** in 2016, maintained below the global rate of **3.74** for a consecutive second year.

Runway excursions: Reduce the rate of runway excursions by 20% with respect to the average rate of the SAM Region (2007-2012).

2.2.6 The average rate of runway excursions between 2007 and 2012 was 2.24 accidents per million departures. The 20% reduction goal represents 1.8 accidents per million departures.

2.2.7 Based on information provided by ICAO iSTARS-3 and presented in the table showed below, the average rate of runway excursions (RE) indicates a gradual decrease of these accidents since

2007, with the exception of 2011 and 2013. In 2016 this rate increased considerably from 0.51 to **2.1**, exceeding the Declaration of Bogota goal for this year.

2.2.8 The Meeting commented about the importance to consider goals fragility due to their low values, which is positive in one side but any accident would cause a big variation. Also, special attention should be given to the adequate registration of departures number in order that indices are reflected more precisely.

2.3 WP/08 - FOLLOW-UP TO AERODROME CERTIFICATION GOALS

2.3.1 Under this agenda item WP/08 was presented, where challenges and measures adopted for aerodromes certification which goal in the Declaration of Bogota was to reach 20% duly certified international aerodromes in South American region (Doc. 8733 – ICAO CAR/SAM Regions Air Navigation Plan). Up to September 2017 the number of certified aerodromes was increased to twenty-five (25), from twenty-one (21) reported during the last AN&FS/3 meeting. It is important to point out that, when the goal of 20% certified aerodromes to be reached in 2013 was established, the number of international aerodromes that figured in Doc. 8733 was 100, number that has been increased to 104 at the present.

2.3.2 The results of a survey carried out with the States on the application of exemption mechanisms as a mean to facilitate aerodrome certification where SARPS non-compliance prevail. During the presentation it was emphasized that few States put into practice the exemption mechanisms. Therefore the Regional Office is carrying out activities (three in 2017) to support States to determine parameters to request and approve this analysis, as well as to identify the most common problems that can be solved through this analysis

2.3.3 On the other hand, the survey also asked about the main challenges faced by the CAA for aerodrome certification. Under this agenda item, the Meeting considered that the survey shown mixed results that can be analysed from different points of view, and that could not clearly identify the root cause of problems for aerodrome certification in each of the States. For example, a State commented that the problem, more than lack of personnel, is due to the lack of knowledge of the process. Other State commented that the clauses established in the concession contracts could be the principal barrier. Discussions also indicated that the State decision to grant an international condition to aerodromes that do not have international operations (due to social or political reasons), represents a big load to comply with the requirement. In conclusion, each State could have its own problems that might not be clearly identified in the survey.

2.3.4 After WP08 was presented, the Meeting considered that each State in order to strengthen the survey results develop an internal analysis to identify the root cause of aerodrome certification problems. This diagnosis could be used by the Secretariat to prepare orientation guidelines addressed to CAA Directors, indicating the specific measures that need to be taken, aligned with the aerodrome certification regional strategy in order to comply with the certification requirement and, intis way, be more precise in its commitment to deliver an implementation plan addressing the requirement (suggested by the Secretariat) that could be used as mechanism for the States to have clearer goals for the implementation based on its own weigh with respect to the regional average, which should be included in a later date. Therefore, it was convened to ad opt the following recommendations:

RECOMMENDATION AN&FS/4-01 – STATES INTERNAL ANALYSIS WITH RESPECT TO AERODROME CERTIFICATION

To request the States to submit to the Secretariat the explanation of the principal challenges they had to face for not having completed their aerodromes certification for 30 November 2017 de 2017.

RECOMENDACIÓN AN&FS/4-02 – ORIENTATION GUIDELINES FOR CAA REGARDING AERODROME CERTIFICATION

To request the Secretariat to make available high level orientation texts (DGCA/DFS), based in the results of Recommendation AN&FS/4-01, to be used as a guide for the actions to be taken by the CAA to achieve their aerodromes certification.

2.4 WP/09 - FOLLOW-UP TO GOALS RELATED TO THE IMPLEMENTATION OF THE STATE SAFETY PROGRAMME (SSP) AND THE SAFETY MANAGEMENT SYSTEM (SMS)

2.4.1 Following the agenda items, the Meeting was informed about the progress of SSP and SMS implementation in the following way:

2.4.2 *State safety programme (SSP)*. - The SAM Office established the meetings on SSP implementation starting in 2013. The fifth meeting on SSP implementation, held in Lima, Peru on 7-11 November 2016, analysed the status of SSP implementation in SAM States.

2.4.3 At that meeting, some States showed more progress than others. Accordingly, it was agreed to start programme implementation from the first element of the first SSP implementation phase, seeking a mechanism to allow all States to proceed at the same pace. In this regard, Bolivia, Chile, Colombia, Ecuador, Panama, Peru, and Venezuela expressed their intention to participate in a pilot project for SSP implementation until the end of 2018. Colombia joined the pilot project once the USOAP CMA audit conducted by ICAO on 5-15 June 2017 had been completed.

2.4.4 The pilot project for SSP implementation in SAM States was launched on 16 March 2017, with the seven (7) aforementioned States. Subsequently, Guyana requested to join the project, thus becoming the eighth member of the pilot project.

2.4.5 The objective of the pilot project is to develop legislation, regulations, guidance material, processes, mechanisms, and model systems related to safety management to support SAM States in the implementation of SSP within a period of two years.

2.4.6 The pilot project comprises fifteen (15) projects and one (1) general project, which will be executed until the end of 2018, ensuring implementation in the eight (8) aforementioned States and in the remaining SAM States that may wish to participate therein.

2.4.7 At present, the 16 working groups are developing their programme of activities in support of SSP implementation in the SAM Region..

2.4.8 **Appendix A** contains the list of participants of the SSP pilot project working groups, and **Appendix B** shows the deliverables of each working group.

2.4.9 In order to ensure SSP implementation in the eight States participating in the pilot project, said States agreed to follow the SSP implementation plan shown in **Appendix C** to this working paper. According to the timetable of this plan, seven (7) of the States participating in the pilot project have already delivered the first element of Phase 1, related to the designation of the SSP appropriate organisation and accountable executive.

2.4.10 In order to meet the first strategic objective of the SAM safety plan, and in line with the provisions of Annex 19, the ICAO South American Regional Office will consult the States that are not participating in the pilot project (Argentina, Brazil, Paraguay, Suriname, and Uruguay) regarding the submission of their SSP implementation plans by December 2020. However, it should be noted that the second edition of Annex 19 is to become effective on **7 November 2019**

2.4.11 As part of the SSP Pilot Project, the Secretariat considered that this project member States should improve the internal communication of their Civil Aviation Authorities to integrate the ANS safety oversight units within the SSP tasks, specifically ATS, considering that part of this units responsibilities is the acceptance and oversight of the SMS of their ATS services suppliers. Tasks being developed as part of the SSP pilot project would support ANS oversight unit to comply with responsibilities derived from Annexes 11 and 19, and Doc. 9859.

2.4.12 **Safety Management System (SMS).**- Once the SAM States implement the SSP, the SMS will be measured in each of them.

2.4.13 The meeting agreed on the importance of participating in the SSP implementation pilot project, and invited the States that are not yet participating in the project to consider their adherence to the project as soon as possible in view of the great benefits offered to the States by the project

2.4.14 When analysing the need to amend the State basic aeronautical law to include the SSP implementation as a role of the Civil Aviation Authority (CAA), the Meeting argued that according to the fourth edition of Doc 9859, to be published soon, this issue depends of the legal system of each State, and that some States have considered that the SSP implementation is already implicit as one of the present CAA responsibilities, therefore, they do not need this specific empowerment. In such cases, the evidence of the SSP implementation should be clearly available in the State formal documents, and these should show a clear commitment with the State functional responsibilities regarding safety management described in Annex 19. Regarding this matter, the Secretariat was asked to request clarification to ICAO HQ about the status of the referred requirement.

2.5 IP/03 – GLOBAL AVIATION SAFETY PLAN (GASP), SAM SAFETY PLAN AND STATE SAFETY PLAN

2.5.1 The Secretariat shared with the Meeting the content and nature of the Global Aviation Safety Plan (GASP) 2017-2019.

2.5.2 The GASP defines the strategy for prioritising and continuously improving aviation safety. The GASP contains the framework for the development and implementation of regional, sub-regional and national safety plans. Through the GASP, ICAO promotes the harmonisation and coordination of efforts towards the enhancement of international civil aviation safety.

2.5.3 The general purpose of the GASP is to provide a harmonised guide for the development of regional and State safety plans, supported by regional safety activities, coordinated by the regional safety groups (RASGs). The GASP seeks to support the States and the Regions with the policies, planning and implementation of safety aspects through:

- the establishment of global safety priorities and GASP objectives;
- the provision of a planning framework, timetables and guidance material; and
- implementation strategies and a global roadmap with procedures and methods for achieving GASP objectives and for defining specific priorities at regional and State level, and also defining the role of industry.

2.5.4 The GASP sets forth the objectives to be achieved by States through the implementation of effective safety oversight systems, State safety programmes (SSP) and the development of advanced safety oversight systems that include predictive risk management. The GASP also defines a timetable for the attainment of short-, medium- and long-term objectives at global level.

2.5.5 **Global roadmap**

2.3.1 The global roadmap is an action plan that has been developed in order to assist the aeronautical community to achieve GASP objectives. It provides a structured frame of reference for all stakeholders. The objective of the roadmap is to make sure that safety initiatives provide the expected benefits associated to GASP objectives through better coordination, thus reducing inconsistencies and duplication of efforts. The GASP contains instructions for using the roadmap and facilitating its implementation.

2.5.6 **GASP Study Group (GASPSG)**

The GASPSG is an ICAO study group that develops and maintains the GASP and provides guidance for harmonised development of regional and State safety plans, with the support of regional safety activities coordinated by the regional aviation safety groups (RASGs). The GASPSG seeks to assist States and the Regions in their respective safety policies, planning and implementation, providing specialised advice to the ICAO Secretariat. It consists of experts from civil aviation authorities, airlines, aircraft manufacturers and international organisations. The ICAO South American Regional Office and the Regional Safety Oversight Cooperation System (SRVSOP) form part of the GASPSG to ensure regional representation and to make sure that relevant regional aspects are contemplated in the GASP.

2.5.7 **The GASP and the regional and national safety plans**

While the GASP offers a global perspective, its content might need to be adjusted to meet regional or national requirements. Regional and national safety plans should be consistent with the GASP. Regional and national safety policies should be adjusted based on the issues facing the States concerned.

2.5.8 **SAM safety plan**

The SAM Safety Plan (SAMSP) provides for the implementation of safety management based on three priorities: improving effective implementation (EI) within the framework of the ICAO universal safety oversight audit programme (USOAP) continuous monitoring approach (CMA); implementing the State safety programme (SSP); and reducing the accident rate in high-risk categories identified in the South American Region (SAM). This plan corresponds to the safety pillar of the Agenda

2035 for air transport in South America contained in the SAM Plan. The objectives of the SAMSP are consistent with the objectives of the Global aviation safety plan (GASP).

2.5.9 Within the framework of the Agenda 2035 for the development of air transport in South America (SAM Plan), the South American safety plan (SAMSP) has been developed taking into account the latest revision to the Global aviation safety plan (GASP), and falls within the scope of a preventive strategy for improving safety performance in the South American (SAM) Region. This preventive safety strategy is based on the implementation of a State safety programme (SSP) that systematically addresses risk and the effective implementation and continuous improvement of the eight (8) critical elements (CEs) of the safety oversight system.

2.5.10 The plan is aimed at establishing a safety management implementation strategy in the SAM Region, based primarily on GASP guidelines, the provisions of Annex 19 and other safety-related Annexes, and guidance provided in Doc 9859 – Safety management manual (SMM).

2.5.11 The document contains the SAM vision concerning safety management, assigning high priority to safety, the sustainability of operations, environmental protection, and training.

2.5.12 **State safety plan**

Each State will develop a safety plan. In this plan, the State will define the policy, guidelines, objectives, indicators, goals, and alert levels, in accordance with the guidelines, objectives, indicators, and goals established in the SAMSP. Development will depend on the level of maturity of the State with respect to the implementation of a safety management system that integrates the eight critical elements (CEs) of the safety oversight system with SSP provisions.

