



INTERNATIONAL CIVIL AVIATION ORGANIZATION
South American Regional Office

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

FINAL REPORT

Lima, Peru, 20 to 22 August 2018

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HISTORY OF THE MEETING

ii-1 PLACE AND DURATION OF THE MEETING

The Fifth 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 20 to 22 August 2018.

ii-2 OPENING CEREMONY AND OTHER MATTERS

Mr. Fabio Rabbani, 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 the performance of the SAM Region in the USOAP CMA and in the different projects undertaken in the Region.

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. Marcos Revetria, delegate from Uruguay was elected as Chairman, and Mr. Roque Díaz Estigarribia, delegate from Paraguay, was elected Vice-Chairman.

The Meeting had two Secretaries: Mr. Marcelo Ureña, Regional Safety Officer of the Lima Regional Office, on the part of flight safety, and Mr. Jorge Armoa, Regional Aeronautical Information Management and Meteorology Officer of the Lima Regional Office, in the air navigation area.

The Secretariat also reckoned with the support of the Officers of the Lima Regional Office: Ms. Verónica Chávez, Technical Assistance Officer, Mr. Fabio Salvatierra, AGA Regional Officer, Mr. Fernando Hermoza, ATM/SAR Regional Officer, Mr. Javier Puente, FLS/2 Regional Officer, Mr. Francisco Almeida, CNS 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: Preparatory steps for the ICAO Thirteenth Air Navigation Conference (AN-Conf/13)
- 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 45 participants from 9 SAM States (Bolivia, Brazil, Chile, Guyana, Panama, Paraguay, Peru, Uruguay, and Venezuela), including one representative from EASA and ICAO Officers. The list of participants appears on page iii-1.

ii-7 LIST OF CONCLUSIONS AND RECOMMENDATIONS

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ANFS/5-01	MECHANISM FOR ARTICULATING TECHNICAL ASSISTANCE AND TRAINING ACTIVITIES ON AIR NAVIGATION IMPLEMENTATION ISSUES BETWEEN SAM STATES	1-9

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ANFS/5-03	PLAN FOR THE SUSTAINABILITY OF AIR TRANSPORT IN THE SAM REGION - PLAN SAM	5-2

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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 the following working papers presented by the Secretariat: 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 interconnections and national IP networks*; WP/06 – *Follow-up to AIDC interconnection*; and WP/07 *Follow-up to MET implementation goals*, all presented by the Secretariat.

PBN implementation

1.2 As a follow-up to GREPECAS Decisions 16/45 and 16/47, the “*Performance-based navigation (PBN)*” programme was structured with the following associated projects:

- a) Project A1; PBN operational implementation; and
- b) Project A2; Air navigation systems in support of PBN.

A description of the activities under these projects is provided in **Appendices A¹** and **B²** to this part of the report.

1.3 The Meeting took note that GREPECAS/18 had highlighted the need for better coordination of efforts and projects between the CAR and SAM Regions. Accordingly, based on the recommendation of the Secretariat, the decision was made that the two groups (RASG-PA and GREPECAS) apply a common project management approach.

1.4 Likewise, the SAM/IG/21 meeting was presented with a proposal for updating the SAM PBN project in order to apply management techniques and incorporate performance indicators. The draft project had three main axes: National PBN implementation plans, implementation of route network versions, and PBN implementation at the main TMAs of the SAM Region, including SIDs/STARs as required. In addition to the aforementioned axes, the proposed project included the following enhancing elements (initiatives): Coordination between CAR and SAM projects, performance indicators, and optimisation of longitudinal separation between aircraft for transfer between ACCs.

1.5 En-route PBN implementation was being addressed at ATS route network optimisation (ATSRO) meetings, based on route network versions, to ensure that the best possible airspace structure was always available within an integrated development concept.

1.6 Aeronautical information publications were issued on 16 August 2018 for effective implementation of 24 proposals of Version 4 on 11 October, as agreed at the ATSRO/9 meeting (16 – 20 July 2018), thus increasing use of RNAV-5 in regional and inter-regional airspace.

1.7 Regarding the status of implementation of PBN for TMA airspaces, the progress made in 2017 in Argentina, Brazil, Colombia and Paraguay was described.

1.8 A relevant aspect is the investment made in PANS-OPS training, which had been provided to personnel from the administrations of Argentina, Bolivia, Ecuador, Guyana, Peru, and Uruguay. The lack of PANS-OPS designers is being gradually resolved in the Region.

¹ Appendix A to ANFS/5 - WP/02

² Appendix B to ANFS/5 - WP/02

1.9 Likewise, 93% of the SAM States had submitted their updated action plans for PBN redesign in selected airspaces. Tentative implementation dates are shown in the SAM/IG/20 meeting report, posted at:

https://www.icao.int/SAM/Documents/2017-SAMIG20/SAMIG20_Informe%20final.pdf

1.10 Taking into account recent developments in Argentina, Brazil, Colombia and Paraguay, PBN SID/STAR implementation reached 72.5% on 12 October 2017. The 60% goal set in the Declaration of Bogota has been met.

1.11 Associated to the design of arrival and departure procedures is the application of CDO and CCO methods, which had achieved the following implementation percentages: CDO 34% and CCO 26%.

1.12 Pursuant to Resolution A37-11, concerning the implementation of PBN approach, States were still making efforts to achieve the 100% goal that was to be attained in 2016. To date, implementation reached 78.6%.

1.13 Guyana informed that RNAV designs had been developed for SIDs and STARs, but required assistance to review these procedures. The Secretariat took note of this in order to coordinate support by PANS OPS experts of the Region to assist Guyana in these activities, inasmuch as feasible.

1.14 Likewise, Panama noted that the airspace optimisation project in the Panama TMA would be postponed until 2019 due to administrative issues related to the requirement of a consultancy. Taking into account that Panama would be receiving assistance from Brazil for the implementation of an FMP in Tocumen (see below the paragraphs on the presentation by DECEA related to technical assistance between States), it was noted that consideration should be given to the situation of the Panama TMA and to capacity aspects in that airspace, in order to avoid the implementation of ATFM measures that might have significant impact on users.

1.15 Venezuela explained the progress made in airspace optimisation, highlighting coordination with CAR States to improve longitudinal separation, and the recent publication of new regional RNAV-5 routes in the Maiquetía FIR, contemplated in ATSRO Version 4.

1.16 Regarding the transition from RNAV to RNP nomenclature in approach charts, it was noted that the PANS-OPS/3 workshop for the SAM Region, to be held on the week of 24 September 2018, would address the initial planning of these activities.

1.17 Regarding regional optimisation of longitudinal separation minima for transfers between ACCs, it was noted that a workshop had been held in November 2017 at the SAM Regional Office, where an action plan had been proposed to further the reduction from 40 to 20 NM, and to coordinate the signing and effective implementation of letters of agreement between States to consolidate the 40NM separation. In this context, Brazil had started standard application of a 20 NM separation for aircraft entering its FIRs. The summary of the results of this workshop are posted at:

https://www.icao.int/SAM/Pages/ES/MeetingsDocumentation_ES.aspx?m=2017-OPTSEPLONG

1.18 Regarding activities under Project A2, *Air navigation systems in support of PBN*, Brazil reported that issues related to ionosphere behaviour were still unresolved, according to studies being conducted with the support of university entities, the results of which would soon be sent to the SAM Regional Office. In this regard, Brazil had decided to suspend certification of the Honeywell SL4000 system, but would continue studies concerning ionosphere behaviour in low latitudes.

ATFM implementation

1.19 As a follow-up to GREPECAS Decisions 16/45 and 16/47 for the SAM Region, the ATFM programme was structured in association to project B1, *Improve demand-capacity balancing*. Project activities are described in **Appendix C**³³ to this part of the report.

1.20 The Meeting took note that achievements related to ATFM implementation were not yet consolidated in the Region, despite efforts made by States and Project RLA/06/901 through the development of guidance material and the provision of ATFM training courses.

1.21 In order to analyse the attainment of ATFM goals pursuant to the Declaration of Bogota, the following indicators had been considered:

- a) Percentage of States that had conducted runway and ATC sector capacity calculations.
- b) Percentage of States that had implemented ATFM in flow management units (FMUs) or flow management positions (FMPs).

1.22 To date, 85% of the States of the Region had performed runway capacity calculations as a task prior to implementation. Regarding ATC sector calculations, it was noted that nine States of the Region, that is 64%, had carried out these calculations.

1.23 Regarding the metrics on implementation of flow units in each FIR or main ACC, the Region had achieved 71% ATFM implementation (7% higher compared to May 2017) with the implementation of the ATFM service in Argentina in May 2018, as shown in the following table:

May 2018 71%	ARG	BOL	BRA	CHI	COL	FGY	ECU	GUY	PAN	PAR	PER	SUR	URU	VEN
	YES	NO	YES	YES	YES	NO	YES	NO	YES	YES	YES	NO	YES	YES

Percentage of States that have implemented ATFM at flow management units (FMUs) or flow management positions (FMPs) at each FIR or main ACC

1.24 With regard to the operation of FMUs/FMPs, Argentina, Brazil, Chile, Colombia and Peru were developing the ATFM service on the basis of Doc 9971 and, due to the increase in aircraft operations and the overall growth of the industry in these States, ATFM and capacity management initiatives were being applied to mitigate demand/capacity imbalances generated by temporary or permanent factors.

³ Appendix to ANFS/5 - WP/03

1.25 In the case of other units in the Region, they were more focused on coordinating ATFM elements, operating in association with their ACC, and supporting flow requirements of adjacent ACCs.

1.26 A significant reduction was noted by May 2018 in the number of NOTAMs on flow control that were affecting flight efficiency (domino effect), especially on routes over the Pacific Ocean.

1.27 The text of the Air Traffic Flow Management Operational Concept for the Caribbean and South American Regions (AFTM CONOPS) referred to version 1.2 of June 2007. Accordingly, the aforementioned document needed to incorporate the guidelines and improvements contained in ICAO Doc 9971 - Manual on Collaborative Air Traffic Flow Management, 3rd Edition, 2018. Coordination was underway between the NACC and SAM Offices for joint updating of this document.

