



Agenda Item 1: Follow-up on the conclusions adopted by previous RAAC meetings

FOLLOW-UP TO RAAC CONCLUSIONS

(Presented by the Secretariat)

SUMMARY

This working paper presents a review of the status of implementation of the conclusions of previous Civil Aviation Authorities (RAAC) meetings, and proposes relevant comments in this respect for the Meeting to decide on the appropriate courses of action with regard to valid conclusions.

**ICAO Strategic
Objectives:**

A: Safety
B: Capacity and Efficiency
C: Security and Facilitation
E: Environmental Protection

1. **Analysis**

1.1 The policy of the Meetings of Civil Aviation Authorities (RAAC) of the SAM Region establishes that actions adopted must be recorded as conclusions, which call for direct attention by the States/ICAO/users and is presented as **Appendix** to this working paper. For this reason, the meeting must review the status of compliance of the conclusions considered as valid, to evaluate their status of application and determine the most appropriate actions to encourage and facilitate their application, mainly for those conclusions the Meeting might consider valid at the end of their analysis.

2. **Discussion**

2.1 Using the same methodology of GREPECAS mechanism, the Secretariat has studied the implementation situation of the conclusions formulated by RAAC/14 Meeting, as well as those then considered valid which are presented in the Appendix. The evaluation summarizes:

Completed or superseded conclusions

2.2 Of the 13 valid conclusions up to RAAC/14 Meeting and from the analysis carried out by the Secretariat, conclusions 12/7, 12/8 and 12/10 have been considered as completed and conclusion 12/1 is superseded by conclusion 13/5.

Valid conclusions

2.3 The still valid conclusions are the following: 9/5, 10/1, 11/1, 11/7, 12/4, 12/9, 13/5, 13/8 and 14/1.

3. **Suggested action**

3.1 The Meeting is invited to examine the information presented in this working paper and review the information presented in the Appendix, with the aim of updating the status of implementation of the conclusions formulated up to RAAC/13 Meeting, proposing, as necessary, the most appropriate courses of action for their implementation.

APPENDIX A

REVIEW OF RAAC COMPLETED OR SUPERSEDED CONCLUSIONS

Concl./ Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
9/5 A, B	EXCHANGE OF SECONDARY RADAR DATA	That the SAM States assign high priority to the exchange of SSR radar data among adjacent ATC units and develop the necessary bilateral agreements on this matter.	MoUs were established and signed between Argentina-Brazil, Argentina-Uruguay, Argentina-Chile, Brazil-Uruguay, Brazil-Venezuela and Brazil-Peru for the exchange of surveillance and flight plan data in order to increase safety of air traffic control in transfer areas between adjacent ACCs. These MoUs were established between 2010 and 2012. So far, out of the activities contemplated in these MoUs, the radar data exchange between Argentina and Uruguay has been implemented and put into operation, and positive radar data exchange tests have been carried out between Brazil and Venezuela (2015) and between Argentina and Chile (October 2017). The implementation of radar data with Brazil was interrupted because it was not possible to use the asterix 62/63 protocol	ICAO Regional Office	Valid	Exchange of SSR radar data and flight plans (OLDI and AIDC) implemented	Dec 2018

ICAO Strategic Objectives:

- A: Safety
- B: Capacity and efficiency
- C: Safety and facilitation
- D: Economic development
- E: Environmental protection