2.5.13 The State safety plan will include:

- the CAP, describing the activities to be carried out by the State in order to meet the objectives and goals of its safety plan with respect to EI improvement, or the plan for updating the PQs based on the percentage of EI obtained by each State in the USOAP CMA;
- the SSP implementation plan, describing the implementation phases and elements; and
- mitigation plans for managing risk and preventing accidents.

2.5.14 The State safety plan and its corresponding sections will be submitted to the ICAO South American Regional Office for control and oversight.

2.5.15 In response to the concerns expressed at the Meeting, the Secretariat explained that the SAMSP formalizes the activities that the SAM Office has been carrying out throughout the last few years to support States in improving effective implementation of the SARPs; implementing the SSP; and defining accident mitigation and prevention strategies. Within this context, SAM States are expected to develop their national safety plans based on the SAMSP. It was also explained that the SAMSP would include a model State safety plan.

2.5.16 Finally, the Meeting noted that, as planned, working groups would be created in each axis of the SAM plan, including the safety group that would be in charge of analysing the first draft SAMSP during the first quarter of 2018.

Pilot project for the implementation of the State Safety Programme (SSP) in the SAM Region
Working groups participants list, project titles and rapporteurs
(2017-2018)

Group No./Projects	State	Project Rapporteur	Project Working Group (Name, Email Address and Telephone No.)
Group 1			
<p>1A. Project for the development of an amendment to primary aviation legislation to establish a SSP legislative framework for States requiring it (CAA/AIG)</p> <p>1B. Project for the development of an instrument different to primary aviation legislation in which SSP legislative framework be established (CAA/AIG)</p>	Bolivia		<p>Marcelo Maldonado Rueda DGAC Secretary General C. 591-72055211 mmaldonado@dgac.gob.bo</p> <p>Fernando Pizarro Alcazar Juridical Analysis Specialist C. 591-68215912 cpizarro@dgac.gob.bo</p> <p>Lenny Sanz Guerrero Juridical Management Professional III C. 591-71558973 lsanzguerrero@dgac.gob.bo</p>
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	Guyana		<p>Raleigh Bickford cbrikford@gcaa-gy.org 592-608-4191</p> <p>Chaitrani Heeralall cheeralall@gcaa-gy.org 592-608-7936</p>
	Panama		<p>Raúl A. Samaniego and OGCS team rsamaniego@aeronautica.gob.pa T. (507) 501-9526 / 9524 /9006</p> <p>Eunides Pérez eperez@aeronautica.gob.pa T. (507) 315-9811</p>
	Peru		<p>Jorge Dupuich jdupuich@mtc.gob.pe T. 511 6157800 Ext. 7882</p> <p>Jorge Amoros jamoros@mtc.gob.pe T. 511 6157800 Ext. 6976</p> <p>Víctor Arcaya varcaya@mtc.gob.pe T. 511 6157800 Ext. 1195</p> <p>Francisco Burgos fburgos@mtc.gob.pe</p> <p>Luis Zavala azavala@mtc.gob.pe T. 511 6157800 Ext. 1453</p> <p>Roger Soca</p>

Group No./Projects	State	Project Rapporteur	Project Working Group (Name, Email Address and Telephone No.)
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	Venezuela		David Romero da.romero@inac.gob.ve ; davidromerojugador@gmail.com T. +58 212 3034627 C. +58 412 0321422 José Cadenas jose.cadenas@inac.gob.ve ; josecadenas12@gmail.com T. +58 212 3034627 C. +58 414 5635687
5. Project for developing the policy and procedures of the State safety surveillance programme, including inspections prioritization (CAA)	Bolivia	Project rapporteur on safety surveillance / prioritization of inspections: Mr. Edgar Chávez	Edgar Chávez Balcázar Operations Inspector C. 591-72148791 echavez@dgac.gob.bo René Delgado Rua Chief of AGA Unit C. 591-72040975 rdelgado@dgac.gob.bo Reynaldo Cusi Mita Chief of ATM – SAR Unit C. 591-67010752 rcusi@dgac.gob.bo
	Chile		Lorenzo Sepúlveda lsepulveda@dgac.gob.cl T. 56 2 2439 2498
	Ecuador		Diego Estrada diego.estrada@aviacioncivil.gob.ec T. +5932 294 7400 Ext. 4933 Byron Torres Byron.Torres@aviacioncivil.gob.ec T. 3948400 ext 2245

Group No./Projects	State	Project Rapporteur	Project Working Group (Name, Email Address and Telephone No.)
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	Guyana		Cargill Kyte ckyte@gcaa-gy.org 592-608-3220 Christopher Kirkcaldy ckirkaldy@gcaa-gy.org 592-608-3221 Rohan Persaud rpersaud@gcaa-gy.org 592-608-8776
	Panama		Alberto de Icaza aicaza@aeronautica.gob.pa T. (507) 501-9239 / 9240 Ivette Iturrado ivettei@aeronautica.gob.pa T. (507) 315-9822 Antonio Valderrama avalderrama@aeronautica.gob.pa T. (507) 501-9519 Raúl A. Samaniego and OGCS team rsamaniego@aeronautica.gob.pa T. (507) 501-9526 / 9524 /9006
	Peru		Jorge Dupuich jdupuich@mtc.gob.pe T. +511 6157800 Ext. 7882 Jorge Amoros

Group No./Projects	State	Project Rapporteur	Project Working Group (Name, Email Address and Telephone No.)
			<p>jamoros@mtc.gob.pe T. +511 6157800 Ext. 6976</p> <p>Francisco Burgos fburgos@mtc.gob.pe</p> <p>Luis Zavala azavala@mtc.gob.pe T. +511 6157800 Ext. 1453</p> <p>Roger Soca rsoca@mtc.gob.pe</p> <p>Fredy Guzmán fguzman@mtc.gob.pe T. +511 6157800 Ext. 1451</p> <p>Simón Samolski ssamolski@mtc.gob.pe T. +511 6157800 Ext. 7758</p>
	Venezuela		<p>David Romero da.romero@inac.gob.ve; davidromerojugador@gmail.com T. +58 212 3034627 C. +58 412 0321422</p>
6. Project for the development of a mechanism for SSP internal review, to guarantee its continuous efficiency and improvement	Bolivia		<p>Edwin Morales Irahola Airworthiness Inspector C. 591-71864218 emorales@dgac.gob.bo</p>
	Chile		<p>Lorenzo Sepúlveda lsepulveda@dgac.gob.cl T. 56 2 2439 2498</p>
	Colombia		<p>Sergio Francisco Velasquez Vega sergio.velasquez@aerocivil.gov.co T. (+57-1)2962364</p> <p>Jovanny Sanchez jovannysanchezbolivar@yahoo.com C. (+57)3116320545</p>

Group No./Projects	State	Project Rapporteur	Project Working Group (Name, Email Address and Telephone No.)
	Ecuador		Galo Cevallos galo.cevallos@aviacioncivil.gob.ec T. 5932 294 7400 Ext. 4830 Helena Albuja helena.albuja@aviacioncivil.gob.ec T. 5932 294 7400 Ext. 4552
	Guyana		Cargill Kyte ckyte@gcaa-gy.org 592-608-3220 Khrisnand Ramlachana kram@gcaa-gy.org 592-608-7364
	Panama		Raúl A. Samaniego and OGCS team rsamaniego@aeronautica.gob.pa T. (507) 501-9526 / 9524 /9006 Eunides Pérez eperez@aeronautica.gob.pa T. (507) 315-9811
	Peru		Fernando Torres ftorres@mtc.gob.pe T. 511 6157800 Ext. 1307 Marco Trigoso mtrigoso@mtc.gob.pe Jorge Amoros jamoros@mtc.gob.pe T. 511 6157800 Ext. 6976 Luis Luna llunac@mtc.gob.pe Jorge Falco jfalco@mtc.gob.pe T. 511 6157800 Ext. 7977
	Venezuela	Project rapporteur on SSP internal revision mechanism / State	David Romero da.romero@inac.gob.ve ; davidromerojugador@gmail.com

Group No./Projects	State	Project Rapporteur	Project Working Group (Name, Email Address and Telephone No.)
		quality control system: Mr. David Romero	T. +58 212 3034627 C. +58 412 0321422
7. Project for the development of SSP and SMS training modules addressed to the State personnel participating in the implementation and operation of the SSP (CAA/AIG)	Bolivia	Project rapporteur on SSP and SMS training programme: Mr. Edgar Chávez	Teddy Czerniewicz Suárez Operations Inspector C. 591-72147038 tczerniewicz@dgac.gob.bo Edgar Chávez Balcázar Operations Inspector C. 591-72148791 echavez@dgac.gob.bo
	Chile		Pedro Larrañaga plarranaga@dgac.gob.cl T. 56 2 2439 2498
	Colombia		Adriana Inés Rico Useche adriana.rico@aerocivil.gov.co T. (+57-1)2962219 Walter Dario Lopez walter_dario_lopez@hotmail.com C. (+57)3124455544
	Ecuador		Patricio Torres patricio.torres@aviacioncivil.gob.ec T. +5932 294 7400 Ext. 4830 Mauricio Hidalgo mauricio.hidalgo@aviacioncivil.gob.ec T. 5932 294 7400 Ext. 5053
	Guyana		Chaitrani Heeralall cheeralall@gcaa-gy.org 592-608-7936 Codzo Fowler cfowler@gcaa-gy.org 592-665-1300 Mohammed Saeed Khan

Group No./Projects	State	Project Rapporteur	Project Working Group (Name, Email Address and Telephone No.)
			<p>mkhan@gcaa-gy.org Paula Mc Adam pmcadam@gcaa-gy.org 592-608-4211</p>
	Panama		<p>Raúl A. Samaniego and OGCS team rsamaniego@aeronautica.gob.pa T. (507) 501-9526 / 9524 /9006 Eunides Pérez eperez@aeronautica.gob.pa T. (507) 315-9811</p>
	Peru		<p>Fernando Torres ftorres@mtc.gob.pe T. 511 6157800 Ext. 1307 Adolfo Medina amedina@mtc.gob.pe T. 511 6157800 Ext. 7713 Marco Trigoso mtrigoso@mtc.gob.pe Jorge Amoros jamoros@mtc.gob.pe T. 511 6157800 Ext. 6976 Luis Luna llunac@mtc.gob.pe</p>
	Venezuela		<p>José Cadenas jose.cadenas@inac.gob.ve; josecadenas12@gmail.com T. +58 212 3034627 C. +58 414 5635687 Alexis Patearroy a.patearroy@inac.gob.ve roytriumfos@gmail.com T.: +58 212 3034627 C.: +58 426 5179443</p>

Group No./Projects	State	Project Rapporteur	Project Working Group (Name, Email Address and Telephone No.)
8. Project for the development of SMS regulations, procedures and checklists for inspectors, and orientation texts for services providers, regarding the following audit areas: PEL, OPS, AIR, ANS y AGA (CAA)	Bolivia	Project rapporteur on SMS regulations and guidance material: Mr. Edgar Chávez	Edgar Chávez Balcázar Operations Inspector C. 591-72148791 echavez@dgac.gob.bo René Delgado Rua Chief AGA Unit C. 591-72040975 rdelgado@dgac.gob.bo Reynaldo Cusi Mita Chief ATM – SAR Unit C. 591-67010752
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	Colombia		Cap. Camilo Micolta Ramirez camilo.micolta@aerocivil.gov.co T. (+57-1)2962697 Dra. Adriana Inés Rico Useche adriana.rico@aerocivil.gov.co T. (+57-1)2962219
	Ecuador		Byron Ruiz byron.ruiz@aviacioncivil.gob.ec T. +5932 294 7400 Ext. 4950 Augusto Diaz augusto.diaz@aviacioncivil.gob.ec T. +593 2294 7400 Ext. 4630 Mauricio Hidalgo mauricio.hidalgo@aviacioncivil.gob.ec T.+5932 294 7400 Ext. 5053 Patricio Gavilanes patricio_gavilanes@aviacioncivil.gob.ec T. +5932 294 7400 Ext. 4665