1.28 It was noted that the Seminar on Air Traffic Flow Management (ATFM) for the SAM Region (ATFM/SAM) was carried out on 11-15 June 2018, with the participation of 11 States and IATA-LATAM experts. Complete information and material related with this event can be found at:

https://www.icao.int/SAM/Pages/ES/MeetingsDocumentation_ES.aspx?m=2018-ATFM

1.29 Guyana stated that it was developing regulations and procedures concerning the ATFM service and capacity calculations. It also noted that the Piarco ACC had recently implemented, on the common boundary with the Georgetown FIR, flow control measures that had called for the adoption of rerouting measures in coordination with the Maiquetia ACC.

1.30 Brazil highlighted the need to establish a collaboration strategy for ATFM implementation in the Region, so as to avoid dispersion of efforts (see below the paragraphs on the presentation by DECEA on technical assistance between States).

1.31 Peru highlighted the importance of establishing and/or maintaining ATFM letters of agreement between SAM States in order to strengthen activities and regional collaboration. Peru also noted that it continued to develop the ATFM service and had plans to install systems and equipment at the DGCA and the ANSP in 2019.

1.32 EASA expressed interest in extending its assistance projects in the SAM Region to the ATFM area and noted that Europe had significant experience through the CFMU and wanted to share good practices with the Region.

AIDC

1.33 The Meeting took note of the progress made in the operational implementation of AIDC interconnections. On 16 August 2018, the AIDC interconnections between the Iquique ACC-Lima ACC and the Lima ACC-Guayaquil ACC moved from the pre-operational to the operational phase. The AIDC interconnection between the Bogota ACC-Lima ACC should have become operational on 16 August 2018, but was still pending due to operational issues in Bogota. AIDC interconnections between the Bogota ACC-Guayaquil ACC and Cali ACC-Guayaquil ACC were to enter the pre-operational phase on 1 August 2018 and the operational phase on 1 October 2018.

Implementation of AMHS interconnection

1.34 The Meeting was informed of the status of implementation of AMHS interconnections, noting that not all SAM States had registered their external operators at the Eurocontrol AMHS Message Management Centre (AMC).

1.35 The Meeting took note of the advanced AMHS course conducted on 6-10 August 2018 in Santiago, Chile, with the participation of representatives of Bolivia, Brazil, Chile, Ecuador, Guyana, Paraguay, Suriname, Trinidad & Tobago, Uruguay, and Venezuela. The course addressed advanced topics related to interoperability tests between AMHS centres (IOT), access to, and use of, information posted on the AMC website, use of the directory service, and interconnection to the SITA type-X gateway.

1.36 Following the course, some AMHS COM centres had resumed coordination efforts to restart interconnection tests in August 2018:

- Brasilia and Paramaribo
- Bogota and Quito
- Caracas and Quito
- Guyana and Paramaribo.

1.37 Transition to the SITA type-X gateway was completed on 16 August 2018, as planned by the SAM/IG/21 meeting. AMHS users of the SAM Region could receive and send messages to SITA messaging system users through an interconnection between the Brasilia AMHS COM Centre and the SITA type-X gateway in Atlanta.

1.38 Inter-regional connections (EUR-SAM and NAM-SAM) that were waiting for the transition to the SITA type-X gateway could now be resumed. In this sense, the Meeting took note that coordination among DECEA, ENAIRE and the FAA had been resumed for the establishment of the following AMHS interconnections:

- Atlanta (FAA) and Brasilia (DECEA)
- Brasilia (DECEA) and Madrid (ENAIRE).

1.39 The States of the Region were urged to provide specific training on each system implemented at national level, improving the knowledge and skills of AMHS COM centre operators for managing the AMHS systems of each State.

1.40 Another issue highlighted during the Meeting was the transition of AFTN users to the AMHS environment. Some States of the Region prioritised the establishment of AMHS interconnections with adjacent centres, maintaining their internal users with AFTN terminals/interfaces. These States were urged to plan and execute the migration of their users (human and automated systems) as soon as possible, in order to meet the requirements of the aeronautical message service for transmission of future aeronautical message objects, such as the new flight plan formats (XML), operational meteorological messages (OPMET) and aeronautical information management (AIM).

Implementation of national IP networks

1.41 The Meeting took note that national IP networks continued to be implemented in accordance with **Appendix D**⁴ to this part of the report. It was estimated that 100% implementation would be achieved during the period 2018-2019.

⁴ Refer to Appendix C to ANFS/5-WP/05

AIM

1.42 The Meeting reviewed the implementation of AIM priorities. The Secretariat noted that issues submitted to the consideration of the Meeting included the steps contained in the Roadmap for the transition from AIS to AIM, in addition to the new requirements introduced by Amendment 40 to Annex 15 – *Aeronautical information service*, and the new Doc 10066 – *PANS-AIM*.

1.43 Regarding the Roadmap, the Meeting took note of the process for aligning the AIM/QMS to the new requirements introduced by ISO 9001 Version 2015. In this sense, the Meeting took note of the following:

- a) Brazil, Chile, Panama, Paraguay, and Peru have already been certified under Version 2015;
- b) Argentina would start working on the alignment upon completion of the AIS data automation and digitalisation process;
- c) Uruguay had a certification audit scheduled for the end of August;
- d) Venezuela: Implementation was in its final stage and the certification audit was scheduled for the second quarter of 2019;
- e) Bolivia had not made any progress in the process;
- f) Colombia, Ecuador, and Suriname had not reported on the status of the process; and
- g) Guyana had finished reviewing the alignment to Version 2015, had provided training, and was reviewing its quality manual.

1.44 Regarding the implementation of a standard aeronautical information exchange model, good progress had been made in the Region. This had enabled the conduction of successful message exchange tests between Panama and Argentina, and tests between other States had been scheduled for this year. However, those States that were lagging behind (Bolivia, Paraguay, Uruguay, Guyana, Suriname) should make an effort to implement an aeronautical information management package. Paraguay noted that there was an automation project with Brazil that they were planning to join in order to achieve information management in an electronic environment.

1.45 The implementation of e-TOD in the Region was a matter of concern. The main difficulty was the cost-benefit ratio for its implementation. In this regard, the Secretariat noted that there were obstacle databases managed, in almost all States, by the aerodrome area, and suggested the establishment of work programmes with other State institutions involved in geodetics and obstacles with the purpose of establishing joint strategies for sharing costs and benefits through the generation of terrain and obstacle databases. This work could facilitate obstacle surveys for Areas 2, 3, and even 4, if necessary. In this regard, the Meeting requested a model letter of agreement to be implemented by States, tools that the Secretariat undertook to investigate and provide to the States, if available. In this regard, some States noted the following:

- a) Guyana: Regarding man-made obstacles, a surveying process had been started for the development of a database with the corresponding coordinates and heights. Furthermore, agencies had been contacted to coordinate the provision of information before starting construction of new obstacles. Regarding terrain data around

international airports, a contract/memorandum of understanding was being developed with **Guyana Lands and Surveys Commission** for the collection of such data. Furthermore, a provider had been contacted for the provision of software and assistance for the development of e-TOD;

- b) Venezuela reported that they were carrying out the geodetic and topographical work to survey obstacles. Furthermore, memoranda of understanding had been established with the geodetics authority, which had reduced the cost of the work;
- c) Paraguay was carrying out the obstacle survey with the geodetics authority. They had also established agreements with other companies that had done this job for other agencies, with a view to sharing obstacle databases. The task is scheduled for completion by 2019.

1.46 The Meeting took note of the action plans of States for e-TOD implementation, in addition to the recommendations of the *ad-hoc* group established at the GRPECAS/18 meeting.

1.47 Regarding AIM implementation goals, these can be found in **Appendix E**⁵ to this part of the report.

MET

1.48 The Meeting reviewed the implementation of MET goals. In this regard, the Secretariat noted that goals were related to the GREPECAS MET Programme and Projects and the new requirements introduced by Amendment 78 to Annex 3 – *Meteorological service for international air navigation*.

1.49 Regarding MET/QMS implementation and its alignment with the new requirements introduced by ISO 9001 Version 2015, the Meeting noted the following:

- **Brazil, Chile, Panama, Paraguay, and Peru** had been certified under ISO 9001:2015.
- **Argentina:** Was in the process of aligning the MET/QMS with the new requirements and extending its scope. Certification audits were being scheduled for the first quarter of 2019.
- **Bolivia:** Had completed implementation under Version 2008 of the standard. They will have to plan the implementation of Version 2015 and then establish a timetable for certification.
- **Colombia:** Certified under Version 2008. No information available on alignment with ISO 9001 Version 2015.
- **Ecuador:** Continued in the process of implementation.
- **Guyana:** Completed the process of implementation and alignment with Version 2015 requirements. The certification process had not started.
- **Suriname:** Certified under Version 2008. No information available on alignment with ISO 9001:2015 requirements.

⁵ Appendix B to WP/04

- **Uruguay:** The MET/QMS implementation process had been reformulated due to changes in INUMET authorities. They were currently in the process of adjusting the previous system to include the new requirements of Version 2015.
- **Venezuela:** The MET/QMS implementation process in SERMETAVIA had been completed. The certification process had not started.

1.50 The Meeting took note that States had updated their MET focal points for the Volcanic ash contingency plan. However, the Secretariat reminded the Meeting that the aforementioned plan involved the AIM, MET, and ATM areas, and therefore focal points for the AIM and ATM areas should be provided.

1.51 Regarding the implementation of the exchange of OPMET messages in XML/GML format, the Secretariat emphasised AMHS infrastructure for expediting this implementation. The Secretariat mentioned that there were two ways for sending the XML format: introducing it in the body of the message, or sending it as an attachment, and the State had the final decision. It was important for States to work with the AMHS terminal user agent for the implementation of this requirement, since they had to be in AMHS rather than AFTN mode.