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			required by Brazil. Argentina and Peru resumed coordination with Brazil in November 2017 for the implementation of radar data interconnection using the asterix 62/63 protocol in view of the fact that their systems were already capable of processing and transmitting those protocols.				
10/1 A	SUBSCRIPTION OF CERTIFICATION RECOGNITION AGREEMENTS	<p>States are urged to facilitate the subscription of certification recognition agreements and to continue making efforts to harmonise and/or adopt* standards and procedures, as a means to strengthen regional safety oversight activities and to avoid duplication of efforts.</p> <p><i>* For purposes of all the work to be carried out under the SRVSOP within the framework of the “harmonisation” and “adoption” of LARs, the General Board defined the scope of these terms as follows:</i></p> <p><i>Harmonisation: Harmonisation is understood to be the set of reforms that must be introduced by the member States of the Regional System in their national</i></p>	<p>RAAC/12 meeting established the Administrative Agreement for the acceptance of aircraft maintenance organizations and aircraft components among the civil aviation authorities of the SRVSOP member States. In this regard, Bolivia, Chile, Colombia, Ecuador and Peru have signed it.</p> <p>Subsequently, 6 more States were included in the AMOs Multinational Technical Cooperation Agreement LAR 145: Argentina, Cuba, Panamá, Paraguay, Uruguay and Venezuela. State pending to sign the AMOs Agreement is Brazil.</p> <p>During RAAC/13 Meeting (Bogota, Colombia, 4 to 6 December 2014) Amendment 1</p>	Civil aviation authorities	Valid	<p>SRVSOP standards and procedures harmonized and adopted.</p> <p>Three States are pending to sign the CIAC/CEAS and CMAE agreements. In AMOs, one State is pending. Also the SRVSOP is working in the harmonization for the mutual recognition of licenses. The project, based on</p>	November 2017

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		<p><i>regulations and procedures, based on the LARs and related documents, in order to achieve, within a period of time defined by each State and reported to the General Board, an environment in which all States have similar requirements and conditions for the issuance of a certification or aeronautical license, and thus a single certification issued by any Aeronautical Authority of an SRVSOP member State would be acceptable to the other member States. Additional requirements may be established, provided they are reported to other States through an Appendix to the LAR, for consultation by any Aeronautical Authority of the SRVSOP member States at the time of issuing a certificate in this harmonised environment.</i></p> <p><i>Adoption: Adoption is understood to be the set of reforms that must be introduced by the members of the Regional System in order to accomplish, in a period of time defined by the General Board, and in an absolutely voluntary fashion, a harmonised environment, without any additional requirements.</i></p>	<p>to AMOs Agreement was approved.</p> <p>In the same Meeting (RAAC/13) the Multinational technical cooperation agreement for the certification of civil aviation training centres (CIAC/CEAC) was signed, among civil aviation authorities of SRVSOP States, signatory of this agreement, based on the certification process report of the SRVSOP multinational certification team". This Agreement was originally signed Argentina, Colombia, Cuba, Ecuador, Paraguay, Peru, and Uruguay. Subsequently Bolivia and Venezuela signed the Agreement.</p> <p>States pending to sign the CIAC/CEAC Agreement are: Brazil, Chile and Panama.</p> <p>In addition, the Multinational technical cooperation agreement for the certification of aviation medical examining centres among civil aviation authorities of the SRVSOP States signatory of this agreement, based on the certification process report of the SRVSOP multinational</p>			<p>Amendment 174 to Annex 1 regarding automatic validation of licenses, has been delivered for comments to States and the completion of harmonization are foreseen to be reviewed during the JG/30. On the other hand, the recognition of the multinational qualification of flight simulators is also programmed, thus, the recognition of certifications is an important issue for SRVSOP.</p>	

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			<p>certification team. This Agreement was originally signed by Argentina, Cuba, Ecuador, Paraguay, Peru, and Uruguay.</p> <p>Subsequently Bolivia and Venezuela signed the Agreement.</p> <p>States pending to sign the CMAE Agreement are: Brazil, Chile, Colombia and Panama.</p>				
11/1 A, B	GRADUAL IMPLEMENTATION OF GNSS TECHNOLOGY	That the SAM States gradually implement GNSS technology in keeping with regional PBN implementation programmes and their respective national plan.	<p>SAM States have started GNSS implementation in support to en route, terminal and non precision approach navigation procedures (RNAV 5, RNP APCH, RNP APC AR).</p> <p>Brazil has implemented a GBAS system, currently on pre-operational phase.</p> <p>States will comply with goals established in ICAO Assembly Resolution A37/11 regarding APV procedures.</p>	Civil aviation authorities	Valid	<p>GNSS implement- tation</p> <p>En route GNSS 65% implemented (5% over considered in the Declaration of Bogota)</p> <p>A37/11 GNSS 78.6% implemented.</p> <p>Declaration of Bogota goal was 100% of implement- tation by</p>	Dec 2018