Group No./Projects	State	Project Rapporteur	Project Working Group (Name, Email Address and Telephone No.)
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	Panama		Raúl A. Samaniego and OGCS team rsamaniego@aeronautica.gob.pa T. (507) 501-9526 / 9524 /9006 Milagro Gonzalez milagroc@aeronautica.gob.pa T. (507) 501-9525
	Peru		Luis Zavala azavala@mtc.gob.pe T. 511 6157800 Ext. 1453

Group No./Projects	State	Project Rapporteur	Project Working Group (Name, Email Address and Telephone No.)
			Fredy Guzman fguzman@mtc.gob.pe T. 511 6157800 Ext. 1451 Francisco Burgos fburgos@mtc.gob.pe Juan Rojas jrojas@mtc.gob.pe T. 511 6157800 Ext. 6701 Jorge Falco jfalco@mtc.gob.pe T. 511 6157800 Ext. 7977
	Venezuela		Alexis Patearroy a.patearroy@inac.gob.ve roytriumfos@gmail.com T.: +58 212 3034627 C.: +58 426 5179443
Group 4			
1. Project to develop the SSP general implementation plan (Global Gantt Chart)	Bolivia		Marco Castrillo Franco Chief ICAO Project C. 591-71520089 mcastrillo@dgac.gob.bo
	Chile		Lorenzo Sepúlveda lsepulveda@dgac.gob.cl T. 56 2 2439 2498 Leonel Schüler lschuler@dgac.gob.cl T. 56 2 2439 2434
	Colombia		Olga Beatriz Martínez Mariño beatriz.martinez@aerocivil.gov.co T. (+57-1)2962277 Sergio Francisco Velasquez Vega sergio.velasquez@aerocivil.gov.co T. (+57-1)2962364

Group No./Projects	State	Project Rapporteur	Project Working Group (Name, Email Address and Telephone No.)
	Ecuador	Project rapporteur on general implementation plan: Mr. Juan Carlos Alvarez	Juan Carlos Alvarez juan_alvarez@aviacioncivil.gob.ec T. (593) 2 223 1006 C. 5939 99661771 Diego Estrada diego.estrada@aviacioncivil.gob.ec T. +5932 294 7400 Ext. 4933
	Guyana		Cargill Kyte ckyte@gcaa-gy.org 592-608-3220 Ahmad Nizamudeen adroms@gcaa-gy.org 592-608-9310
	Panama		Julio Martinis jmartinis@aeronautica.gob.pa T. (507) 501-9304 / 9300 Raúl A. Samaniego and OGCS team rsamaniego@aeronautica.gob.pa T. (507) 501-9526 / 9524 /9006
	Peru		Fernando Torres ftorres@mtc.gob.pe T. 511 6157800 Ext. 1307 Jorge Dupuich jdupuich@mtc.gob.pe T. 511 6157800 Ext. 7882 Jorge Amoros jamoros@mtc.gob.pe T. 511 6157800 Ext. 6976 Víctor Arcaya varcaya@mtc.gob.pe T. 511 6157800 Ext. 1195 Francisco Burgos fburgos@mtc.gob.pe

Group No./Projects	State	Project Rapporteur	Project Working Group (Name, Email Address and Telephone No.)
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	Venezuela		

APPENDIX B

SSP Working Groups Projects, rapporteurs, deliverables, target dates, and reference material

Group and project number	Rapporteur of each project	Deliverables and target dates	Reference material
Group No. 1			
1A. Project for the development of an amendment to the primary aviation legislation, specifying the SSP legislative framework for the States that so require. (CAA/AIG)	Sr. Galo Cevallos, Ecuador galo.cevallos@aviacioncivil.gob.ec T. 5932 294 7400 Ext. 4830	<ul style="list-style-type: none"> ✓ Gantt chart on the project mentioned below: 28 April 2017 ✓ Develop an amendment to the primary aviation legislation, specifying the SSP legislative framework for the States that so require. For these States, the primary aviation legislation should specify that safety management is a specific function of the civil aviation authority. It should also define the required powers and the responsibilities of the State official in charge of managing and coordinating SSP implementation and operation in accordance with PQ LEG 1.016. ✓ Changes to the legislation depend on the existing legislation in each State. However, the inclusion of the concept in the primary aviation legislation (law or aeronautical code or act) contributes to the promotion of the SSP. <p>Note.- The term “primary aviation</p>	<ul style="list-style-type: none"> ✓ Annex 19, Second edition: <ul style="list-style-type: none"> • Paragraph 3.2.1 – Primary aviation legislation; • Appendix 1, Section 1 – Primary aviation legislation (CE-1) ✓ Doc 9859, Fourth edition <ul style="list-style-type: none"> • Section 6.2 – SSP Component 1, 6.2.1 – Primary aviation legislation. ✓ Primary aviation legislation (law or aeronautical code or act) or regulatory bodies of other States, for example: <ul style="list-style-type: none"> • Finland (amended its law) • Spain enacted a law ✓ PQs (2016): LEG 1.016

		<p>legislation” used in the context of the protocol questions (PQs) of the Continuous Monitoring Approach (CMA) of the Universal Safety Oversight Audit Programme (USOAP), includes all types of provisions and/or instruments enacted and applicable in the State (e.g., laws, acts, codes, and international treaties).</p>	
<p>1B. Project for the development of an instrument other than the primary aviation legislation, specifying the SSP legislative framework. (CAA/AIG)</p>	<p>Mrs. Paulina Radrigan, Chile pradrigan@dgac.gob.cl 56 2 2439 2464</p>	<ul style="list-style-type: none"> ✓ Gantt chart on the project mentioned below: <u>28 April 2017</u> ✓ Develop an instrument (decree, regulation, etc.) other than the primary aviation legislation, specifying the SSP legislative framework. ✓ Each State decides whether or not the primary aviation legislation should specify that safety management is a specific role of the civil aviation authority. Some States consider that safety management is part of their safety oversight responsibilities and thus do not specifically mention SSP in their primary aviation legislation. In these cases, the States shall provide evidence that the SSP has been implemented, that it is clearly established in other documents, and meets the provisions of Annex 19. 	<ul style="list-style-type: none"> ✓ Annex 19, Second edition: <ul style="list-style-type: none"> • Paragraph 3.2.1 – Primary aviation legislation; • Appendix 1, Section 1 – Primary aviation legislation (CE-1) ✓ Doc 9859, Fourth edition <ul style="list-style-type: none"> • Section 6.2 – SSP Component 1, 6.2.1 – Primary aviation legislation. ✓ Regulatory bodies of States that have not amended their primary aviation legislation, for example: <ul style="list-style-type: none"> • China developed a regulation for the establishment of specific requirements • The United Kingdom did not amend its primary or secondary legislation. The provisions for the adoption of the Chicago

			Convention and its Annexes are established in Section 60 of the Civil Aviation Act 1982 of such Kingdom. PQs (2016): LEG 1.016
2. Project for the development of legislation, regulations, and procedures for the protection of safety data and information (CAA/AIG)	Mrs. Verónica Pajuelo, Peru vpajuelo@mtc.gob.pe Phone 6157800 Ext.7730	<ul style="list-style-type: none"> ✓ Gantt chart on the project mentioned below: 28 April 2017 ✓ Develop legislation, regulations, and procedures for the protection of safety data and information in accordance with Annex 19, Second edition, paragraph 5.3 and Appendix 3. ✓ Paragraph 1.2 of Appendix 3 to Annex 19, Second edition, contains the following specific provision that seeks to ensure that there is no overlap with the protection of investigation records under Annex 13. <i>1.2 When an investigation under Annex 13 – Aircraft Accident and Incident Investigation, accident and incident investigation records listed in 5.12 of Annex 13 shall be subject to the protections accorded therein instead of the protections accorded by this Annex (Annex 19).</i> 	<ul style="list-style-type: none"> ✓ Annex 19, Second edition, Paragraph 5.3 – Safety data and safety information protection. ✓ Annex 19, Second edition, Appendix 3 – Principles for the protection of safety data, safety information and related source. ✓ Doc 9859, Third edition: <ul style="list-style-type: none"> • Appendix 5 to Chapter 4 – Safety information protection ✓ Primary aviation legislation (law or aeronautical code or act) or other regulatory bodies of other States or regions.
3. Project for the development of basic enforcement (penalty) policy and legislation (CAA)	Sr. Patricio Torres, Ecuador patricio.torres@aviacioncivil.gob.ec T. +5932 294 7400 Ext. 4830	<ul style="list-style-type: none"> ✓ Gantt chart on the project mentioned below: 14 April 2017 	<ul style="list-style-type: none"> ✓ Annex 19, Second Edition 3.2.1.2 ✓ Doc 9859, Third edition:

		<ul style="list-style-type: none"> ✓ Develop a basic enforcement (penalty) policy and legislation. According to SSP Element 1.4 (i), the State should establish <u>fundamental legislative provisions for regulatory enforcement (penalty) action, including suspension or revocation of certificates.</u> ✓ The <u>enforcement policy and procedures</u> will be developed within the framework of this project. ✓ In an SSP-SMS environment, the State's regulatory enforcement policy and procedures must establish: <ul style="list-style-type: none"> a) the conditions and circumstances under which service providers are allowed to deal with, and resolve, events involving certain safety deviations, internally, within the context of the service provider's safety management system (SMS) and to the satisfaction of the appropriate State authority; b) the conditions and circumstances under which safety deviations are dealt with through established enforcement procedures; c) procedures to ensure that 	<ul style="list-style-type: none"> • Paragraph 4.4.7 • SSP elements 1.4 (i) and 1.4 (ii). • Appendix 10 to Chapter 4 • Appendix 11 to Chapter 4 ✓ Doc 9859, Fourth edition: <ul style="list-style-type: none"> • Paragraphs 8.2.1.3; 8.2.1.4 and 8.2.1.5 ✓ Primary aviation legislation (law or aeronautical code or act) or other regulatory bodies of other States or regions. ✓ PQs (2016): LEG 1.056
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		<p>no information obtained from voluntary/confidential reporting systems or equivalent restricted operational data monitoring systems operating under an SMS will be used for enforcement action;</p> <p>d) a process to protect the sources of information obtained from voluntary and confidential reporting systems.</p>	
<p>4. Project for the development of primary legislation for the establishment of an independent AIG authority (AIG)</p>	<p>Mr. Fernando Pizarro, Bolivia Mobile: 591-68215912 cpizarro@dgac.gob.bo</p> <p>For this project, the rapporteur and the task force will work directly with Messrs. Alexandre Lima Prado and Daniel Barafani, members of the ARCM Technical Committee</p>	<ul style="list-style-type: none"> ✓ Gantt chart on the project mentioned below: <u>28 April 2017</u> ✓ Develop primary legislation for the establishment of an independent AIG authority. ✓ Standard 3.3.3 – Accident and incident investigation, of Annex 19, Second edition, prescribes that the States shall establish a process to investigate accidents and incidents in accordance with Annex 13 – <i>Aircraft accident and incident investigation</i>, in support of the management of safety in the State. ✓ Paragraph 3.2 of Annex 13, Amendment 15, prescribes that a State shall establish an accident investigation authority 	<ul style="list-style-type: none"> ✓ Annex 19; Second edition: <ul style="list-style-type: none"> • Paragraph 3.3.3 – Accident and incident investigation ✓ Annex 13, Amendment 15: <ul style="list-style-type: none"> • Paragraph 3.2 – Independence of investigations ✓ Doc 9859, Third edition: <ul style="list-style-type: none"> • SSP element 1.3. ✓ Doc 9859, Fourth edition: <ul style="list-style-type: none"> • Paragraph 6.3.3 ✓ Doc 9756, Part I – Organization and planning ✓ Doc 9962 - Manual on accident and incident investigation policies and procedures ✓ ICAO Model AIG Act, Second Edition (unedited version), December 2016