1.52 The Meeting noted that the new requirements introduced by Amendment 78 to Annex 3 include the provision of space weather information. In this regard, the Secretariat informed that a first seminar on this topic had been conducted in Panama City on 16-20 July of this year. This event gave rise to several question marks, and to a proposal to conduct a short course at a space phenomena research centre, which the Secretariat was considering for 2019.

1.53 The Meeting deemed it important to establish goals and priorities in this area for the period 2019-2021. The goals established are shown in **Appendix F**⁶ to this part of the report.

Presentation by DECEA Brazil on technical cooperation agreements

1.54 DECEA – Brazil made a presentation on the technical cooperation and training projects carried out with Argentina, Uruguay, and Paraguay, for the development and implementation of PBN flight procedures and airspace optimisation.

1.55 A technical proposal, still under study, was presented to link FPDAM - IDS systems existing in the SAM Region, as well as the possibility for interested States to connect with centralised servers in Brazil, thus providing an efficient way of having a PANS OPS design tool available and of sharing knowledge in this area. Likewise, an explanation was given of the proposal for assistance to equip control towers in Paraguay with the *Saipher* TATIC system.

1.56 DECEA highlighted the recent assistance received by Argentina for the implementation of its ATFM service, which was reported to the States at the SAM/IG/21 meeting. Likewise, information was provided on new initiatives of this type envisaged with Paraguay and Panama, which could include the installation of a terminal of the ATFM management system developed by ATECH.

1.57 In this context, Brazil expressed its interest in developing several requests for assistance for air navigation implementation, and proposed that a mechanism be defined to expedite the articulation of technical assistance projects of this type between SAM States, as may be required for offering or receiving such assistance. The Meeting agreed on the convenience of exploring the feasibility of

⁶ Appendix A to WP/07

establishing such mechanism through Project RLA/06/901. In this regard, the Meeting formulated the following conclusion:

**Conclusion ANFS/5-01: MECHANISM FOR ARTICULATING TECHNICAL
ASSISTANCE AND TRAINING ACTIVITIES ON AIR
NAVIGATION IMPLEMENTATION ISSUES BETWEEN SAM
STATES**

That the SAMIG/22 meeting, with the support of the Secretariat, explore the feasibility of establishing a mechanism to articulate technical assistance and training activities on air navigation implementation issues between member States of Project RLA/06/901. If the aforementioned mechanism were considered feasible, the initiative should be submitted to the approval of the Coordination Committee of Project RLA/06/901, for its development and implementation.

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

2.1 Under this agenda item, the following papers presented by the Secretariat were analysed: WP/08 – *Follow-up on goals concerning safety oversight, accidents and runway excursions*; WP/09 – *Follow-up to airdrome certification goals*; WP/10 – *Follow-up to goals related to the implementation of the State Safety Programme (SSP) and the Safety Management System (SMS)*.

2.2 In this regard, the Meeting took note of the performance of the SAM Region regarding compliance with the following goals to be accomplished by December 2016 in accordance with the Declaration of Bogota:

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

2.3 Regarding this goal, the Meeting took note that between November 2011 and 31 July 2018, ICAO had conducted 5 CMA audits, 14 coordinated validation missions (ICVMs), 2 integrated validation activities (IVAs) and 5 off-site monitoring activities in the SAM Region. During this period, the average for the SAM Region had increased by **12.34%**, from 66.28% to **78.62 %**, still pending **1.38%** to reach the goal of the Declaration of Bogota. With this average of + 12.34, the SAM Region had improved its EI by **1.76%** per year.

2.4 With a percentage of **78.62%**, the SAM Region had the highest effective implementation (EI) among all ICAO Regions, without taking into account the improvement that could be added by Peru as a result of the ICVM conducted on 7-14 August of this year.

Accidents: Reduce by 50% the gap between the SAM accident rate and the global accident rate.

2.5 Regarding this goal, the Meeting took note that the accident rate in South America for scheduled commercial air transport operations with aircraft over 5 700 kg had been gradually decreasing since 2009, reaching a rate of **1.65** accidents per 1,000,000 departures in 2017, far below the global rate of **2.42**. In 2015, 2016 and 2017, the rate in the SAM Region had remained below the global rate, so the goal set in the Declaration of Bogota had been met.

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

2.6 Regarding this goal, the Meeting noted that, starting in 2012, the runway excursion accident rate had remained below the agreed goal of 1.8 accidents per million departures. Accordingly, the goal set in the Declaration of Bogota had been met so far.

Aerodrome certification: Achieve 20% of international aerodromes certified

2.7 Following with the agenda, the Meeting was presented with the status of implementation of international aerodrome certification in the South American Region, in accordance with ICAO Doc 8733 – CAR/SAM Air Navigation Plan. By July 2018, the number of certified aerodromes increased from the twenty-seven (29) reported at the AT&FS/4 meeting to thirty-one (31), only 4 aerodromes. It should be noted that 9 of the 14 SAM States/Territories (64% of the total) already had at least 1 certified aerodrome, which showed the capacity of States to carry out this process. Argentina, Panama, Paraguay, Suriname, and French Guiana had not yet started the aerodrome certification process.

2.8 Regarding the status of certification of aerodromes shown in Appendix A to ANFS/5 – WP/09, the representative of Peru stated that some aerodromes (for instance, Puerto Maldonado) had been certified. However, the Secretariat clarified that the list only referred to international aerodromes included in Doc 8733 (Table AOP) and formally reported as certified to the Regional Office. Accordingly, the Secretariat took the opportunity to urge States that had certified aerodromes that had not been formally reported to ICAO to do so in order to keep the list up to date.

2.9 The Meeting was then presented with the results of recommendation ANFS/4-01, which compiled an “*internal analysis of aerodrome certification*”, through which States were requested to indicate the main challenges that hindered certification of their aerodromes. Aspects such as lack of trained personnel, and concerns about the acceptance of aeronautical studies and/or safety assessments required to demonstrate an equivalent or acceptable level of safety in face of non-compliance with requirements, were mentioned as barriers in the process. These barriers were being taken into account in the strategy to support States and would be taken into account to restructure GREPECAS Project F1.

2.10 Regarding the Regional Aerodrome Certification Strategy, the Meeting took note that the strategy continued to be based on the harmonisation or adoption of the AGA LAR set, as a regulatory framework to facilitate not only the training of inspectors and use of guidance material, but also the possibility of taking advantage of the experience and knowledge of LAR inspectors through certification tests based on the AGA LAR set. This activity served as the basis for DINACIA of Uruguay to carry out the certification process at its main international aerodrome of Carrasco. In this regard, the representative of Uruguay reiterated the benefits of testing as an activity that allowed national inspectors to assume their certification responsibilities with more confidence given the regional support, which permitted the achievement of the aerodrome certification objective.

2.11 As a follow-up to Recommendation ANFS/4-02, which requested the Secretariat to prepare a summary of best practices for high-level personnel (DGCA/DFS) based on the results of Recommendation ANFS/4-01, to serve as a guide for action to be taken by the CAA for aerodrome certification, the Secretariat presented a proposal in Appendix B to ANFS/5-WP/09.

State safety programme (SSP): 67% implementation

2.12 Regarding this goal, the Meeting took note that the status of SSP implementation had been measured at the Fifth SSP implementation meeting held in Lima, Peru, on 7-11 November 2016.

2.13 At that meeting, some States showed more progress than others. Therefore, it had agreed to start programme implementation from the first element of the first phase of SSP implementation, and to seek a mechanism so that all States could advance 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 by the end of 2018.

2.14 The pilot project for SSP implementation in SAM States was launched on 16 March 2017, with the aforementioned seven (7) States. Subsequently, Guyana, Argentina, Uruguay, and Paraguay requested to join the pilot project. At present, the aforementioned 11 States were active members of the pilot project for SSP implementation in South America.

2.15 In order to ensure SSP implementation in the 11 member States of the pilot project, said States agreed to follow an SSP implementation plan. At present, the States were in the various phases of the SSP implementation process, and it was expected that at least one State would be able to implement SSP by the end of 2018.

2.16 Regarding SSP implementation, the Meeting noted that the main obstacle faced by States was the establishment and implementation of the safety data collection and processing system (SDCPS).

2.17 In this regard, several State representatives commented on the need to have technical specifications for this system and requested the Secretariat to coordinate with ICAO Headquarters for the development of said specifications. The Meeting also noted that ICAO should create a repository for States to collect and share safety information. In this regard, the Meeting took note that the SAM Office had already coordinated with Headquarters for the development of SDCPS technical specifications and that the safety information monitoring system (SIMS) being developed by ICAO could in the future become a regional and global repository.

2.18 The Meeting noted the need to know about the tools ICAO is using, in order to make viable a joint purchase of the software by the States, and to present these tools during the next virtual meeting of the pilot project for knowledge and discussion.

2.19 Finally, the Meeting requested to integrate ICAO CNS in the definition and integration of SDCPS solution.

Safety management system (SMS): 100% capacity to oversee the service providers' SMS

2.20 Regarding this goal, the Meeting took note that once SAM States had completed SSP implementation, the SMS would be measured in each of them.

Agenda Item 3: Preparatory steps for the ICAO Thirteenth Air Navigation Conference (AN-Conf/13)

3.1 Under this agenda item, the Meeting reviewed WP/11 – *Working papers on air navigation proposed by the SAM region for the AN-Conf/13*; WP/12 - *Working papers on safety proposed by the SAM region for the AN-Conf/13*, presented by the Secretariat.

Working papers on air navigation for the AN-Conf/13

3.2 The Meeting took note of the action taken by the Secretariat to coordinate the presentation of WPs and IPs for Committee A (Air Navigation) at the Thirteenth Air Navigation conference (AN-Conf/13) to be held at ICAO Headquarters on 9-19 October this year.

3.3 The Secretariat informed that State letter LT 1/5.4.2 – SA164: *Invitation to participate in the teleconference to coordinate the development of working papers for AN-Conf./13*, had been sent, inviting States to designate focal points for coordinating the drafting of working papers at regional level for AN-Conf./13. However, the Secretariat clarified that States were free to submit WPs independently to the AN-Conf/13.