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						December 2016.	
11/7 A	COMMITMENT TO THE OBJECTIVES OF THE REGIONAL SYSTEM	<p>That the Directors of Civil Aviation of the South American Region reaffirm their commitment to the initiatives of the Regional Safety Oversight System, through:</p> <p>a) Tangible support to its work programme;</p> <p>b) Improving the rate of commitment with the Regional System, as shown in Appendix B to this working paper; and</p> <p>c) Compliance with the target dates defined by the General Board for the harmonisation and/or adoption of the LARs.</p>	<p>Bolivia, Paraguay and Uruguay have adopted the LARs.</p> <p>Peru and Ecuador has completed the transition process of its national regulations harmonized with the LARs.</p> <p>The remainder SRVSOP States are progressing in the harmonization of their national regulations with the LARs, with good results, with the compromise of completing the LAR harmonization process in March 2017.</p>	States	Valid	<p>Commitment with SRVSOP.</p> <p>During the Fifteenth Coordination Meeting of the SRVSOP Focal Points (RCPF/15) the commitment of the States was determined to complete the notification of harmonization and differences of LARS until June 29, 2018; and the need to set a new deadline to complete the process of harmonisation and adoption of LAR.</p>	June 2018

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						During the JG/30 the WP/05 will be presented to report the conclusion of the RCPF/15.	
12/1 A, B, E	PERFORMANCE-BASED AIR NAVIGATION IMPLEMENTATION PLAN FOR THE SAM REGION (SAM PBIP)	<p>The States of the ICAO South American Region and the international organisations involved:</p> <p>a) approve the Performance-based Air Navigation Implementation Plan for the SAM Region shown in Appendix A, for its implementation at regional level;</p> <p>b) encourage those States that have not done so to prepare their national performance-based air navigation plan in accordance with the guidelines contained in the cited implementation plan; and</p> <p>c) request the ICAO South American Regional Office to review Project RLA 06/901 in order to align it with the performance objectives established in the cited implementation plan.</p>	<p>a) States approved the PBIP. As consequence of the approval of the Global Air Navigation Plan (GANP), fourth edition, the PBIP was amendment to align it with the new GANP edition.</p> <p>b) Some States have started drafting their national plans in alignment with PBIP (Brazil, Chile, Colombia and Venezuela).</p> <p>c) Amendment of Project RLA/06/901 has been completed in alignment with PBIP.</p>	States, international organizations, ICAO SAM RO	Superseded by Conclusion 13/5	<p>Approval of PBIP.</p> <p>National implementation plans aligned with PBIP.</p> <p>RLA/06/901 project aligned with PBIP.</p>	

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12/4 A, B	STRATEGY FOR THE INSTITUTIONA- LIZATION OF REDDIG AND SRVSOP	That, with the aim of giving continuity to the implementation of the Air Navigation and Safety Organization, the activities taken under consideration in the strategy shown in Appendix A be implemented.	The activities in the strategy will be considered at the RLA/03/901 (REDDIG) and RLA/99/901 (SRVSOP) RCC meetings. Meanwhile, States have agreed that the coordination of the indicated projects continue through ICAO. Project document RLA/03/901 (REDDOG), Version Q, approved ICAO management until 2018. Likewise with project RLA/99/901 (SRVSOP).	ICAO, States	Valid	Strategy for the institutionalization of REDDIG and SRVSOP	Dec 2018
12/7 A	ACTIONS TO PROMOTE THE EFFECTIVE IMPLEMENTATION OF SAFETY MANAGEMENT SYSTEMS	That the States of the Region, in order to achieve an effective implementation of safety management systems: a) make the necessary efforts to assign human and material resources to SSP; b) use the results of the SSP analysis to define safety risk mitigation policies; c) avoid designating SSP coordinators on an ad-hoc basis; d) support the participation of their SSP coordinators in the cycle of SSP seminars/workshops to be scheduled by the Regional Office in the years 2012 and 2013;	Starting in 2013, the SAM Office created the SSP implementation meeting, the fifth meeting of which, held in Lima, Peru, on 7-11 November 2016, reviewed the level of implementation of SSP in SAM States. At said meeting, some States showed greater progress than others. Accordingly, it agreed to start implementation of the programme, beginning with the first element of the first SSP implementation phase and to seek a mechanism for all States to move forward at the same	States	Completed	State safety management system implemented	Dec 2016