		<p>that is independent from State aviation authorities and other entities that could interfere with the conduct and objectivity of an investigation.</p> <p>Note.- Guidance on the independence of an accident investigation authority is contained in the Manual of aircraft accident and incident investigation, Part I — Organization and Planning (Doc 9756) and the Manual on accident and incident investigation policies and procedures (Doc 9962).</p> <p>✓ In accordance with SSP Element 1.3 of Doc 9859, Third edition, a State must:</p> <ol style="list-style-type: none"> a) ensure that the national legislative framework includes provisions for the establishment of an independent accident and incident investigation process which is administered by an independent organization, bureau, commission or other body; b) establish an accident and incident investigation organization, bureau, commission or other body which is independent from all other State aviation 	<p>✓ Primary aviation legislation of other States for the establishment of an independent AIG authority.</p> <p>✓ PQs (2016): AIG 6.005</p>
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		<p>organizations. In States where it may not be practical to establish a permanent accident investigation entity, a competent accident investigation commission or board may be appointed for each accident to be investigated. Alternatively, such States may consider the services of an RAIO (see Doc 9946);</p> <p>c) establish mechanisms to ensure that the sole objective of the accident and incident investigation process is the prevention of accidents and incidents, in support of the management of safety in the State, and not the apportioning of blame or liability.</p>	
Group No. 2			
<p>1. Project for the development of the process for the implementation of the safety data collection and processing system (SDCPS) / SSP database and data exchange systems (CAA, AIG)</p>	<p>Mr. Lorenzo Sepúlveda, Chile lsepulveda@dgac.gob.cl 56 2 2439 2498</p> <p>Mr. Alonso Lefno, Chile alefno@dgac.gob.cl 56 2 2439 2376</p>	<p>✓ Gantt chart on the project mentioned below: 28 April 2017</p> <p>✓ Develop a process for the implementation of the safety data collection and processing system (SDCPS) / SSP database and data exchange systems that includes the corresponding procedures and</p>	<p>✓ Annex 19, Second edition, Chapter 5, Section 5.1 – Safety data collection and processing systems (SDCPS)</p> <p>✓ Doc 9859, Third edition:</p> <ul style="list-style-type: none"> • 4.4.12 and 4.4.16 • Element 3.2 (i) a) • Appendix 3 to Chapter 4

		<p>mechanisms. (CAA, AIG)</p> <p>✓ Regarding the SDCPS, Section 5.1 of Annex 19, Second edition, specifies the following:</p> <p>5.1 Safety data collection and processing systems</p> <p>5.1.1 States shall establish safety data collection and processing systems (SDCPS) to capture, store, aggregate and enable the analysis of safety data and information.</p> <p><i>Note 1.- SDCPS refers to processing and reporting systems, safety databases, schemes for exchange of information, and recorded information including but not limited to:</i></p> <p>a) <i>data and information pertaining to accident and incident investigations;</i></p> <p>b) <i>data and information related to safety investigations by State authorities or aviation service providers;</i></p> <p>c) <i>mandatory safety reporting systems as indicated in 5.1.2;</i></p> <p>d) <i>voluntary safety reporting systems as indicated in 5.1.3; and</i></p> <p>e) <i>self-disclosure reporting systems, including automatic data capture systems, as described in Annex 6, Part I, Chapter 3, as well as manual data capture systems.</i></p>	<p>✓ Doc 9859, Fourth edition:</p> <ul style="list-style-type: none"> • Chapter 5 – Collection, analysis, sharing, and exchange of safety data and information <p>✓ SDCPS of other States that have already developed such systems, VisiumAQD</p> <p>✓ PQs (2016): AIG 6.506; AIG 6.513</p>
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		<p><i>Note 2.- Guidance related to SDCPS is contained in the Safety Management Manual (SMM) (Doc 9859).</i></p> <p><i>Note 3.- The term “safety database” may refer to a single or multiple database(s).</i></p> <p><i>Note 4.- SDCPS may include inputs from State, industry and public sources, and may be based on reactive and proactive methods of safety data and safety information collection.</i></p> <p><i>Note 5.- Sector-specific safety reporting provisions are contained in other Annexes, PANS and SUPPs. There is a recognized benefit to the effective implementation of an SSP in having an integrated approach for the collection and analysis of the safety data and safety information from all sources.</i></p> <p>5.1.2 States shall establish a mandatory safety reporting system that includes the reporting of incidents.</p> <p>5.1.3 States shall establish a voluntary safety reporting system to collect safety data and safety information not captured by mandatory safety reporting systems.</p> <p>5.1.4 Recommendation.- <i>State authorities responsible for the implementation of the SSP should</i></p>	
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		<p><i>have access to the SDCPS as referenced in 5.1.1 to support their safety responsibilities, in accordance with the principles in Appendix 3.</i></p> <p>Note.- State authorities responsible for the implementation of the SSP include accident investigation authorities.</p> <p>5.1.5 Recommendation.- <i>The safety databases should use standardized taxonomy to facilitate safety information sharing and exchange.</i></p> <p><i>Note.- States are encouraged to use an ADREP-compatible system. More information on ADREP can be found in Annex 13, Aircraft accident and incident investigation, Chapter 7.</i></p> <p>✓ Regarding this project, States should:</p> <ul style="list-style-type: none"> a) set up mechanisms and procedures for collecting and analysing mandatory/reportable occurrences by the aggregate State level. This would require the State to: <ul style="list-style-type: none"> 1) establish a mandatory or reportable occurrence procedure for certified/approved service providers of each aviation sector to report (mandatory 	
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		<p>basis) accidents and serious incidents to the appropriate AIG authority. This should include major or mandatory defect reports (MDR) where appropriate;</p> <p>2) establish requirements for service providers to have an internal occurrence investigation and resolution process that documents the investigation results and makes the reports available to their respective regulatory organization;</p> <p>3) ensure that there is an appropriate integration, consolidation, and aggregation of data collected from the various aviation sectors at the SSP level. Safety data should not exist as independent or stand-alone databases at the individual sector level only. This integration aspect should also be addressed for the respective safety databases of the CAA and those of the independent accident investigation authority, including those States where certain safety</p>	
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		<p>management functions are discharged by an RSOO or an RAIO on behalf of the State;</p> <ul style="list-style-type: none"> ✓ The SDCPS should be capable of capturing safety data and information from reactive, proactive and predictive sources. ✓ The SDCPS should also be capable of integration into the databases of AIG authorities (ADPREP/ECCAIRS), internal databases of regulatory (CAA) and administrative bodies of the State, service provider databases, databases of other States (where applicable), databases of Regional Safety Oversight Organisations (RSOO), databases of Regional Accident and Incident Investigation Organisations (RAIO), and databases of other stakeholders, such as IATA, Flight Safety Foundation, etc. 	
<p>2. Project for checking the establishment and implementation of the ICAO accident/incident data reporting system (ADREP)</p>	<p>Mr. Kyhumell Ponte, Venezuela kponte@mpptaa.gob.ve, kyhumell@gmail.com</p> <p>For this project, the rapporteur and the task force will work directly with Messrs. Arturo Martínez and Víctor Godoy of the ARCM Technical Committee.</p>	<ul style="list-style-type: none"> ✓ Gantt chart on the project mentioned below: 14 April 2017 ✓ Check that all SAM States have established and implemented the ADREP system. This project will use the ECCAIRS system as its IT platform. ✓ Also check the connection between the ADREP IT 	<ul style="list-style-type: none"> ✓ Annex 13, Amendment 15, Section 8.1 ✓ Annex 13, Amendment 15, Chapter 7 – ADREP reporting ✓ Annex 13, Amendment 15, Attachment B – Notification and reporting checklist ✓ Doc 9962, 12.1.2 and

		<p>platforms of SAM States and the safety data collection and processing system (SDCPS) of the AIG Regional Cooperation Mechanism (ARCM) of South America.</p> <ul style="list-style-type: none"> ✓ Check that the databases have been created in a standardized format that facilitates the exchange of data. ✓ Check if the taxonomy used is compatible with that of ADREP / European co-ordination centre for aviation incident reporting systems (ECCAIRS). ✓ Regarding AIG databases, Section 8.1 of Annex 13, Amendment 15 specifies the following: <p>8.1 A State shall establish and maintain an accident and incident database to facilitate the effective analysis of information on actual or potential safety deficiencies and to determine any preventive actions required.</p> <p><i>Note.- Additional information on which to base preventive actions may be contained in the final reports on accidents and incidents that have been investigated.</i></p> <p>8.2 Recommendation.- <i>State authorities responsible for the implementation of the SSP should</i></p>	<p>12.1.3 ✓ PQs (2016): AIG 6.507; AIG 6.509</p>
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		<i>have access to the accident and incident database referenced in 8.1 to support their safety responsibilities.</i>	
3. Project for the development of a standardized ADREP taxonomy between the SDCPS/SSP database and the ICAO ADREP system (CAA/AIG)	Mr. Alonso Lefno, Chile alefno@dgac.gob.cl 56 2 2439 2376 For this project, the rapporteur and the task force will work directly with Messrs. Arturo Martínez, Víctor Godoy, and Alexandre Lima Prado of the ARCM Technical Committee	<ul style="list-style-type: none"> ✓ Gantt chart on the project mentioned below: 14 April 2017 ✓ Develop a process for the implementation of a standardized ADREP taxonomy for SSP SDCPS databases and the ADREP system of AIG authorities. ✓ Regarding this project, Paragraph 5.1.5 specifies the following: 5.1.5 Recommendation.- <i>The safety database should use standardized taxonomy to facilitate information sharing and exchange.</i> <i>Note.- States are encouraged to use an ADREP-compatible system. More information on ADREP can be found in Annex 13, Aircraft accident and incident investigation, Chapter 7.</i> 	<ul style="list-style-type: none"> ✓ Annex 19, Second edition, Chapter 5, Section 5.1, Paragraph 5.1.5 Recommendation. ✓ ICAO ADREP system ✓ PQs (2016): AIG 6.509
Group No. 3			
1. Project for the development of the top-level SSP document and SSP documentation (CAA, AIG)	Sr. Patricio Torres, Ecuador patricio.torres@aviacioncivil.gob.ec T. +5932 294 7400 Ext. 4830	<ul style="list-style-type: none"> ✓ Gantt chart on the project mentioned below: 14 April 2017 ✓ Develop a top-level SSP model document and a guide for the establishment of SSP documentation. Element 1.2 (i) f) of Doc 9859, 	<ul style="list-style-type: none"> ✓ Doc 9859, Third edition: <ul style="list-style-type: none"> • Element 1.2 (i) f) • Appendix 8 to Chapter 4 – Sample contents of an SSP document ✓ Doc 9859, Fourth edition: <ul style="list-style-type: none"> • 8.2.3.4 – Implementation strategy

		<p>Third edition. When establishing the SSP documentation, the process of drafting an SSP document must start at the beginning of the SSP implementation exercise. As SSP components and elements are gradually defined, the description of each element and its associated processes can be gradually drafted in this high-level document. See Appendix 8 to Doc 9859, Third edition for an illustration of how an SSP document and its content are to be structured.</p> <p>Notwithstanding the above, the new integrated structure of eight (8) critical elements (CEs) and the SSP framework shall be used. Australia has already developed a high-level SSP document that reflects the integrated concept of 8 CEs and SSP framework. This document could serve as a guide for the development of a high-level SSP model document.</p> <p>Regarding the SSP documentation, an SSP documentation system (library/cabinet/folder) should be established within the SSP organisation to serve as a</p>	<ul style="list-style-type: none"> • 4.2.39 • 4.2.40 • 8.6.1.2 <p>✓ Example of SSP documents: Australia, Fiji, New Zealand, and Ireland.</p> <p>✓ PQs (2016): LEG 1.020; LEG 1.022; ORG 2.307; ORG 2.309; ORG 2.311</p> <p>✓ The corresponding appendices to Chapter 4 of Doc 9859, Third edition.</p>
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		<p>central repository of materials such as the SSP document, associated SOPs, forms, minutes of meetings, and records associated with the implementation and operation of the SSP. These documents serve as records and evidence of actual activities and the continuous operation of individual SSP elements. Some records, such as confidential reports or reports on events, may be kept in a separate computer system or may reside in another regulatory or administrative body. In such cases, samples or excerpts must be kept in the library, as appropriate. A master table of contents of SSP documentation must help explain all relevant documentation. A consolidated documentation system will facilitate traceability, updating, referencing and internal/external auditing of the system.</p>	
<p>2. Project for the development of model documents concerning the mandatory and voluntary safety reporting systems (AIG/CAA)</p>	<p>Mr. Alonso Lefno, Chile alefno@dgac.gob.cl 56 2 2439 2376</p> <p>For this project, the rapporteur and the task force will work directly with Mr. Alexandre Lima Prado of the ARCM Technical Committee.</p>	<ul style="list-style-type: none"> ✓ Gantt chart on the project mentioned below: <u>14 April 2017</u> ✓ Develop model documents concerning the mandatory and voluntary safety reporting systems (AIG/CAA) ✓ In accordance with the 	<ul style="list-style-type: none"> ✓ Annex 19, Second edition, Paragraphs 5.1.2 and 5.1.3 ✓ Doc 9859, Third edition, for mandatory safety reporting systems. <ul style="list-style-type: none"> • 2.10; 4.2.30 to 4.2.34 • Appendix 3 to Chapter 4 – Example of a