3.4 The Secretariat noted that, in order to coordinate WPs at the regional level, three teleconferences had been held with the ATM, AIM, and MET areas. The meeting took note of the WPs agreed at these teleconferences, namely:

- a) Indicators to measure aviation system performance at national, regional and global level;
- b) Objective measurement of operational benefits of the aviation system provided by air navigation service providers and aerodrome operators;
- c) Strengthening of the search and rescue (SAR) service through coordination of State capabilities;
- d) Cost-benefit analysis, implementation, maintenance, and updating of aeronautical meteorological information quality management systems;
- e) AIM for proper planning of drone operations;
- f) Review of AIM implementation in the South American Region
- g) Cyber resilience systems

3.5 The Meeting urged States to give their support to the working papers during their presentation at the Air Navigation Conference.

Working papers on safety for the AN-Conf/13

3.6 Next, the Meeting took note of the following WPs on safety to be presented at the AN-Conf/13, and which were developed by consensus of the States at three virtual meetings:

a) Performance of the SAM Region in the USOAP CMA and regional plans for complying with GASP 2020-2022 strategic objective on the strengthening of safety oversight

- This working paper will present the performance of the SAM Region in the USOAP CMA and regional plans for complying with the GASP 2020-2022 strategic objective concerning the improvement of effective implementation (EI) by 2028, and the attainment and maintenance of a positive safety oversight margin in all categories, as of 2022. This WP will be presented by Argentina.
- Regarding this WP, the representative of Chile expressed reservations regarding reducing the USOAP CMA audit cycle to 5 years as an alternative for measuring the goals established in the GASP. As to the rest of the WP, the representative expressed agreement.

b) Regional support for GASP 2020-2022 implementation

- This WP will present the support offered by SAM States to the proposed GASP 2020-2022 edition, providing some recommendations to improve its efficiency and recognising the Region's efforts towards implementation. This WP will be presented by Brazil.

c) Global aviation safety oversight system (GASOS)

- This working paper will present Bolivia's experience in the GASOS working group. This group analysed the proposal to establish GASOS as the best possible option for the provision of a cost-effective and efficient safety oversight worldwide. This WP will be presented by Bolivia.

d) Bird strike events – High safety risk

- In this working paper, Colombia will underline the importance of safety-related events in the context of GASP, such as LOC-I, CFIT, RE, RI and MAC, due to their severity. However, the concept of probability should be taken into account in the definition of risk. In this sense, it is very important to consider events such as bird strikes, due to their frequency, that is, their probability.

e) Air traffic controller fatigue management

- This working paper will present the requirements to be met for the implementation of air traffic controller fatigue management by 2020, and their inclusion in USOAP CMA activities, taking into account their impact on aviation safety. This WP will be presented by Uruguay.

f) Pilot project on SSP implementation in the SAM Region

- In this WP, Venezuela will present the initiative of eleven SAM States, with the support of the ICAO SAM Regional Office, to pool efforts for the implementation of their State Safety Programme (SSP) through a pilot project for SSP implementation in South America.

g) Implementation of unmanned aircraft operation requirements in the States of the Region

- In this WP, Venezuela will request the Conference to entrust ICAO with promoting training activities and coordination meetings in the various Regions to ensure an acceptable level of safety with respect to unmanned aircraft operations.

3.7 Next, Brazil informed the Meeting about the WPs to be submitted to the AN-Conf/13, as shown below:

a) Risk-based approach to regulations

- This WP refers to risk assessment. It will present, as a case study, the revision of Brazilian regulations to introduce the requirement of applicability of firefighting services at airports. The document proposes that the revision of ICAO SARPs take into account the risk analysis. Through this type of analysis, it is possible to develop regulations tailored to the reality of the States, without reducing the level of safety of operations.

b) Challenges and outlook for the exchange of aircraft between airlines

- This WP will present an alternate model to Article 83 *bis* of the Chicago Convention. It will report that the SAM Region is opting for the double oversight model when signing aircraft exchange agreements. This model permits, *inter alia*, short-term exchange operations, which are quite frequent among the airlines of the Region. Thus the proposal of Brazil is that ICAO, when reviewing technical document, take into account the double oversight model as equally safe and effective, as an alternative to 83 *bis*.

c) Challenges in the implementation of the concept of acceptable level of safety performance

- In this WP, Brazil will present, together with Singapore and Canada, the challenges faced in the implementation of the concept of an acceptable level of safety performance (ALoSP). In this regard, Brazil will propose the Conference that ICAO review the ALoSP concept, taking into account recent experiences of the States in SSP implementation.

Presentation of the European Agency for Flight Safety (EASA)

3.8 Under this agenda item, EASA delivered a presentation referred to the issues that Europe will present to the AN-Conf/13. These working papers have been shared with the Secretariat and are available for consultations from the States having interest. It needs to be noted that the position presented in these working papers to the AN-Conf/13 represents the common approach of the 44 States of the Civil Aviation European Conference (ECAC), and will be presented by Austria (European Union rotatory Presidency) in representation of the European Union, its State Members, other States Members of the ECAC and Eurocontrol.

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

4.1 Under this agenda item, the Meeting reviewed the following working papers presented by the Secretariat: WP/13 – *Follow-up to GREPECAS activities*, and WP/14 – *Follow-up to RASG-PA activities*.

Follow-up to GREPECAS activities

4.2 Under this agenda item, the Secretariat presented a report on the activities of the Caribbean/South American Regional Planning and Implementation Group (GREPECAS).

4.3 The Secretariat informed that the GREPECAS/18 meeting had been held in April 2018 in Punta Cana, Dominican Republic, with the participation of 86 State delegates and industry representatives.

4.4 The Meeting noted that GREPECAS/18 had identified opportunities for improvement related to the implementation of air navigation infrastructure, integration of communication and surveillance systems, and availability of State experts to work on the projects. It also took note of the difficulties identified by GREPECAS concerning flight plans, air navigation deficiencies and coordination between civil aviation authorities and ANSPs in the States, as well as LHD events that generated safety concerns.

4.5 The Meeting took note that GREPECAS/18 had formulated 18 conclusions and 4 decisions concerning ATM, CNS, AIM AGA, MET, and SAR.

4.6 The Secretariat informed that GREPECAS/18 had also urged for the identification of benefits related to ATFM, PBN, and SWIM, and for a better understanding thereof. It had also urged States to expedite AIS-to-AIM transition, aerodrome certification, and implementation of MET requirements. The aforementioned meeting also had taken note of the new RNAV and RNP charts, and had urged States to apply the ICAO policy related to charges for aerodrome and air navigation services, contained in ICAO Doc 9082.

4.7 Regarding LHD events, the Secretariat informed that the Scrutiny Group would meet in Mexico, on 22-26 November, to analyse LHD reports submitted by the States. It also urged States to report LHD events to CARSAMMA, in order to have a current picture of these events and seek methodologies for resolving them so that they would not pose a safety problem.

4.8 Regarding the follow-up and advice provided by the Secretariat for the implementation of GREPECAS Conclusions and Decisions, the Secretariat noted that follow-up activities were carried out, *inter alia*, during the course of SAM/IG, ATSRO, and SAM/AIM meetings, and MET projects. Furthermore, the Secretariat worked through teleconferences and on-site assistance to States as needed.

Follow-up to RASG-PA activities

4.9 Under this agenda item, the Secretariat presented a report on the activities of the Regional Aviation Safety Group – Pan America (RASG-PA).

4.10 After a brief mention that the RASG-PA had been the first regional aviation safety group that had been established at global level and recognised as such by ICAO, the Meeting took note that the RASG-PA and GREPECAS Secretariats had rotated in April 2018, in accordance with the ICAO Regional Office Manual. Consequently, the RASG-PA Secretariat had been transferred to the SAM Office and the GREPECAS Secretariat to the NACC Office.

4.11 Next, information was provided on the work plan of RASG-PA and its working groups (PA-RAST and ASRT), and how these activities fostered the implementation of the ICAO Global aviation safety plan (GASP).

4.12 One State expressed its acknowledgment to the work done by RASG-PA, and noted how it had resulted in the establishment of national safety groups, furthering not only GASP implementation, but also improving safety conditions.

4.13 Another State joined in recognising the work of RASG-PA, stating that this group was the appropriate forum for the exchange of safety information among States, to which end mechanisms and formats had to be agreed upon as deemed appropriate.

4.14 In this sense, the Meeting recognised the importance of the work carried out by RASG-PA to enhance safety in our continent, and the importance for States to actively participate in its activities and benefit from its deliverables to mitigate the main operational risks.

4.15 Likewise, the Meeting noted the new mechanism that will be implemented through virtual meetings, as well as of the need that the meetings in this group, which are developed presently in English, count with simultaneous interpretation services:

4.16 Consequently, the Meeting formulated the following recommendation:

Recommendation ANFS/5-02: PARTICIPATION OF STATES IN RAGS-PA ACTIVITIES

That SAM States participate actively in RASG-PA activities through its working groups and, through the appropriate mechanisms, agree on the exchange of safety information generated by States through their State safety programme (SSP).

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/15 – *Status of development and future actions concerning the Regional Plan for the Sustainability of Air Transport in the SAM Region*, presented by the Secretariat.

5.2 The Meeting recalled that the ANFS/3 had discussed the elaboration of a regional plan to support decision making by the States in order to guarantee the sustainable development of air transport during the following 15 years (up to 2032), and contribute in this way to the different Objectives for Sustainable Development (OSD) established by the United Nations as a form to give continuity to the good practice established by the Declaration of Bogota.

5.3 The Meeting recalled, also, that the ANFS/4 discussed the draft Conclusion presented to the Fifteenth Meeting of Civil Aviation Authorities of the SAM Region (RAAC/15) (Asunción, 4 to 6 December 2017). In this draft it was recognized the importance of the four axes of the Plan, the establishment of working groups for the drafting of the regional plan and the declaration document based on work done so far.

5.4 The Meeting noted that the RAAC/15 analysed the Project and, though it expressed reservations with respect to the same, pointing out the asymmetries existing in the States, the need to draft a regional plan with a charismatic, inspiring and, at the same time, ambitious vision for the Region. In this regard, Conclusion RAAC/15-7 was issued.