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		<p>e) request their SSP coordinators to develop a short and concise annual safety report covering the following aspects:</p> <ul style="list-style-type: none"> - an executive report; - reactive information analysis; - proactive information analysis; - predictive information analysis; <p>f) present the results of their annual safety reports at the SSP seminar/workshops to be organised by ICAO South American Regional Office; and</p> <p>g) regarding items c) and f), the different working groups that were being organised should be harmonised to avoid duplication of efforts and resources.</p>	<p>time. In this regard, Bolivia, Chile, Colombia, Ecuador, Panama, Peru and Venezuela expressed their intention to participate in a pilot project for the implementation of SSP by the end of 2018. Colombia joined the pilot project after completing the USOAP CMA audit conducted on 5-15 June 2017.</p> <p>The pilot project for the implementation of SSP in SAM States was launched on 16 March 2017, with the seven (7) aforementioned States. Subsequently, Guyana applied to join, thus becoming the eighth member country of the pilot project.</p> <p>The objective of the pilot project is to develop model legislation, regulations, guidance material, processes, mechanisms and systems related to safety management to support SAM States in SSP implementation for a period of two years.</p> <p>The pilot project includes fifteen (15) projects and one (1) general project to be developed</p>				

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			until the end of 2018, which will ensure the implementation in the eight (8) aforementioned States and in other SAM States willing to participate therein.				
12/8 C	SUPPORT TO THE ICAO/LACAC NAM/CAR/SAM AVIATION SECURITY AND FACILITATION REGIONAL GROUP	That the States make their utmost to support the work being carried out by the ICAO/LACAC NAM/CAR/SAM Aviation Security and Facilitation Regional Group, giving facilities to the designated officers for conducting the activities of the projects of the ICAO/LACAC NAM/CAR/SAM Aviation Security and Facilitation Regional Group.	ICAO/LACAC NAM/CAR/SAM AVSEC/FAL RG/3 meeting was held in the ICAO SAM RO, from 19 to 21 June 2013. States took note on the need to provide support to the Aviation Security and Facilitation Regional Group.	States	Completed	Aviation security and facilitation activities implemented	Dec 2016
12/9 A, E	REGIONAL CONTINGENCY PLAN TO ADDRESS NATURAL DISASTERS AND/OR CATASTROPHIC EVENTS	That ICAO, in cooperation and coordination with the States of the South American Region, develop a Regional Contingency Plan to address natural disasters and/or catastrophic events, with a view to minimising the impact on civil aviation and restore the operation of air navigation and airport services as soon as possible.	The regional contingency plan has not been completed. Only a guide in support of the Region has been prepared in the event of a volcanic ash contingency.	ICAO	Valid	Regional contingency plan to address natural disasters and/or catastrophic events.	July 2018
12/10 A, B	SAM ATS ROUTE NETWORK OPTIMISATION PROGRAMME (ATS/RO)	That, taking into account the significant fuel savings and the reduction in CO2 emissions into the atmosphere as a result of the phased implementation of the ATS route network optimisation	The ATS route network optimisation programme is being coordinated through ATS/RO meetings. To date, 8 meetings have been held (the last one in Lima, Peru, on 11-	States	Completed The programme for ATS route optimisation using PBN	SAM ATS routes optimized	Dec 2016 (60% of the ATS optimized routes implemented)