		<p>following standards of Annex 19, Second edition, develop the documents mentioned in the previous paragraph:</p> <ul style="list-style-type: none"> 5.1.2 States shall establish a mandatory safety reporting system that includes the reporting of incidents. <p>For the establishment and implementation of a mandatory safety reporting system, it is recommended that a model regulation be developed and enacted by civil aviation authorities. This regulation shall contemplate the mandatory, direct, and timely reporting to AIG authorities of accidents, serious incidents, and incidents related to aircraft operations. The reporting of other occurrences not related to aircraft operations can also be part of this regulation, or such regulation can refer to the mandatory reports required in other regulations.</p> <ul style="list-style-type: none"> 5.1.3 States shall establish a voluntary safety reporting system to collect safety data 	<p>State's mandatory reporting procedure</p> <ul style="list-style-type: none"> ✓ Doc 9859, Third edition, for voluntary safety reporting systems: <ul style="list-style-type: none"> • 2.10; 4.2.35 and 4-4-16 a) • Appendix 2 to Chapter 4 – Guidance on a State's voluntary and confidential reporting system ✓ Doc 9962, Chapter 12 ✓ PQs (2016): <ul style="list-style-type: none"> • AIG 6.501 for mandatory safety reporting systems • AIG 6.503 and AIG 6.505 for voluntary safety reporting systems ✓ LAR 113 ✓ EASA Regulation No. 376/2014 – Reporting of occurrences ✓ EASA Regulation No. 996/2010 – Investigation and prevention of accidents and incidents in civil aviation ✓ EASA Implementing regulation No. 2015/1018 – Occurrences to be mandatorily reported.
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		<p>and safety information not captured by mandatory safety reporting systems.</p> <ul style="list-style-type: none"> ✓ For the development of model documents for mandatory and voluntary safety reporting systems, consideration shall also be given to Appendix 2 to Chapter 4 – Guidance on a State’s voluntary and confidential reporting system, and Appendix 3 to Chapter 4 – Example of a State’s mandatory reporting procedure, of Doc 9859, Third edition. ✓ Regarding mandatory and voluntary safety reporting systems, the SAM ARCM has developed LAR 113. At the Fourth Meeting of AIG Authorities of the SAM Region (AIG-SAM/4) to be held in Brasilia, Brazil, on 23-25 May 2017, the ARCM Technical Committee will present an amendment to the aforementioned regulation. 	
<p>3. Project for the development of procedures for the acceptance and monitoring of high- and low-consequence indicators, with their respective target and alert levels (AIG/CAA)</p>	<p>Mr. Jorge Dupuich, Peru jdupuich@mtc.gob.pe Phone: 6157800 Ext. 7882</p> <p>For this project, the rapporteur and the task force will work directly with Mr. Jorge Barrios of the SRVSOP Technical Committee.</p>	<ul style="list-style-type: none"> ✓ Gantt chart on the project mentioned below: <u>28 April 2017</u> ✓ Develop procedures for the acceptance and monitoring of high- and low-consequence indicators, with their respective target and alert levels, in 	<ul style="list-style-type: none"> ✓ Annex 19, Second edition, Paragraph 3.4.2 – State safety performance ✓ Doc 9859, Third edition: <ul style="list-style-type: none"> • Element 3.2 (i) b) • Element 3.2 (ii) b) • Appendix 4 to Chapter 4 – SSP safety

		<p>accordance with Paragraph 3.4.2 of Annex 19, Second edition.</p> <p>3.4.2 – State safety performance 3.4.2.1 States shall establish the acceptable level of safety performance to be achieved through their SSP.</p> <p><i>Note 1.- An acceptable level of safety performance for the State can be achieved through the implementation and maintenance of the SSP as well as safety performance indicators and targets showing that safety is effectively managed and built on the foundation of implementation of existing safety-related SARPs.</i></p> <p><i>Note 2.- Guidance on establishing safety performance indicators and targets, as well as an acceptable level of safety performance, is contained in the Safety Management Manual (SMM) (Doc 9859).</i></p> <p>3.4.2.2 Recommendation.- States should develop and maintain a process to evaluate the effectiveness of actions taken to manage safety risks and resolve safety issues.</p>	<p>performance indicators</p> <p>✓ Doc 9859, Fourth edition:</p> <ul style="list-style-type: none"> • Chapter 9 <p>✓ PQs (2016): ORG 2.315; ORG 2.317; PEL 3.931; PEL 3.933; PEL 3.935; OPS 4.509; OPS 4.511; OPS 4.513; AIR 5.384; AIR 5.385; AIR 5.386; AIR 5.387; AIR 5.705; AIR 5.706; AIR 5.707; AIR 5.708; AIR 5.805; AIR 5.806; AIR 5.807; AIR 5.808; ANS 7.194; ANS 7.195; ANS 7.196; AGA 8.507; AGA 8.509; AGA 8.511</p>
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		<p><i>Note.- Safety assessment results may be used to support the prioritization of actions to manage safety risks.</i></p> <p>3.4.2.3 Recommendation.- <i>States should evaluate the effectiveness of their individual SSPs to maintain or continuously improve their overall level of safety performance.</i></p> <p>✓ When developing the methodology for determining high- and low-consequence indicators with their target and alert levels, the working group shall also consider Elements 3.2 (i) b) and 3.2 (ii) b) and Appendix 4 to Chapter 4 of Doc 9859 – SSP safety performance indicators.</p> <p>Element 3.2 (i) b) The State should: b) establish basic high-consequence safety indicators (initial ALoSP) and their associated target and alert settings. Examples of high-consequence safety indicators are accident rates, serious incident rates, and monitoring of high-risk, regulatory, non-compliance outcomes (e.g., ICAO audit findings). Development and selection of safety indicators should be congruent with the State's safety</p>	
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		<p>objectives and safety policy. They should be appropriate and relevant to the scope and complexity of the State’s aviation activities. Selection of lower-consequence safety indicators may be addressed at a later stage. Periodic monitoring of the safety indicators for any undesirable trends, alert level breaches and target achievement should be performed. Refer to Appendix 4 for guidance on developing and monitoring safety indicators.</p> <p>Element 3.2 (ii) b) The State should: b) establish lower-consequence safety and/or quality indicators with appropriate target and alert monitoring (mature ALoSP). Selection and development of safety indicators should be congruent with the State’s safety objectives and safety policy and appropriate and relevant to the scope and complexity of the State’s aviation activities. Periodic monitoring of the safety indicators for any undesirable trends, alert level breaches and target achievement should be performed. Refer to Appendix 4 for guidance on developing and monitoring safety indicators.</p> <p>New terminology and new</p>	
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		concepts pertaining to safety indicators are being included in Chapter 9 of the Fourth edition of Doc 9859 –SMM. Accordingly, a transition to the new guidelines to be published in the Fourth edition of Doc 9859 is foreseen.	
4. Project for the development of a safety hazard identification and risk assessment process	Mr. Pedro Larrañaga, Chile plarranaga@dgac.gob.cl 56 2 2439 2498	<ul style="list-style-type: none"> ✓ Gantt chart on the project mentioned below: <u>28 April 2017</u> ✓ Develop a hazard identification and safety risk assessment process in accordance with Paragraph 3.3.4 – Hazard identification and safety risk assessment, of Annex 19, Second edition. Paragraph 6.3.4 of Doc 9859, Fourth edition shall also be taken into account. 	<ul style="list-style-type: none"> ✓ Annex 19, Second edition: <ul style="list-style-type: none"> • Paragraph 3.3.4 – Hazard identification and safety risk assessment ✓ Doc 9859, Fourth edition, Ch. 6, 6.3 – SSP Component 2 <ul style="list-style-type: none"> • Paragraph 6.3.4
5. Project for the development of the policy and procedures of the State safety oversight programme that include prioritization of inspections (CAA)	Mr. Edgar Chávez, Bolivia Mobile: 591-72148791 E-mail: echavez@dgac.gob.bo For this project, the rapporteur and the task force will work directly with the members of the SRVSOP Technical Committee.	<ul style="list-style-type: none"> ✓ Gantt chart on the project mentioned below: <u>28 April 2017</u> ✓ Develop the policy and procedures of the State safety oversight programme that include prioritization of inspections (CAA) in accordance with Paragraph 3.4.1 and Section 7 of Appendix 1 to Annex 19, Second edition. ✓ In accordance with Paragraph 3.4.1 – Surveillance obligations: 3.4.1.1 States shall meet the surveillance obligations in 	<ul style="list-style-type: none"> ✓ Annex 19, Second edition: <ul style="list-style-type: none"> • Paragraph 3.4.1 – Surveillance obligations. • Appendix 1, Section 7 ✓ Doc 9859, Fourth edition, Ch. 6, 6.4 – SSP Component 3 – State safety assurance <ul style="list-style-type: none"> • Paragraph 6.4.1 – Surveillance obligations. • Paragraph 1.2.3 – Risk-based safety surveillance ✓ PQs (2016): PEL 3.768; PEL 3.937; PEL 3.939;

		<p>accordance with section 7 of Appendix 1 to Annex 19, Second edition.</p> <p>3.4.1.2 Recommendation.- States should establish procedures to prioritize inspections, audits and surveys towards those areas of greater safety concern or need.</p> <p>Note.- Organizational risk profiles, outcomes of hazard identification and risk assessment, and surveillance outcomes may provide information for the prioritization of inspections, audits and surveys.</p> <p>3.4.1.3 Recommendation.- States should periodically review the safety performance of an individual service provider.</p>	<p>OPS 4.513; OPS 4.455; OPS 4.457; AIR 5.387; AIR 5.455; AIR 5.457; AIR 5.708; AIR 5.709; AIR 5.710; AIR 5.808; ANS 7.075; ANS 7.171; AGA 8.417; AGA 8.419; AGA 8.513</p>
6. Project for the development of an internal review mechanism covering the SSP to assure continuing effectiveness and improvement	Sr. David Romero, Venezuela da.romero@inac.gob.ve	<p>✓ Gantt chart on the project mentioned below: <u>14 April 2017</u></p> <p>✓ Develop an internal review mechanism covering the SSP to assure continuing effectiveness and improvement in accordance with SSP Element 3.1 (iii) of Doc 9859, Third edition, and ORG PQ 2.313 (2016)</p>	<p>✓ Doc 9859, Third edition, Chapter 4, Stage 4:</p> <ul style="list-style-type: none"> • Section 4.4.15 – Safety oversight – Element 3.1 (iii) <p>✓ PQs (2016): LEG 2.313</p>
7. Project for the development of SSP and SMS training modules for State personnel	Mr. Edgar Chávez, Bolivia Mobile: 591-72148791 E-mail: echavez@dgac.gob.bo	<p>✓ Gantt chart on the projects mentioned below: <u>28 April 2017</u></p>	<p>✓ Annex 19, Second edition, Chapter 3 – State safety management</p>