5.5 The secretariat informed that, in order to provide follow up to this Conclusion, State Letter SA521 was sent on 18 December 2017, through which the nomination of Focal Points for the revision of the Plan draft was requested, draft that contained the four axes: connectivity, safety, institutional building, and environmental protection.

5.6 Likewise, the Meeting was informed that, up to date, three virtual meetings have been held, which reports are being attached as **Appendix A** to this report. Also, it was informed that four working groups had been conformed for the analysis of the draft Plan, and to determine the work methodology. These working groups are presented in **Appendix B¹** to this report.

5.7 Additionally, the secretariat informed the Meeting that, it was initially considered that the ICAO World Aviation Forum (IWAF/4), to be held in Fortaleza, Brazil, from 17 to 19 September 2018, to which different Ministerial Authorities of the Regional will assist, would be a good opportunity to sign the Aspirational Declaration related to the SAM Plan. Also, it was informed that the original declaration had been modified by the Secretary General to provide a regional approach for Latin America and the Caribbean. However, during the third focal points virtual meeting, which took place on 6 August, some concern about the declaration text was expressed. In this regard, one State recalled that the initial proposal was to address this issue with the working groups before drafting a high level declaration. Therefore, the secretariat proposed to draft a declaration for the IWAF without reference to the SAM Plan and, focusing in a Latin American context, to address the referred concerns and to provide for the necessary time to the working groups for discussion and definition of the specific plans of actions corresponding to each axis.

¹ Appendix A – ANFS/5 – WP/15

5.8 During the Meeting, the delegate from DECEA – Brazil indicated a perception of urgency to approve the SAM Plan, and pointed out that several issues included in the draft that collide with the principles of State sovereignty, principally related to “institutional building”. Also, he indicated that global plans addressing the SAM Plan axes already exist, reason to consider not convenient drafting new orientation documents for the States air navigation and safety improvement actions. On this regard, the delegate from ANAC-Brazil supported the comments of the representative from DECEA, and indicated the importance of not continuing with the SAM Plan. In this sense, the Flight Safety Director from Chile supported the comments and proposals presented by Brazil, indicating also that, regarding “air transport” ICAO has not developed an air transport Global Plan and, therefore, the mechanism through which a regional plan is developed starting from a global plan is not being followed. He also mentioned that ICAO has worked in certain instances of air transport though these have not been concretely completed, reason why the Region should not venture into this field. Delegates from Paraguay and Uruguay, at the same time, supported the comments from Brazil and Chile. The secretariat clarify that the approach of the Plan is intended to be used by State authorities, other than aviation, having decision possibilities within the States strategic plans. Also, it was recalled to the Meeting that the ANFS/4 meeting had approved the referred draft conclusion (Reference: paragraph 5.3 of ANFS/4 meeting report) submitted for review and approval of the la RAAC/15. Also, the secretariat recalled that Conclusion RAAC/15-7 had been reviewed by the referred meeting, and that States approved this conclusion broadly and without objections. It was also recalled that during the RAAC/15 comments from the States were received, which were expressed in a generic form in the report, and approved by the RAAC/15 during the reading of the report.

5.9 Afterwards, a representative from Brazil proposed that the axes of the Regional plan for the sustainability of air transport in the SAM Region (Plan SAM) continue to be worked by the working groups, where all comments and improvement opportunities should be collected to elaborate a final document to be presented to the RAAC/16, and that this meeting should decide about the future of the SAM Plan. Additionally, it was proposed that the Declaration to be presented to the IWAF/4 should not have any bond with SAM Plan. The Chairman of the Meeting submitted to consideration this proposal, which did not receive contrary expressions and was, therefore, accepted by the Meeting.

5.10 Considering the above, the Meeting agreed on the following Decision:

Decision ANFS/5-03: PLAN FOR THE SUSTAINABILITY OF AIR TRANSPORT IN THE SAM REGION - PLAN SAM

- a) That the Plan continue to be worked by the working groups, where all comments and improvement opportunities presented in the ANFS/5 should be collected, in order to elaborate a final document to be presented to the RAAC/16, and that this meeting should decide about the future of the SAM Plan, and
- b) That the decision made during the Third Virtual Meeting of the SAM Plan Focal Points in terms that the Declaration to be presented to the IWAF/4 should not have any bond with SAM Plan is being supported.

5.11 The delegate of Peru pointed out the need to count with a regional plan as an instrument to make viable a common position and vision of the Region. This common position should represent the identity and strength of the Region. Peru considers that the Plan’s implementation has not been questioned. However, opportunities for improvement have been identified regarding the axes that, up to date, could be consider too ambitious. A plan addressed to reconcile the different positions results highly viable.²

² This paragraph has been introduced in the report upon the request of Peru delegate during its revision.

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SAM/PLAN/1

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
SOUTH AMERICAN REGIONAL OFFICE**

**FIRST VIRTUAL MEETING OF FOCAL POINTS
FOR THE REGIONAL PLAN FOR THE SUSTAINABILITY
OF AIR TRANSPORT IN THE SAM REGION**

(SAM/PLAN/1)

REPORT

3 May 2018

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

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HISTORY OF THE MEETING

ii-1 PLACE AND DURATION OF THE MEETING

The First Virtual Meeting of Focal Points for the Regional Plan for the sustainability of air transport in the SAM Region (SAM/PLAN/1) was held on 3 May 2018, from 09:00 to 10:30 hours, Lima, Peru time.

ii-2 WORKING METHOD

The Meeting was developed through teleconference with the focal points nominated by States.

ii-3 AGENDA

The following agenda was adopted:

Agenda

Item 1: Aerial connectivity axis

Under this Agenda item, the first axis of the Plan was reviewed expecting to obtain feedback on the points outlined in the Plan and define strategies to increase aerial connectivity in SAM Region States, with a focus on socioeconomic development.

Agenda

Item 2: Safety axis

Under this subject, safety axis of the Plan was analysed. In this regard, the improvement opportunities presented by States were collected, which will be analysed and included in the draft text of said axis, if pertinent.

Agenda

Item 3: Institutional strengthening axis of SAM Plan

Under this part of the Agenda, improvement opportunities identified in the document prepared by the Secretariat concerning the third axis were analysed. Focal Points were requested to present specific matters to be considered for its inclusion in the Plan or possible focus changes recommended to be considered in same.

Agenda

Item 4: Environmental protection axis

Under this subject, improvement opportunities concerning environmental protection axis were analysed, collecting proposals of strategies to implement same, taking into account the main elements considered in the Plan: noise management, terrain management, plan to reduce CO₂ emissions and CORSIA.

Agenda**Item 5: Other business**

Under this Agenda item the Meeting was able to review other aspects which have not been considered in the previous subjects and are related with the matters under analysis.

ii-4 ATTENDANCE

The Virtual Meeting was attended by 18 participants from 9 SAM States (Argentina, Bolivia, Brazil, Chile, Colombia, Guyana, Panama, Paraguay and Venezuela) and 7 ICAO officers.

The list of participants is presented in page iii-1.

**FIRST VIRTUAL MEETING OF FOCAL POINTS
FOR THE REGIONAL PLAN FOR THE SUSTAINABILITY OF AIR TRANSPORT IN THE
SAM REGION**

(SAM/PLAN/1)

LIST OF PARTICIPANTS

ARGENTINA

1. Hernán Adrián Gómez
2. Horacio Ernesto Kuobel

BOLIVIA

3. Carlos Alberto Caballero Guzmán

BRAZIL

4. Daniel Longo
5. Gil Lessa Amaral de Carvalho
6. Claudio Fidalgo

CHILE

7. Germán A. Olave
8. Jaime Binder
9. Luis A. Rossi
10. David Dueñas

COLOMBIA

11. Jazmin Alexandra Palomino Pineda
12. Melva Castañeda

GUYANA

13. Sahed Sulaman

PANAMA

14. Carlos F. von Seidlitz W.

PARAGUAY

15. Roque Díaz Estigarribia

VENEZUELA

16. Daniela Caraballo
17. Héctor Acosta
18. Anira Padrón Barito

ICAO

19. Fabio Rabani
20. Oscar Quesada-Carboni
21. Verónica Chávez
22. Jorge Armoa
23. Fabio Salvatierra
24. Fernando Hermoza
25. Roberto Sosa

1. **Introduction**

1.1 Mr. Oscar Quesada-Carboni, Deputy Director of the ICAO South American Office, made a brief introduction on the content of the SAM Plan. His address included the background of the Plan, referring to the Declaration of Bogota and the Decisions adopted by the AN&FS/4 (Lima, Peru, October 2017) concerning the approval of the Vision of the Plan, as well as the feedback provided by Civil Aviation Directors during the RAAC/15 meeting held in Asuncion, Paraguay in November 2017.

1.2 The Deputy Director emphasized the need to formulate a high-level plan for the inclusion of aviation in the development plans of the States, as an engine that drives the economy through improvements in connectivity and institutional strengthening. He also indicated that the SAM Region has enormous opportunities to increase connectivity with other Regions besides the NACC Region and Europe. Studies have demonstrated that SAM is a region relatively disconnected from the world and with great opportunities for improvement in this regard.

1.3 He also mentioned that a high level of safety would help to increase operations in the SAM Region, considering that the compliance with ICAO standards would be observed by air operators as a guarantee of safe operations. Additionally, he indicated that the world trend is for industries to implement processes that guarantee respect for the environment. ICAO has taken this commitment including the environmental protection as a strategic objective, therefore calling on all States to promote measures that lead air operations to be environment friendly.

1.4 With these words, the Deputy Director made an introduction of the objectives and axes of the SAM Plan, in addition to the reasons that have encouraged the Regional Office to prepare the document and submit it to civil aviation authorities for consideration, feedback and strategy formulation to achieve the objectives indicated in said plan.

1.5 Additionally, he recalled that during the RAAC/15 meeting, the SAM Plan was endorsed by civil aviation authorities, asking the Secretariat to organize teleconferences and face-to-face meetings to identify improvement opportunities in the developed document.