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		programme, it is essential to continue supporting the implementation of the subsequent phases of the ATS/RO programme in order to improve efficiency and environmental protection in the South American Region.	15 September 2017), through which the goal established in the Declaration of Bogota (60% implementation of optimised PBN routes) was exceeded (65%). Progress made so far may be found in the following website.		procedures is proceeding satisfactorily in the SAM Region, and ATS/RO conducts effective monitoring in order to coordinate implementation as needed.		
13/5 A, B, E	SAM PERFORMANCE-BASED NAVIGATION IMPLEMENTATION PLAN (SAM PBIP) AS ALIGNED WITH THE ASBU	That the States of the ICAO South American Region and the international organisations involved: a) approve the SAM performance-based navigation implementation plan (SAM PBIP) as aligned with the ASBU for its regional application, as shown in Appendix A to Agenda Item 4 of the RAAC/13 meeting; and b) encourage those States that have not done so yet to amend their national performance-based air navigation plans in accordance with the guidelines contained in the aforementioned SAM PBIP.	Approved the SAM Performance-Based Navigation Implementation Plan (SAM PBIP) aligned with ASBU Follow up so that States complete the update of the air navigation national plans to be aligned with ASBU.	States	a) Completed b) Valid To date Brazil, Chile, Colombia and Venezuela has developed its national plans aligned with ASBU	SAM Performance-Based Navigation Implementation Plan (SAM PBIP) aligned with ASBU approved. Performance-based air navigation national plans to be aligned with SAM PBIP	a) Completed b) July 2018

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13/8 A	IMPLEMENTATION OF AIR NAVIGATION AND SAFETY OVERSIGHT PRIORITIES	That the States of the SAM Region implement the air navigation and safety oversight priorities in accordance with the regional goals agreed for the period 2014 – 2016 in the Bogota Declaration and that the International Organizations support the implementation of the States' priorities.	<p>Follow up air navigation and safety implementation by the States of the Region in accordance with the goals of 2014-2016.</p> <p>PBN:</p> <ul style="list-style-type: none"> • SAM route network optimisation 65% implementation (5% more than the goal of the Declaration of Bogota); • SIDs/STARs: 72.9% (October 2017) goal 60% • APV A37/11 78.6% (October 2017) goal 100% • CCO/CDO (26% and 34 implementation respectively (October 2017) goal 40% • 93516 tons of CO2 saved during the period 2014-2017 <p>ATFM: FMU/FMP: 63% of implementation by October 2017</p> <p>AIS and AIM AMHS Interconnection implementation 58% (October 2017) goal 100%</p> <p>AIDC 40% (October) goal 100%</p> <p>IP National network 62% (October) goal 80%</p>	States	Valid It has been considered to complete goals for the period 2017-2019	Implementation of air navigation and safety priorities.	Dec 2019

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			<p>FLS</p> <ul style="list-style-type: none"> • Effective implementation level 78.56% (November 2017) goal 80% of effective implementation (EI); • Certified airdromes 26% (27 airdromes from 104 international airports). The goal established in the Declaration of Bogota is exceeded by 6% • Accident rate in the SAM Region (2016) 2.71%; global accident rate 3.74%. The goal was to reduce in 50% the gap in the rate of accidents of the SAM Region compared to global rate. Despite the fact that in 2016 the rate increased significantly from 1.03 in 2015 to 2.71, the goal set in the Declaration of Bogota was exceeded during this year. <p>Accident rate for runway excursion (RE) (2016): 1.05. The goal was to reduce in 20% the accident rate in the SAM Region with respect to its average rate 2007-2012.</p>				

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			The goal set in the Declaration of Bogota was fulfilled this year.				
14-1 A	IMPROVE THE EFFICIENCY IN THE CERTIFICATION AND OVERSIGHT OF APPROVED MAINTENANCE ORGANIZATION	That actions be initiated through SRVSOP, for the identification of efficiencies among FAA, EASA and the SRVSOP in the processes of certification and oversight of approved maintenance organisations, thus avoiding duplication of efforts	During the Fourth Air Navigation and Flight Safety Directors Meeting (AN&FS/4), the FAA from United States of America, expressed interest in attending as observer, to the multinational certifications or surveillance inspections that the SRVSOP carries out in the OMA's of the South American Region to understand the process. On this respect the Meeting agreed to allow the participation of the FAA in the certification or surveillance tasks in the multinational framework of the SRVSOP.	Member States of the SRVSOP	Valid	OMAs multinational agreements	December 2017