<p>participating in the implementation and operation of the SSP (CAA/AIG)</p>	<p>For this project, the rapporteur and the task force will work directly with the members of the SRVSOP Technical Committee.</p>	<p>✓ Develop model training programmes on the SSP and the SMS for State personnel participating in the implementation and operation of the SSP, in accordance with Chapter 3 of Annex 19, Second edition, and the following PQs (2016): LEG 2.107; PEL 3.116; OPS 4.052; AIR 5.048; AIR 5.486; AIG 6.124; ANS 7.066 and AGA 8.052</p>	<p>responsibilities, Section 3.2 – State safety policy, objectives and resources:</p> <ul style="list-style-type: none"> • Paragraph 3.2.4 – Qualified technical personnel. • Appendix 1, Section 4 – Qualified technical personnel (CE-4) <p>✓ Doc 9859, Fourth edition, Ch. 6, Section 6.2 – SSP Component 1 – State safety policy, objectives and resources:</p> <ul style="list-style-type: none"> • Paragraph 6.2.4 – Qualified technical personnel. <p>✓ PQs (2016): LEG 2.107; PEL 3.116; OPS 4.052; AIR 5.048; AIR 5.486; AIG 6.124; ANS 7.066 and AGA 8.052</p>
<p>8. Project for developing and making available to States regulations, procedures and checklists for inspectors and guidelines for service providers concerning SMS, in the following audit areas: PEL, OPS, AIR, ANS and AGA (CAA).</p>	<p>Mr. Edgar Chávez, Bolivia Mobile: 591-72148791 E-mail: echavez@dgac.gob.bo</p> <p>For this project, the rapporteur and the task force will work directly with the members of the SRVSOP Technical Committee.</p>	<p>✓ Gantt chart on the project mentioned below: <u>28 April 2017</u></p> <p>✓ Develop and make available to States regulations, procedures and checklists for inspectors and guidelines for service providers concerning SMS, in accordance with Annex 19, Second edition and Doc 9859, Fourth edition.</p> <p>✓ For the establishment and implementation of the SMS, the SRVSOP has already</p>	<p>✓ Annex 19, Second edition, Chapter 3 – State safety management responsibilities, Section 3.2 – State safety policy, objectives and resources:</p> <ul style="list-style-type: none"> • Paragraph 3.2.2 – Specific operating regulations. • Appendix 1, Section 2 – Specific operating regulations (CE-2) <p>✓ Doc 9859, Fourth edition, Ch. 6 – State safety</p>

		<p>developed for PEL, OPS and AIR:</p> <ul style="list-style-type: none"> • requirements in each associated regulation; • procedures and checklists for inspectors; and • guidelines for service providers. <p>✓ For the fulfilment of this task, the rapporteur of the group shall coordinate the development and enactment of the documents mentioned in the previous paragraph directly with the SRVSOP.</p> <p>✓ The documentation presented to the States shall be fully harmonised and in line with Annex 19, Second edition and Doc 9859, Fourth edition.</p> <p>✓ Pursuant to a conclusion of the SRVSOP, SMS requirements shall be maintained in each of the respective regulations.</p>	<p>management responsibilities, Section 6.2 – SSP component 1 – State safety policy, objectives and resources:</p> <ul style="list-style-type: none"> • Paragraph 6.2.2 – Specific operating regulations. <p>✓ PQs (2016): PEL 3.901; PEL 3.905; OPS 4.501; OPS 4.505; AIR 5.372; AIR 5.373; AIR 5.381; AIR 5.382 AIR 5.701; AIR 5.702; AIR 5.703; AIR 5.801; AIR 5.802; AIR 5.803; AIR 5.808; AIR 5.809; AIR 5.810; ANS 7.191; ANS 7.192; AGA 8.501; AGA 8.503</p>
Group No. 4			
<p>Project for the development of the SSP general implementation plan (general Gantt chart)</p>	<p>Mr. Juan Carlos Alvarez, Ecuador juan_alvarez@aviacioncivil.gob.ec (593) 2 2231006 Mobile: 5939 99661771 For this project, the rapporteur and the task force will work directly with the secretariat of the SAM SSP pilot implementation project.</p>	<p>✓ Gantt chart on the project mentioned below: 05 May 2017</p> <p>✓ Develop the SSP general implementation plan (general Gantt chart) based on the individual plans of each working group.</p>	

Flight Safety Regional Officer
ICAO South American Regional Office
Secretary of the SAM SSP pilot implementation project

SSP ELEMENTS DELIVERY DATES

PROJECT PHASES AND ELEMENTS	Start date	Delivery Date
PILOT PROJECT FOR THE SSP IMPLEMENTATION IN SOUTH AMERICAN STATES	3-Aug-2017	28-Dec-2018
PHASE 1	4-Aug-2017	29-Dec-2017
SSP Element 1.2 del SSP (i)	4-Aug-2017	29-Dec-2017
Identify the SSP place holder organization and the accountable executive	4-Aug-2017	12-Sep-2017
Establish the SSP implementation team	6-Sep-2017	20-Sep-2017
Perform an SSP gap analysis	21-Sep-2017	23-Oct-2017
Develop an SSP implementation plan	24-Oct-2017	13-Nov-2017
Establish a SSP coordination mechanism	5-Sep-2017	19-Sep-2017
develop the required SSP documentation including the State's SSP framework, its components and elements.	13-Nov-2017	29-Dec-2017
PHASE 2	3-Aug-2017	28-Dec-2018
SSP Element 1.1	13-Nov-2017	29-Dec-2017
Establish a national safety legislative framework.	13-Nov-2017	29-Dec-2017
SSP Element 1.2 (ii)	13-Nov-2017	16-Feb-2018
a) Identify, define and document the safety management responsibilities and accountabilities;	1-Jan-2018	16-Feb-2018
b) Define and document State safety policy and objectives	13-Nov-2017	29-Dec-2017
SSP Element 1.3	3-Aug-2017	29-Dec-2017
Establish an accident and serious incident investigation process.	3-Aug-2017	29-Dec-2017
SSP Element 1.4 (i)	3-Aug-2017	31-Aug-2017
Establish basic enforcement (penalty) legislation.	3-Aug-2017	31-Aug-2017

SSP Element 3.1 (i)	3-Aug-2017	29-Dec-2017
Provide for effective State safety oversight and surveillance of its service providers.	3-Aug-2017	29-Dec-2017
SSP Element 2.1 (i)	2-Jan-2018	28-Dec-2018
Facilitate and promote SMS education for services providers	2-Jan-2018	28-Dec-2018
PHASE 3	3-Aug-2017	31-May-2018
SSP Element 1.4 (ii) - Promulgate enforcement policy/legislation that includes::	13-Nov-2017	31-May-2018
a) provisions for service providers operating under an SMS to deal with and resolve safety and quality deviations internally;	13-Nov-2017	29-Dec-2017
b) conditions and circumstances under which the State may intervene with safety deviations;	13-Nov-2017	29-Dec-2017
c) provisions to prevent use or disclosure of safety data for purposes other than safety improvement;	13-Nov-2017	29-Dec-2017
d) provisions to protect the sources of information obtained from voluntary/confidential reporting systems.	13-Nov-2017	31-May-2018
SSP Element 2.1 (ii)	Thu 8/3/17	Fri 12/29/17
Develop harmonized regulations that require SMS implementation	Thu 8/3/17	Fri 12/29/17
SSP Element 3.2 (i)	Thu 8/3/17	Tue 1/30/18
a) establish safety data collection and exchange systems;	Thu 8/3/17	Fri 12/29/17
b) establish high-consequence State safety performance indicators and target / alert levels.	1-Jan-2018	30-Jan-2018
PHASE 4	4-Aug-2017	28-Dec-2018
SSP Element 2.2	30-Jan-2018	30-Nov-2018
Review and agree upon the service provider's safety performance indicators.	30-Jan-2018	30-Nov-2018
SSP Element 3.1 (ii)	1-Nov-2018	30-Nov-2018
Incorporate the service provider's SMS and safety performance indicators into the routine surveillance programme.	1-Nov-2018	30-Nov-2018

SSP Element 3.2 (ii)	13-Nov-2017	28-Dec-2018
a) implement voluntary/confidential safety reporting systems;	13-Nov-2017	31-May-2018
b) establish lowerconsequence safety/quality indicators with target/alert level monitoring as appropriate;	Thu 11/1/18	30-Nov-2018
c) promote safety information exchange with and amongst service providers and other States.	1-Nov-2018	28-Dec-2018
SSP Element 3.3	9-Nov-2018	28-Dec-2018
Prioritize inspections and audits based on the analysis of safety risk or quality data where applicable.	9-Nov-2018	28-Dec-2018
SSP Element 3.1 (iii)	1-Nov-2018	28-Dec-2018
Establish an internal review mechanism covering the SSP to assure continuing effectiveness and improvement.	1-Nov-2018	28-Dec-2018
SSP Element 4.1	4-Aug-2017	28-Dec-2018
Internal communication and dissemination of safety information	4-Aug-2017	28-Dec-2018
SSP Element 4.2	Fri 8/4/17	28-Dec-2018
External communication and dissemination of safety information	4-Aug-2017	28-Dec-2018

Agenda Item 3: Results of the 39th Session of the ICAO Assembly (A/39)

3.1 Under this agenda item, the Meeting reviewed WP/10 – *Results of the 39th Session of the ICAO Assembly regarding air navigation activities*; WP/11 - *Results of the analysis of working papers on safety submitted by the SAM Region to the A/19*, presented by the Secretariat and WP/17 – *Project Loon – floating cell phone towers in the sky*, presented by CANSO.

Results of the analysis of working papers on air navigation submitted to A39

3.2 The Meeting recalled that the AN&FS/3 meeting had agreed that the contribution of the SAM Region to the A39 would consist of three working papers, one on agenda item 15 – Technical cooperation and technical cooperation activities (WP/292, *Regional technical cooperation projects in the South American Region*, prepared by Peru and endorsed by all SAM States); one on agenda item 26 - Multilingualism at ICAO (WP/355, *ICAO policy on language services*, presented by Colombia and supported by the Latin American Civil Aviation Commission, LACAC); and the last one on agenda item 33 – Aviation safety and air navigation – Control and analysis (WP/113, *Compliance with the Declaration of Bogota*, presented by Chile and endorsed by all SAM States). Agenda items 15 and 26 were analysed by the Executive Committee, while agenda item 33 was reviewed by the A39 Technical Commission.

3.3 The Meeting took note that, under agenda item 15, and based on WP/292 and others presented under this agenda item, the Committee had recommended that the Assembly encourage ICAO member States to work together towards the common objectives through the execution of regional and sub-regional technical cooperation projects. In this sense, the Assembly approved two resolutions, Resolution A39-16 *Consolidated statement of ICAO policies on technical cooperation and technical assistance*, and Resolution A39-17 *ICAO Programme for Aviation Volunteers*.

3.4 Under Agenda Item 26, Multilingualism at ICAO, WP/355 *ICAO policy on language services*, presented by Colombia and supported by the Latin American Civil Aviation Commission – LACAC, together with WP/43 presented by the ICAO Council, and WP/357 *Multilingualism – one of the fundamental principles to achieve the goals of ICAO as a specialized agency of the United Nations*, presented by the Russian Federation, contributed to recognition by the Committee that language services, which are part of all ICAO programmes, were essential for all the Strategic Objectives of the Organization, and for global implementation of the SARPs and PANS, and that they were a requirement for the initiative *No country left behind* (NCLB). It also recognised the support provided by several countries for the translation of ICAO website into various languages.

3.5 In this sense, the Meeting took note that the Committee had recommended that the Assembly:

- 1) request the Council to closely monitor the implementation of the policies and decisions it has adopted to enhance efficiency and effectiveness on language service matters, recognizing multilingualism as a fundamental principle to achieve ICAO goals; and

- 2) request the Council to further analyse and reassess the resources required to ensure that ICAO documentation related to the implementation of standards is available on a timely basis in all ICAO working languages, and to further review the level of outsourcing required for these objectives, whilst taking into consideration the best practice of other similar UN organizations.

3.6 The Meeting took note that the Technical Commission, *inter alia*, had examined A39-WP/113 *Compliance with the Declaration of Bogota*, presented by Chile and supported by Argentina, Bolivia (Estado Plurinacional de), Brazil, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela (República Bolivariana de), that included a report on the progress made in the implementation of safety and air navigation goals established for 2016 in the Declaration of Bogota.

3.7 The Meeting took note that, based on the analysis of WP/113, the Commission had recommended that, taking into account the needs of South American States, the Council consider the development of a national or regional accident and incident classification and data validation system. Such system should allow for the classification of occurrences based on their causes and contributing factors, bearing in mind existing priorities financed under the 2017-2019 budget and the availability of extra budgetary resources.

Other A39 resolutions on air navigation

3.8 The Meeting took note of important A39 resolutions on air navigation, such as Resolution A39-12 *ICAO global planning for safety and air navigation*, Resolution A39-19 *Addressing cyber-security*, and Resolution A39-22 – *Formulation and implementation of standards and recommended practices (SARPs) and procedures for air navigation services (PANS) and notification of differences*.