2. **Comments**

2.1 Following the introduction made by the Deputy Director, the floor was given to delegates of States, who indicated the following:

- a) **Guyana** supported the Plan in the development of the axes. However, expressed his concern regarding the release of taxes on some items in which the civil aviation authority has no jurisdiction.
- b) **Colombia** stated that the axis of connectivity, in the way it was formulated, involves competition from other State institutions, such as tax charges, open skies policies and regulatory frameworks for foreign investment. He advised that all details should be thoroughly analysed and look for a regional agreement to increase connectivity. A starting point that could be analysed as part of the connectivity axis might be a regional strategy to increase tourism.

He also mentioned that an “Aviation Forum with a vision to 2030” was held on 9 and 10 April this year, where it could be observed that the vision was aligned with the thematic axes of the SAM Plan. He indicated as well that the SAM Plan would be used to delineate the Government Plan for the next four years, where two main axes are included, namely “strengthening of the industry” and “strengthening of human talent”, where the CEA will have a preponderant participation concerning training and qualification of aviation professionals.

- c) **Brazil** expressed his enthusiasm with the initiative of the Plan. However, expressed his reservations about the percentages mentioned in the connectivity axis, mainly indicating that they would like to have more knowledge concerning the meaning of these percentages and their origins. The Secretariat explained that the proposal was born from a study on connectivity carried out by a consultant and that all metrics should be understood as an initial draft to be analysed and agreed upon.
- d) **Paraguay** informed that they are working to increase connectivity and that they are currently developing a Master Plan for the development of aviation with the support of the Korea Technical Cooperation Agency (KOICA). He also mentioned that it is important to count as well with the users’ vision and requested that delegates from IATA should be invited for the next session.
- e) **Chile** indicated that the Plan to consolidate connectivity in the SAM Region was ambitious, but that part of the way was already being carried out. He mentioned that Chile had a plan which served to develop an encouraging scenario for the installation of Low Cost Companies (LLC). At this point, he expressed his discrepancy with the need to develop secondary airports for these LLCs, since with a reformulation of the operations and the adequate management of the infrastructure of the main airports, the operations of the Low Cost could also be supported. Moreover, he indicated that there is already a plan designed by LACAC for this point. The Secretariat will ask Chile for their suggestions in order to review the proposal. It was clarified that a plan of transformation like this one requires the efforts of all different institutions and that LACAC represents an important actor concerning air transport issues. The duplication of efforts should be avoided and the important thing is to add support in order to achieve the objectives of the Plan.

- f) **Argentina** requested time to analyse the documents related to the SAM Plan in order to provide input and identify opportunities for improvement.
- g) **Venezuela** indicated they are working on their implementation plans related to safety and AVSEC, which had given them high levels of compliance. This task allowed the Bolivarian State of Venezuela the possibility of providing technical assistance to other States. There was also reported that they are working on improving their airport infrastructure, in addition to planning an increment in connectivity. In this sense, they are promoting the use of the Maiquetia Airport as a HUB. In order to achieve this goal, they are exploring strategic alliances with national and foreign airlines.

2.2 The Secretariat made a summary of all comments received from delegates, highlighting the most important points mentioned. In addition, it informed that the World Aviation Forum (IWAF) organized by ICAO, will take place in Fortaleza, Brazil, from 17 to 19 September 2018. This Forum will gather the most important national authorities and has been observed as a brilliant opportunity to proceed to the endorsement of the *Aspirational Declaration of the SAM Plan* by the Ministers of Transports and Communications, as well as the other Ministers under whose umbrella the administrative functioning of the civil aviation authority of its States is located. Delegates of States agreed with this assessment and supported reviewing said Declaration to make it available to the ministerial authorities of States by the aforementioned event.

2.3 Subsequently, the delegate of Guyana invited States to participate in the ICAO Air Transport Conference, which will be held in Guyana on 19 to 23 November 2018.

2.4 Finally, the Secretariat requested from States to submit comments and opportunities of improvement identified in the Plan, in order to be reviewed during the next session.

2.5 With no other point to discuss, the virtual session finished at 10:30 hours, Lima, Peru time.



SAM/PLAN/2

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
SOUTH AMERICAN REGIONAL OFFICE**

**SECOND VIRTUAL MEETING OF FOCAL POINTS
FOR THE REGIONAL PLAN FOR THE SUSTAINABILITY
OF AIR TRANSPORT IN THE SAM REGION**

(SAM/PLAN/2)

REPORT

8 June 2018

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

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HISTORY OF THE MEETING

ii-1 PLACE AND DURATION OF THE MEETING

The Second Virtual Meeting of Focal Points for the Regional Plan for the sustainability of air transport in the SAM Region (SAM/PLAN/2) was held on 8 June 2018, from 09:00 to 10:30 hours, Lima, Peru time.

ii-2 WORKING METHOD

The Meeting was developed through teleconference with the focal points nominated by States.

ii-3 AGENDA

The following agenda was adopted:

Agenda

Item 1: Review of the report of the First Virtual Meeting

In this part of the Agenda, the report of the First Virtual Meeting was analysed to define subjects that may have been omitted involuntarily in the document.

Agenda

Item 2: Review of the axes of the SAM Plan as well as provision of comments and opportunities for improvement

Under this subject, comments were received on the proposed Declaration to be presented at IWAF. Information, feedback, opportunities for improvement and clarifications on the objectives of each axis, as well as on their contents, were also collected.

Agenda

Item 3: Establishment of teams for the review of the axes

Under this part of the Agenda, multinational teams were established to develop the specific objectives, goals and activities of each axis included in the SAM Plan, as well as to identify opportunities for improvements in the documents.

Agenda

Item 4: Other business

Under this Agenda item the Meeting was able to review other aspects which have not been considered in the previous subjects and are related with the matters under analysis.

ii-4 INTRODUCTION

Mr. Oscar Quesada-Carboni, Deputy Director of the ICAO South American Regional Office, after welcoming the participants, asked them to give some introductory words.

ii-5 ATTENDANCE

The Virtual Meeting was attended by 25 delegates from 11 SAM Region States (Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Uruguay and Venezuela), 2 representatives of IATA and 6 ICAO officers.

The list of participants is shown in page iii-1.

**SECOND VIRTUAL MEETING OF FOCAL POINTS
FOR THE REGIONAL PLAN FOR THE SUSTAINABILITY OF AIR TRANSPORT IN THE
SAM REGION**

(SAM/PLAN/2)

LIST OF PARTICIPANTS

BOLIVIA

1. Carlos Alberto Caballero Guzmán

BRAZIL

2. Neverton Novais
3. Gil Lessa Amaral de Carvalho
4. Rodrigo Godinho
5. Claudio Fidalgo

CHILE

6. Jaime Binder
7. Macarena Roa
8. David Dueñas
9. Alfonso Sepúlveda de la Vega

COLOMBIA

10. Jazmin Alexandra Palomino Pineda

ECUADOR

11. María Luisa Ortega
12. Giovanna Hidalgo

GUYANA

13. Sahed Sulaman
14. *Egbert Field (side meeting 18/6/18)*

PANAMA

15. Carlos F. von Seidlitz W.

PARAGUAY

16. Roque Díaz Estigarribia
17. Liz Portillo

PERU

18. Luis Núñez
19. Fernando Torres
20. Jorge Yanqui
21. Arturo Luján

URUGUAY

22. Pablo Simone

VENEZUELA

23. Amira Padrón Barito
24. David Romero
25. José Pereira

IATA

26. Julio Pereira
27. Filipe Reis

ICAO

28. Oscar Quesada-Carboni
29. Verónica Chávez
30. Jorge Armoa
31. Fabio Salvatierra
32. Roberto Sosa
33. Javier Puente

Agenda Item 1: Review of the report of the First Virtual Meeting

1.1 Following the introduction made by participants, the Meeting went on to consider Agenda Item 1, for which Mr. Jorge Armoa, SAM AIM/MET Regional Officer, summarized the report on the First Virtual Meeting, which was transmitted to States on 25 May 2018 by letter LT 2/12-SA180.

1.2 In addition, the Secretariat reminded participants that the draft of the Aspirational Declaration planned to be presented at the ICAO World Aviation Forum (IWAF) for its endorsement by the Ministers of States, was attached to the aforementioned letter.

1.3 When considering the report on the First Meeting, following comments were collected:

1.3.1 **Brazil:** Delegates from DECEA participating for the State, indicated that there is an authority in Brazil (ANAC) and that the comments transcribed in the report were made by DECEA. In such sense, they request that when referring to Brazil, it should be mentioned that comments were provided by DECEA.

1.3.2 **Chile:** The delegate of Chile indicated that he supports the report. However, he clarified that it should be included that Chile has an open policy through which the expansion of its aeronautical activity was developed. In addition, he indicated that the wording related to LACAC Plan should be eliminated. Considering the comments made by Chile, the related paragraph in the report should finally read as follows:

“**Chile** indicated that the Plan to consolidate connectivity in the SAM Region was ambitious, but that part of the way was already being carried out, for which he supports it. He mentioned that Chile had an open policy which served to develop an encouraging scenario for the installation of Low Cost Companies (LLC). At this point, he expressed his discrepancy with the need to develop secondary airports for these LLCs, since with a reformulation of the operations and the adequate management of the infrastructure of the main airports, the operations of the Low Cost could also be supported. He clarified that a plan of transformation like this one requires the efforts of all different institutions and that LACAC represents an important actor concerning air transport issues. The duplication of efforts should be avoided and the important thing is to add support in order to achieve the objectives of the Plan”.

1.3.3 **Guyana:** Supported the report of the First Virtual Meeting but mentioned that it would be important to have a meeting with the English-speaking States to gather other comments concerning points that are not the competence of the civil aviation authority.

1.3.4 Delegates of the other participating States expressed their agreement with the content of the report on the First Meeting, for which Agenda Item 1 was closed.