3.9 Regarding Resolution A39-12, the Meeting took note that the Assembly had endorsed the second edition of The Global Aviation Safety Plan (GASP) and the fifth edition of the Global Air Navigation Plan (GANP) (Doc. 9750), to serve as global strategic guidance for safety and air navigation respectively, and that both plans GASP and GANP served as a framework for the drafting and implementation of regional, sub-regional and national implementation plans, thus ensuring the harmonization and coordination of efforts to enhance the safety, capacity and efficiency of international civil aviation.

3.10 In this regard, the Meeting took note that, pursuant to Resolution A39-12, the SAM Region had amended the SAM Regional performance-based air navigation implementation plan, version 1.5 (PBIP), and had developed the SAM Regional safety plan.

3.11 In this sense, the Meeting considered that SAM States that had already developed their national performance-based air navigation plan within the framework of the ASBU, should update it in order to align it with the fifth edition of the GANP and version 1.5 of the PBIP, and those States that had not yet drafted their national air navigation plan should do so in compliance with GREPECAS Conclusion 17/6.

3.12 Through Resolution A39-19, States were advised of cyber-threats and their intent to cause harm, seeking to disrupt activities and steal information for political, economic or other reasons, and that these threats could easily evolve to affect critical civil aviation systems worldwide. It was also noted that there were cyber-threats affecting civil aviation safety that were not related to unlawful and/or deliberate acts, and therefore should be resolved through the implementation of safety management systems.

3.13 The Meeting took note that the SAM Region had conducted a study on the security of the South American digital network REDDIG II, and that action had been taken to mitigate external and internal threats to the network. In this regard, the Meeting felt that SAM States should identify those systems that might be affected by a cyber-attack and establish measures to mitigate such threats.

3.14 Regarding Resolution A39-22, the Meeting took note that it provided guidelines on the formulation of SARPs and PANS, amendments and their implementation by States, and on mandatory notification of non-compliance with ICAO standards.

3.15 In this regard, the Meeting considered that States should publish any significant difference in their aeronautical information publication (AIP) and use the electronic filing of differences (EFOD) to notify their differences to ICAO.

Results of the analysis of working papers on safety submitted to A39

3.16 Under this agenda item, the Meeting took note of the drafting and results of the working papers (WPs) submitted by the SAM Region to the 39th Session of the ICAO Assembly (A/39).

3.17 In order to assist SAM States in the preparation for A39, the SAM Office organised *web* teleconferences on safety. These teleconferences were led by the SAM Safety Officer, with the participation of the Safety Directors and their representatives, on behalf of the States.

3.18 A summary follows of the six (6) working papers submitted to A39 and the results obtained:

Establishment and management of the AIG Regional Cooperation Mechanism (ARCM) of South America (WP/102)

3.19 This working paper addressed the establishment of the AIG Regional Cooperation Mechanism (ARCM) of South America and the progress made in conforming this as a body in support of aircraft accident and incident investigation and safety improvement in the Region. In this regard, the Assembly was invited to:

- a) take note of the creation of the AIG Regional Cooperation Mechanism (ARCM) of South America;
- b) urge the States and regional organisations worldwide to enter into agreements with the ARCM in order to strengthen global AIG cooperation; and
- c) support the ARCM in the attainment of its objectives aimed at improving effective implementation (EI) by its member States and reducing aircraft accident and incident rates in the Region.

3.20 Regarding this working paper, the ICAO A/39 took note of, and endorsed, the work being carried out by the AIG Regional Cooperation Mechanism (ARCM) of South America. Through the ICAO Assembly, the ARCM received international recognition and could receive funds for its strengthening. At present, the ARCM is studying the formulation of mitigation plans for reducing accident and incident rates related to runway excursions (RE). It is also strengthening its safety data collection and processing system (SDCPS), fed by the ADREP/ECCAIRS systems of member States, and is also helping States improve effective implementation in the AIG area and reduce accident and incident rates in the South American Region.

Strategy for the implementation of the SSP within the safety management framework (WP/109)

3.21 In this WP, the SAM Region presented an analysis of the status of implementation of the SSP, its challenges and the impact it would have on effective implementation (EI) results in the SAM Region, taking into account that ICAO set the date of 1 January 2018 to begin auditing the 91 PQs of the SSP. In this regard, the Assembly was invited to:

- a) analyse the arguments presented in the WP in order to assess the possibility of postponing the start-up of audits covering the 91 PQs of Annex 19.

3.22 In this regard, the date of 1 January 2018 that had been established for the start-up of audits related to the 91 PQs of the SSP was postponed until 1 January 2020.

Protection of safety information (WP/110)

3.23 In this WP, the SAM Region submitted to the Assembly an analysis of opportunities for improvement relating to the need to take a closer look at aspects of safety information protection. In this regard, the Assembly was invited to:

- a) review the arguments put forward in this working paper and request ICAO to consider incorporating the Region's suggestions into Amendment 1 to Annex 19.

3.24 Regarding this working paper, most recommendations submitted by the SAM Region were incorporated into Annex 19, thus contributing to the enhancement of said Annex.

3.25 On this issue, the Meeting took note of the fine work accomplished by the representative of Peru in the formulation of suggestions, and was commended by the participants.

Assessment of the GASP amendment (WP/111)

3.26 In this working paper, the SAM Region proposed a six (6)-year GASP review cycle, eliminating the existing rigidity and taking account of the specific maturity level of each State's SSP. In this regard, the SAM Region invited the Assembly to:

- a) analyse the relevance of maintaining a referential milestone of 60% effective implementation (EI) of SARPs;
- b) extend the GASP amendment deadline to at least 6 years, given that it takes time for States to be able to achieve the strategic objectives. During the interim three-year period, ICAO could ask for comments, in order to be able to make an appropriate amendment every 6 years; and
- c) promote this new vision in the corresponding fora.

3.27 Despite the proposal of the SAM Region for a six (6)-year GASP review cycle, eliminating the existing rigidity and taking account of the specific level of maturity of each State's SSP, the GASP would continue to be reviewed every three (3) years.

Compliance with the Declaration of Bogota (WP/113)

3.28 In this WP, the SAM Region presented the progress made by its States in the attainment of the safety and air navigation goals set in the Declaration of Bogota for 2016. In this regard, the Assembly was invited to:

- a) take note of the information provided and request ICAO to review the methodology for classifying accidents in the Regions.

3.29 In this regard, the Assembly took note of the progress made in South America in terms of safety and of the request for ICAO to review the methodology for classifying accidents in its Regions.

3.30 As to the revision of the methodology for classifying accidents, ICAO was still examining this issue. In this regard, the Meeting considered insisting on this topic, taking into account the impact it had on accident rate calculations in the SAM Region.

Recognition of multinational certifications (WP/115)

3.31 In this WP, the Assembly took note that the SRVSOP, as a regional safety oversight organisation (RSOO), shared the need to reduce duplication of activities concerning certification and oversight of approved maintenance organisations (AMOs) and approved training organisations (ATOs), so as to contribute to the global development of the aeronautical industry and strengthen safety through the application of standards consistent with the SARPs contained in the Annexes to the Chicago Convention for the conduction of these activities. In this regard, the Assembly was invited to:

- a) support ICAO in the implementation of actions for the establishment of a global framework for the certification and oversight of AMOs and ATOs, based on the regional harmonisation of regulatory requirements and procedures for conducting these activities;
- b) urge States and regional organisations at global level to sign agreements for mutual recognition of approved maintenance and training organisations in order to avoid duplication of efforts and contribute to the development of the global aviation industry; and
- c) urge States to set deadlines for the harmonisation of their regulations, based on the SARPs contained in the Annexes to the Convention, in order to allow for the standardisation and to facilitate multinational processes of certification and oversight of the aforementioned organisations.

3.32 Regarding the work being carried out by the SRVSOP on the recognition of multinational certifications, it was broadly endorsed by the participants at the 39th Assembly. In this regard, the Meeting took note that ICAO Headquarters was currently working on an amendment to its Annexes for the recognition of multinational certifications of AMOs.

3.33 In this regard, the United States FAA expressed interest in participating as an observer in multinational certifications or oversight inspections to be carried out by the SRVSOP on AMOs of South America, in order to understand the process conducted by the Regional System. In this sense, the Meeting agreed to allow the FAA to participate as an observer in certification or oversight activities within the multinational framework of the SRVSOP.

3.34 The Meeting deemed important that in order to be consistent with the decisions adopted, SAM States make follow-up to those ICAO activities supported in the A39, especially in preparing answers to ICAO queries on proposal for amendments or other actions. Likewise in view of the positive results obtained in the A39 from the joint work made in the presentation of proposal through working papers coordinated and endorsed by all States, States of the Region were urged to continue with this procedures in future ICAO global events (conferences, symposiums, Assembly etc.). The meeting also deemed necessary that the working papers to be submitted jointly by all States of the SAM Region, are also coordinated and evaluated with LACAC States in order to cause more impact in ICAO global events.

Google Loon project

3.35 The Meeting received updated information on Project Loon which is a heavy unmanned free balloon network that flies at high altitude, the purpose of which is to take the Internet to parts of the world currently not covered by the service. The Meeting also took note that Project Loon had been endorsed by the ICAO A39, and that the number of agreements between Google and ICAO member States to formalize the corresponding operational procedures for a safe and efficient operation had increased. In this regard, the Meeting recalled that ICAO, through letter AN13/22.1-16/42 of 17 June 2016, had informed about the operation of unmanned free balloons at high altitude, presenting an explanatory sheet prepared and distributed by Google on the project, as well as sample standards and procedures applied by some member States in relation to unmanned free balloons.

Agenda Item 4: Follow-up to GREPECAS and RASG-PA activities

4.1 Under this agenda item, the Meeting reviewed WP/12 – *Follow-up to GREPECAS activities* and WP/13 *Follow-up to RASG PA activities*, both presented by the Secretariat.

Follow-up to GREPECAS activities

4.2 Upon analysing the status of execution of activities carried out in the SAM Region for the implementation of air navigation priorities in the AGA, AIM, ATM, CNS, and MET areas and in GREPECAS projects, the Meeting highlighted the difficulties encountered in the Region for such execution. The list of difficulties is shown in **Appendix A** to this agenda item.

4.3 In this regard, the Meeting felt that, although the SAM Region had made significant progress in the execution of activities under GREPECAS projects and air navigation priorities, the States should assign the highest priority to the resolution of such difficulties, and draft a national action plan containing measures to be applied and estimated dates for their resolution. This plan should be presented during the Twenty-first Workshop/Meeting of the ICAO SAM Implementation Group (SAM/IG/21) to be held in Lima, Peru from 21 to 25 May 2017.

4.4 In this regard, the Meeting formulated the following conclusion:

Conclusion AN&FS/4-3 – NATIONAL ACTION PLAN FOR RESOLUTION OF DIFFICULTIES IN THE IMPLEMENTATION OF AIR NAVIGATION SERVICES AND SYSTEMS IN THE SAM REGION

That, in order to solve the difficulties identified in the execution of activities under GREPECAS projects and regional air navigation priorities, as listed in Appendix A to this agenda item, States develop a national action plan containing the measures to be adopted and the estimated dates of implementation for presentation during the Twenty-first Workshop/Meeting of the ICAO SAM Implementation Group (SAM/IG/21) to be held in Lima, Peru from 21 to 25 May 2017.

Follow-up to RASG PA activities

4.5 Regarding the follow-up to RASG-PA activities, the Meeting took note of the approval of the RASG PA procedural handbook, 4th edition, the progress made in the 7th edition of the Annual Safety Report (ASR), and the two initiatives being coordinated with the SRVSOP and ICAO: the first one related to the extension of the weight threshold in the standard concerning the implementation of the flight data analysis programme (FDAP) for aircraft with a gross weight above 5,700 kg up to 27,000 kg inclusive; and the second one on the implementation of the ICAO safety information monitoring service (SIMS) in the SAM Region.

4.6 Regarding the implementation of SIMS in the SAM Region, progress has been made in Colombia where have started receiving data and displaying indicators on the platform. In Bolivia and Peru the implementation of the project is in its initial phase. Implementation in Chile and Brazil would follow. Panama and Paraguay also showed interest in participating in this programme, to which end the Secretariat requested them to nominate a focal point in order to start the corresponding arrangements.

GREPECAS RASG PA coordination

4.7 Furthermore, regarding the RASG PA working groups, the Meeting expressed its concern with respect to missing the opportunity of working in the area of runway excursions and mid-air collisions (ATM safety) from a holistic and systematic point of view, since both RASG PA and GREPECAS projects work on the same topics from different perspectives. Accordingly, it was felt that the Secretariat should facilitate greater coordination between the focal points of both groups, in order to study the feasibility of applying coordination mechanisms for addressing issues from an integrated viewpoint that would contribute to an efficient management of activities of both GREPECAS and the RASG PA. This proposal would be submitted for discussion to the RASG PA Executive Committee and to the GREPECAS PPRC.

4.8 Note was also taken of the need to improve coordination between RASG PA activities and the work carried out by the RSOOs of both Regions in order to avoid duplicity of efforts and increase efficiency.

Difficulties encountered in the implementation of GREPECAS project activities and air navigation priorities in ATM, AIM, CNS, AGA, and MET areas

ATM

PBN

- The lack of PANS-OPS designers is being reversed in the Region. However, States must do their utmost to continue training these specialists through basic courses, and schedule recurrent and specialized courses to maintain designer competencies.
- States that have not completed TMA redesign based on the PBN planning concept are urged to strengthen project implementation management and to allocate the resources and staff required for such purpose.
- States must calculate CO2 emission savings for all PBN implementations and deliver the information to the Secretariat.

ATFM

- Several States have not implemented their FMUs/FMPs in the respective ACCs.
- Several States have not made their runway and ATS capacity calculations. Other States have done it, but it requires updating at least once a year.
- A significant reduction in the number of NOTAMs with flow control restrictions issued in the Region has been noted since May 2017. States must endeavour to definitively eradicate these practices and strengthen the work of FMUs/FMPs for the use of coordinated ATFM measures between adjacent units, in accordance with Doc 9971, if temporary demand/capacity imbalances need to be mitigated.

AIM

- QMS/AIM implementation
 - Excessive delays in the implementation in Bolivia, Guyana and Suriname.
 - Delays in completing implementation in Colombia, Ecuador and Venezuela.
 - Lack of plans for adjusting to ISO 9001 version 2015 in Argentina and Uruguay.
- e- TOD implementation
 - Implementation plans with remote horizons.
 - Several States have not even submitted implementation plans.
 - High compliance cost.
 - Cost-benefit analyses should be carried out in the Region.
 - At present, it is a GANDD deficiency.
- AIXM
 - Some progress has been made, but more investment is needed.
 - It must be accompanied by AMHS interconnections.

- E-AIP
 - Brazil, Peru, Colombia, Panama and Venezuela showed significant progress.
 - States need to invest more in order to meet the deadlines.
- Digital NOTAM
 - The initial horizon must be modified to 2019.

CNS

AMHS interconnection

- Operational implementation of AMHS interconnections shown in Appendix B to the report on agenda item 1.
- Registration of external operators at the Eurocontrol ATS Messaging Management Centre (AMC) State Letter AN/7/49.1-09-34 dated 14 April 2009.

Automated systems interconnection

- Operational implementation of AIDC interconnections shown in Appendix E to the report on agenda item 1.
- Implementation of radar data exchange specified in MoUs established in the SAM Region between Argentina – Chile, Argentina – Brazil, Uruguay – Brazil, Brazil – Venezuela and Brazil – Peru.

AGA (AERODROMES)

Aerodromes Certification

- Very low and out of proportion application of the requirement in most States (some 0%)
- States do not establish nor implement certification plans and subsequent aerodrome surveillance in a near future (Project F1 under review)
- Lack of specialties and staff required in States for implementation
- Plural number of aerodromes declared as international but not receiving international operations
- Approach of State's AGA resources in surveillance not complying with previous certification requirement
- Low application of exemptions mechanisms to close certification process gaps

Runway Safety

- States do not have a national strategy of runway safety teams implementation
- Old runways infrastructure with poor maintenance.
- GREPECAS - RASGPA efforts coordination

MET

- QMS/MET implementation
 - Concern of the Secretariat for the delay in the implementation in some States. Note should be taken on the support provided by the Secretariat and World Meteorological Organization (WMO) for the implementation of the QMS/MET.
 - Lack of plans to adapt to ISO 9001 version 2015.
- Release of radioactive material
 - Coordinate procedures between the ANSP and the MET provider for cases of release of radioactive material.
- Implementation of other MET elements
 - State civil aviation authorities should ask the MET provider to implement these elements.

Agenda Item 5: Regional plan for the sustainability of air transport in the SAM Region

5.1 Under this agenda item, the Meeting took note on the information provided in WP/14 - *Progress and future actions related to the Regional Plan for the sustainability of air transport in the SAM Region*, and IP/04 - *Conceptualización de conectividad y desarrollo de una métrica global sobre conectividad aérea (Spanish only)* presented by the Secretariat.

5.2 In order to examine WP/14 and IP/04, the Meeting saw the need to create an *ad hoc* group consisting of Argentina, Brazil, Chile, Peru, and Venezuela, and designated Peru as its rapporteur.

5.3 The Meeting considered that the AN&FS/4 meeting could not review the declaration of implementation of the Regional plan for the sustainability of air transport in the SAM Region, and agreed the following draft conclusion to be submitted to the Fifteenth Meeting of Civil Aviation Authorities of the SAM Region (RAAC/15) to be held in Asunción, Paraguay, on 4-6 December 2017:

**Draft Conclusion RAAC/15/XX – ACTION TO BE TAKEN FOR THE APPROVAL OF
THE REGIONAL PLAN FOR THE SUSTAINABILITY
OR AIR TRANSPORT IN THE SAM REGION AND
THE DECLARATION OF IMPLEMENTATION**

That, in order to have a regional plan for the sustainability of air transport in the SAM Region and a declaration of implementation, the Directors General of Civil Aviation of the SAM Region:

- a) initially recognise the importance of the four exes that could make up the Regional plan for the sustainability of air transport in the SAM Region: connectivity, safety, institutional building, and environmental protection, which are aligned with ICAO strategic objectives and with the sustainable development goals of the United Nations;
- b) undertake to nominate by 29 December 2017 the focal points and experts they deem necessary to make up the working groups that will be responsible for drafting the regional plan for the sustainability of air transport in the SAM Region and the declaration of implementation, based on the documentation prepared by the SAM Regional Office in this regard; and
- c) undertake to take action as needed to draft the aforementioned plan and its respective declaration by 29 June 2018.

Agenda Item 6: Other business

6.1 Under this agenda item, the Meeting took note about United States FAA mandate regarding ADS-B out implementation as of 01 January 2020 analysed in WP/16 - *Automatic Dependent Surveillance – Broadcast (ADS-B) out; ensuring preparedness for the 2020 equipage mandate*, presented by the United States.

6.2 In this regard, it was reported that the FAA has contacted air services operators flying to The United States of America to inform them on compliance of this disposition.

6.3 The Meeting agreed that each South American State inform of this FAA requirement to its operators that fly to the United States of America.

6.4 The Meeting was informed that, due to the earthquake of 19 September 2017 occurred in Mexico City, Mexico, and considering the security of the participants, the NAM/CAR/SAM Automatic Dependent Surveillance – Broadcast (ADS-B) Implementation Meeting was postponed and rescheduled to be held in Lima, from 13 to 16 November 2017.

Progress made in the area of dangerous goods and participation in the ICAO DGP

6.5 This working paper reported on the annual progress made in the area of dangerous goods between 2012 and 2017, since the approval of the project for the creation of the Dangerous Goods Coordinated Oversight Programme.

6.6 Progress made in the area of dangerous goods

- Approval of the project for the implementation of the dangerous goods coordinated oversight (DGCO) programme.
- Development of the web platform for storing and processing data on coordinated dangerous goods inspections (Module 1 of the DGCO Programme);
- Publication of the first edition of LAR 175 – Safe transport of dangerous goods by air;
- Conduction of the course/workshop for the implementation of Module 1 (Coordinated Inspections) of the DGCO programme;
- Delivery of the course on the DGCO Programme for 20 inspectors of 5 different States;
- Execution of the pilot project with simultaneous inspections of TAM Linhas Aéreas in 5 countries;
- Development of the web platform for storing and processing data on dangerous goods occurrences (Module 2 of the DGCO Programme);
- Delivery of the Course on the DGCO Programme for 7 inspectors of 4 different States;
- Proposal for the creation of a Regional Dangerous Goods Group;
- Amendment 1 of LAR 175;
- Conduction of a seminar on lithium batteries, with the participation of ICAO and FAA experts;
- Delivery of the Course on the DGCO Programme for 16 inspectors of 4 different States;

- Development of the Operations Inspectors Manual (OIM, Part II, Volume II, Chapter 17, and advisory circular – Approval for the transport of dangerous goods (in Portuguese);
- Approval of a specific budget for the conduction of activities concerning dangerous goods.
- Translation into Spanish of the OIM, Part II, Volume II, Chapter 17, and advisory circular – Approval for the transport of dangerous goods;
- Approval of the proposal for the incorporation of the Dangerous goods panel within the Operations panel;
- Amendment 2 to LAR 175.
- Participation of the SRVSOP in the 17th meeting of the ICAO Dangerous goods panel working group (DGP-WG/17);
- Creation of an SRVSOP representation flow in the ICAO DGP;
- Conduction of the first SRVSOP Dangerous goods panel, pursuant to Decision JG 29/02 for the inclusion of experts in dangerous goods in the Operations Panel;
- Formal designation of the SRVSOP as an ICAO DGP observer.

6.7

Future initiatives

- Participation of the SRVSOP, for the first time in its history as an observer in the ICAO Dangerous Goods Panel (DGP/26), in October, in Montreal, Canada;
- Approval of the OIM and advisory circulars;
- Development of a coordinated dangerous goods oversight plan for 2018.
- Publication of dangerous goods procedures in the SRVSOP OIM;
- Publication of the advisory circular on certification of dangerous goods transportation;
- Implementation of Module 2 – Dangerous goods occurrence system;
- Development of the Dangerous goods government inspector course
- Execution of the coordinated oversight plan 2018
- Development of Module 3 – Approval of Training in Dangerous Goods.

6.8

Representation of the SRVSOP before the DGP

- Achievements in 2017 include the participation of SRVSOP as an observer at meetings of the DGP and its respective working groups (see RPEO/12-IP/03).
- At the 12th meeting of the SRVSOP Operations Panel (RPEO/12), the SRVSOP Committee presented two information papers and one working paper in relation to the DGP.
- Information paper RPEO/12-IP/03 reports on the participation of SRVSOP at the DGP-WG/17 meeting in April 2017, in Montreal, Canada. Its recommendations include the support to be provided by States to the ICAO proposal to create a cargo safety group which, in the future could become a panel of the Air Navigation Commission (ANC).
- The paper also recommends a more active participation of States of the System in dangerous goods issues, and notes that the possible implementation of the ICAO Cargo Safety Panel could open the door to the participation of other SAM States, in addition to the integration of various areas related to the transport of cargo.
- Likewise, RPEO/12-WP/11 proposed the adoption of SRVSOP representation flow at the meetings of the DGP and its respective working groups (see Appendix A to

this paper). If adopted, the flow would be implemented for participation at the next DGP/26 meeting on 16-27 October, in Montreal, Canada.

- On 26 September, the dangerous goods experts of the SRVSOP Operations and Dangerous Goods Panel met to discuss the working papers for the DGP/26 meeting. The report of the meeting as well as the comments made on each of the papers are contained in Appendix B to this working paper. The intention is that the report be approved by the SRVSOP Focal Point Coordination Meeting, as part of the representation flow proposed in this paper.

6.9 In this regard, the meeting recognised the efforts made by the SRVSOP for the conduction of activities related to dangerous goods that would contribute to improving effective implementation (EI) in the area of operations, and in safety in general.

6.10 Likewise, the Meeting analysed the relevance of protocol questions (PQs) related to dangerous goods for effective implementation (EI) in the area of operations.