Agenda Item 2: Review of the axes of the SAM Plan as well as provision of comments and opportunities for improvement

2.1 The Meeting went on to consider Agenda Item 2. In such sense, comments submitted by participant States and organizations were as follows:

2.1.1 **Venezuela:** Considered that concerning the Environment axis within the Declaration, it is necessary to indicate that the action plans and the participation within CORSIA by the States, is voluntary.

2.1.2 **IATA:** Expressed its support to the Aspirational Declaration, indicating however that same should be more concise and stronger, and that it should be appropriate for the political level.

2.1.3 **Perú:** Presented an extensive comment on the Aspirational Declaration, on each one of the axis of the Plan, which is summarized as follows:

- a) **Connectivity:** It requires infrastructure, but accompanied by policy and strategies focused on the efficiencies of multilateral and bilateral agreements, reducing the transport tax and promoting favorable frameworks for foreign investment. Likewise, improvements to the infrastructure must be accompanied by a training programme to the staff that will manage the new infrastructure. They indicated that taking into account the Peruvian context, it would be better to work towards the air transport liberalization on a bilateral basis;
- b) **Safety:** With reference to Objective B, *Progressively reduce fatal accidents to become the Region with major level of safety at world level*, they indicate that the goals and objectives will be included in the SSP, for which they develop two additional objectives;
- c) **Institutional strengthening:** regarding this axis, they fully support it; and
- d) **Environment:** With reference to this axis, they request to withdraw from the Declaration the management of flora and fauna that coexist with the aviation activity.

2.1.4 The Secretariat thanked Peru for its contribution. However, it was clarified that the Declaration is aspirational and that a second phase would be developed on a later stage, at civil aviation authorities' level, which would involve activities to be considered within the axes of the SAM Plan. The Secretariat considered that the points proposed by Peru, in a high percentage, should be focused on this second phase, within the tasks of the groups of each axis.

2.1.5 **Guyana:** To its turn, the delegate of Guyana supported the Declaration, indicating however that the IWAF would be attended by high-level (Ministerial) officials and therefore the Declaration should be more concise, without going into detail, at a ministerial level. He observed as well, that some comments included in the Declaration are also part of the SAM Plan and in his opinion, should not be included. He also asked if the SAM Plan would also be presented at the IWAF to be considered by the Ministers.

2.1.6 Regarding Guyana's consultation, the Secretariat clarified that the SAM Plan has been presented in several forums previously and that, in addition, the Fifteenth Meeting of Civil Aviation Authorities held in Asuncion, Paraguay, in December 2017, endorsed the Plan.

2.1.7 In a side teleconference conducted between the Civil Aviation Authority of Guyana and the Regional Office, that State indicated that it supports the SAM Plan, providing following comments on each of its axes:

- a) **Connectivity:** There is a growing number of operators interested in operating in Guyana, given that progress is being made in the development of CAP USOAP as part of the State's strategy to increase connectivity.

In regards to liberalization of air transport, GCAA believes that it is more important the concept of main place of business, rather than percentages of airline ownership.

Referring to taxes, GCAA expressed that taxes is a sovereign matter. ICAO Regional Office's position, however, is that States should evaluate the impact that taxes have to civil aviation and take an informed decision if they are properly justified or if more economic and social benefits could be gained by removing them.

In regards to facilitation, GCAA believes that there are many opportunities in removing or reducing the burden created by visas to travel.

GCAA also commented that greater participation of SAM Region in the ICAO Air Services Negotiation Conferences (ICAN) should be encouraged.

- b) **Safety:** Referring to accident and incidents investigation (AIG), GCAA expressed their limitations and some strategies to have more independence, but operating within the GCAA.
- c) **Institutional strengthening:** Greater autonomy of the aeronautical authority within the State scheme is trying to be achieved. In regards to the level of independence, Guyana believes that this is a State responsibility and it is important striking a balance among State responsibilities and freedom to discharge its obligation as authority. For the ICAO Regional Office, the SAM Plan should provide a vision for the future, maintaining however State sovereignty as a very high level principle.
- d) **Environment:** Regarding this axis, GCAA expressed that the ICAO Regional Office should provide more technical assistance on the implementation of MRV, which will become effective by 2019.

2.1.8 **Chile:** Fully supported the Declaration.

2.1.9 **Bolivia, Colombia and Ecuador:** Asked for one week of time for its analysis and provide feedback.

2.1.10 **Brazil (ANAC):** Indicated that they are coordinating the implementation of the SAM Plan and will provide comments on the Declaration. Such comments will be sent by mail, but in general, same are related to the safety axis. He also agreed that the Declaration should be shorter.

2.1.11 Upon consultation of the Secretariat on the desirable length of the Declaration, the participating delegates indicated that it should be contained within a maximum of two to three pages.

Agenda Item 3: Establishment of teams for the review of the axes

3.1 With reference to Agenda Item 3, States provided names of the experts for each Working Group, which were formed as follows:

Air connectivity axis:

- David Dueñas (Chile)
- Amira Padron (Venezuela)
- Carlos Von Siedlitz (Panama)
- Carlos Caballero (Bolivia)
- Jorque Yanqui (Peru)
- Sergio Pérez Lauro (Uruguay)
- Virginia Silvera (Uruguay)
- Julio Pereira (IATA)
- Filipe Reis (IATA)

Safety axis:

- David Romero (Venezuela)
- Fernando Torres (Peru)
- Marcos Revetria (Uruguay)
- Julio Danzov (Uruguay)
- Julio Pereira (IATA)

Institutional strengthening axis:

- Macarena Roa (Chile)
- Luis Nuñez (Peru)
- Marisela Estrada (xxx)
- Pablo Simone (Uruguay)
- José Palermo (Uruguay)
- Oracio Márquez (IATA)

Environmental protection axis:

- José Pereira (Venezuela)
- Pedro Cardeillac (Uruguay)
- Adriana Jackson (Uruguay)
- Arturo Luján (Peru)
- Oracio Márquez (IATA)

Agenda Item 4: Other business

4.1 After forming the Working Groups, the Secretariat opened Agenda Item 4. Delegates indicated that they had no other comments and/or suggestions beyond requesting that it would be important to begin to focus the activities of each group in order to be able to begin to outline the activities in the context of the SAM Plan

4.2 With no other point to discuss, the virtual meeting finished at 10:30 hours, Lima, Peru time.

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SAM/PLAN/3

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
SOUTH AMERICAN REGIONAL OFFICE**

**THIRD VIRTUAL MEETING OF FOCAL POINTS
FOR THE REGIONAL PLAN FOR THE SUSTAINABILITY
OF AIR TRANSPORT IN THE SAM REGION**

(SAM/PLAN/3)

REPORT

6 August 2018

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

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	Report on Agenda Item 3:.....	3-1
	Tasks planning for the working groups	
	Report on Agenda Item 4:.....	4-1
	Other business	

HISTORY OF THE MEETING

ii-1 PLACE AND DURATION OF THE MEETING

The Third Virtual Meeting of Focal Points for the Regional Plan for the sustainability of air transport in the SAM Region (SAM/PLAN/3) was held on 6 August 2018, from 09:00 to 11:00 hours, Lima, Peru time.

ii-2 WORKING METHOD

The Meeting was developed through teleconference with the focal points nominated by States.

ii-3 AGENDA

The following agenda was adopted:

Agenda

Item 1: Review of the report of the Second Virtual Meeting

In this part of the Agenda, the report of the Second Virtual Meeting was analysed to define subjects that may have been omitted involuntarily in the document.

Agenda

Item 2: Review of the draft of the SAM Plan Aspirational Declaration to be presented for endorsement by the IWAF

Under this Agenda item, opportunities for improvements to the proposal of the Aspirational Declaration prepared by the Secretariat and submitted to the States for consideration were analysed.

Agenda

Item 3: Tasks planning for the working groups

Under this part of the Agenda, a draft of the tasks planning for the teams designated during the second virtual meeting was presented.

Agenda

Item 4: Other business

Under this subject, the Meeting was able to review other aspects which have not been considered in the previous subjects and are related with the matters under analysis.

ii-4 INTRODUCTION

Mr. Oscar Quesada-Carboni, Deputy Director of the ICAO South American Regional Office, after welcoming the participants, asked them to give some introductory words.

ATTENDANCE

The Virtual Meeting was attended by 20 delegates from 9 SAM Region States (Bolivia, Brazil, Chile, Colombia, Guyana, Panama, Paraguay, Uruguay and Venezuela), 1 representative of IATA and 2 ICAO officers.

The list of participants is shown in page iii-1.

**THIRD VIRTUAL MEETING OF FOCAL POINTS FOR THE REGIONAL
PLAN FOR THE SUSTAINABILITY OF AIR TRANSPORT IN THE SAM REGION**

(SAM PLAN)

LIST OF PARTICIPANTS

BOLIVIA

1. Carlos Alberto Caballero Guzmán

BRAZIL

2. Daniel Longo
3. Ary Rodrigues Bertolinno

CHILE

4. Germán A. Olave
5. Jaime Binder
6. David Dueñas
7. Macarena Roa

COLOMBIA

8. Jazmin Alexandra Palomino Pineda

GUYANA

9. Sahed Sulaman

PANAMA

10. Carlos F. von Seidlitz W.

PARAGUAY

11. Roque Díaz Estigarribia
12. María Liz Viveros
13. Tomas Alfredo Yentzsch

URUGUAY

14. Pablo Simone
15. Marcos Revetria
16. Sergio Perez Lauro
17. Pedro Cardeillac

VENEZUELA

18. Anira Padrón Barito
19. Daniela Caraballo
20. José Perira

IATA

21. Julio Pereira

ICAO

22. Oscar Quesada-Carboni
23. Jorge Armoa

Agenda Item 1: Review of the report of the Second Virtual Meeting

1.1 Following the introduction made by participants, the Meeting went on to consider Agenda Item 1. The Secretariat presented the report on the Second Virtual Meeting, which was transmitted to States on 31 July 2018 by letter LT 2/12-SA261.

1.2 When considering the report on the Second Meeting, following comments were collected:

1.2.1 **Brazil:** Representatives from DECEA and ANAC participating for the State indicated they will submit the names of the delegates to integrate the working groups concerning SAM Plan axes. They requested as well to include such names in the working groups.

1.2.2 **Colombia:** Colombia requested to modify the report to include the names of the delegates of that State who will participate in the tasks of the SAM Plan axes.

1.2.3 **Venezuela:** Requested to correct the data corresponding to Dr. Marisela Estrada, representative of the Bolivarian State of Venezuela for the institutional strengthening axis of the SAM Plan, whose data appear as *Marisela Estrada - xxx*.

1.2.4 The corrections requested are presented as **Appendix A** to this part of the report.

1.2.5 Delegates of the other participating States expressed their agreement with the content of the report on the Second Meeting, for which Agenda Item 1 was closed.

APPENDIX A

Regarding Appendix A to Agenda Item 3 of the Second Virtual Meeting, States provided names of the experts for each Working Group, which were formed as follows:

Air connectivity axis:

- Roberto da Rosa Costa (Brazil)
- David Dueñas (Chile)
- Amira Padron (Venezuela)
- Carlos Von Siedlitz (Panama)
- Carlos Caballero (Bolivia)
- Jorque Yanqui (Peru)
- Sergio Pérez Lauro (Uruguay)
- Virginia Silvera (Uruguay)
- Alexandra Palomino Pineda (Colombia)
- Julio Pereira (IATA)
- Filipe Reis (IATA)

Safety axis:

- João Souza Dias Garcia (Brazil)
- Neverton Alves de Novais (Brazil);
- Paulo Henrique Iengo Nakamura (Brazil)
- David Romero (Venezuela)
- Fernando Torres (Peru)
- Marcos Revetria (Uruguay)
- Julio Danzov (Uruguay)
- Luis Alberto Valencia (Colombia)
- Julio Pereira (IATA)

Institutional strengthening axis:

- Marcelo Rezende Bernardes (Brazil);
- Gustavo Machado de Freitas (Brazil);
- Macarena Roa (Chile)
- Luis Nuñez (Peru)
- Marisela Estrada (Venezuela)
- Pablo Simone (Uruguay)
- José Palermo (Uruguay)
- Oracio Márquez (IATA)

Environmental protection axis:

- Marcela Braga Anselmi (Brazil);
- Rodrigo Ayres Padilha (Brazil).
- José Pereira (Venezuela)
- Pedro Cardeillac (Uruguay)
- Adriana Jackson (Uruguay)
- Arturo Luján (Peru)
- Oracio Márquez (IATA)

Agenda Item 2: Review of the draft of the SAM Plan Aspirational Declaration to be presented for endorsement by the IWAF

2.1 The Meeting went on to consider Agenda Item 2. Prior to the analysis of comments made by States, the Secretariat considered it important to clarify that the draft Declaration sent attached to letter LT 2/12-SA261 of July 31, 2018, has been modified to cover Caribbean and Latin America, considering a vision of integration of the mentioned regions suggested by the General Secretariat of ICAO, **Dr. Fang Liu**. Moreover the Secretariat indicated that the methodology of the analysis would be to read paragraph by paragraph, in order to review the document.

2.2 Before going on with the lecture of the proposal, Uruguay mentioned that it would be important to review the axes of the SAM Plan, in order to exclude safety. This recommendation is based on the virtual meetings held by focal points to analyse the SSP Plan for the SAM Region.

2.3 Likewise, the delegate of DECEA – Brazil, mentioned that there are regional and global forums and plans where the contents and proposals of the SAM Plan axes are analysed, for which they considered not endorse neither the Declaration nor the SAM Plan.

2.4 Considering the comments made by the delegates of DECEA - Brazil and Uruguay, the Secretariat reminded the participants the mandate of RAAC/15 through Conclusion RAAC 15/7, by which States supported the four axes of the SAM Plan, as well as to designate focal points for same in addition to committing their participation in virtual meetings. In such sense, the Secretariat considers that this would not be the appropriate forum to modify the SAM Plan so that this intention should be taken to the RAAC/16 for consideration and analysis.

2.5 The other participating States supported the point of view of the Secretariat, for which the revision of the draft **SAM Plan Aspirational Declaration** to be presented for endorsement by the IWAF was requested.

2.5.1 Regarding the analysis of the draft Aspirational Declaration, all participating States considered it important to include changes in it, as well as some style and grammatical corrections. Likewise, the secretariat has received comments on the document under analysis. The proposed changes and comments received by secretariat are reflected in the draft Declaration attached as **Appendix A** to this part of the report.

APPENDIX A

DRAFT

**DECLARATION TO PROMOTE CONNECTIVITY THROUGH THE DEVELOPMENT
AND SUSTAINABILITY OF AIR TRANSPORT IN THE LATIN AMERICAN AND
CARIBBEAN REGION –**

2020-2035



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organización
de Aviación Civil
Internacional

Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

Declaration to promote Connectivity through the Development and Sustainability of Air Transport in the Latin American and Caribbean Region - Vision 2020-2035

We, the Ministers and Authorities of the Latin American and Caribbean Member States, representatives of international and regional organizations, and of the industry, participating at the Fourth International Civil Aviation Organization Global Civil Aviation Forum, held in Fortaleza, Brazil, from 17 to 19 September 2018, who have gathered to “promote investment for the development of civil aviation” through the establishment of a framework commitment to collaborate in the sustainable growth of air transport in Latin America and the Caribbean for the next 15 years, declare the following:

Our vision

Reaffirming that the future development of international civil aviation can strongly contribute towards establishing and preserving the friendship and understanding among nations and people of the world, and that each, State has full and exclusive sovereignty of the airspace over its territory.

Recognizing that each State has full and exclusive sovereignty in the establishment of its public policies in accordance with its level of development and national priorities.

Understanding that the adoption of a Multi-Regional vision of the future promotes the opportunity for mutual cooperation and optimization of the use of resources to achieve common objectives.

Aligned with the ICAO vision to achieving the sustainable development of the global civil aviation system.

Recognizing that, with a greater air connectivity with acceptable safety levels, with strong government institutions having respect for the environment, we can support the United Nations Sustainable Development Objectives to welfare of our States

The Latin America and Caribbean air transport authorities have today agreed upon the vision to follow in order to foster a sustainable air transport growth in the Region, in favor of the social and economic development of the people, and recognizing air transport as a key tool to achieve this purpose.

We envisage that our regions offering greater access to the population to the benefits of air transport. Where the development of our populations will count with the timely support of a heterogeneous, seamless, dynamic and safe air transport network in all of its levels, whose efficiency in its infrastructure and services will be of global reference, achieving a greater degree of connectivity between the people of the regions and the rest of the world, and thus encouraging a greater commercial, social and cultural exchange.

We envisage the leadership of our regions within the global context of safety, in compliance with international civil aviation standards, and within a harmonized environment that makes it possible to take advantage of

economies of scale for the civil aviation authorities to offer an appropriate level of oversight to its air navigation services providers in an effective and efficient manner, without creating unnecessary costs to States and the industry, and building an advantageous environment for the development of the air transport business.

We envisage that the States' entities in charge of guaranteeing the safe, orderly and sustainable development of air transport will be empowered institutions to develop their functions efficiently and effectively, generating confidence, stimulating innovation and promoting the continued growth of the sector.

We envisage an aviation responsible for the sustainability of the environment that is developed in harmony with nature and protecting life on the planet and preserving the natural values that coexist day by day with the activity, ensuring compliance with the goals of reducing greenhouse gases.

Our common principles and commitments

Reaffirming the commitment for the harmonized implementation of the global plans and objectives set in the Global Aviation Safety Plan (GASP), Global Air Navigation Plan (GANP) and Global Aviation Security Plan (GASeP);

Recalling that the ICAO Council encourages States to integrate into their legislation, regulations, and policies, as well as their air services agreements, the four basic principles of the set of rights: non-discrimination, cost-related, transparency and consultation with users, in order to ensure compliance by airport operators and air navigation service providers (ANSP).

Noting ICAO Assembly Resolution A39-14 Regional on cooperation and assistance to resolve safety deficiencies, establishing priorities and setting measurable targets;

Noting ICAO Assembly Resolution A39-25 on aviation's contribution towards the United Nations 2030 Agenda for Sustainable Development, as regards achievement of its objectives with the support of air transport;

Taking into account that, collaborative efforts are required between the State and the industry to implement these plans, in light of United Nations (UN) Sustainable Development Goal (SDG), and that these implementations will effectively support States for the attainment of both national development objectives and Sustainable Development Objectives.

Taking into account the scope of the No Country Left Behind (NCLB) initiative, approved by Resolution A39-23 of the Thirty-ninth Session of the ICAO Assembly.

Our Agenda

We announce today our Agenda that will frame the vision of the Regions, and we commit to work in collaboration among States and the industry, in order to promote measures necessary to guarantee the implementation of actions required to achieve our overarching goals

We recognize that aviation in the Region is a growing industry that is vital for the promotion of regional connectivity, and that its sustainable development depends on: the availability of capacity and efficiency of its operations, through coordinated actions, in alignment with the Global Air Navigation Plan; the promotion of systemic measures to promote operational safety, and the security and facilitation, through measures

aligned with the Global Aviation Safety Plan (GASP) and Global Aviation Security Plan (GASeP); and the adoption of actions to create economic stimuli for the development of air transport business plans in the Regions, and the application of environmentally responsible measures.

Therefore, we have, as a vision, the following general objectives for the promotion of connectivity through the development and sustainability of air transport in the Latin American and Caribbean Regions:

- become the Regions where air transport is available, affordable, seamless and sustainable for all our citizens, turning even more available and efficient to overcome current logistical challenges;
- be the Regions that maintain the planning of the civil aviation integrated into the development plans of the States, intending on attending with the quality the growing demand for air transport services;
- become the Regions where States and the industry systematically adopt air navigation safety improvement measures, progressively reducing fatal accidents;
- be the Regions where the culture of air transport security is incorporated into the training and operation of civil aviation organizations;
- be the Regions that the civil aviation authorities support to achieve their functions of promoting the safe, orderly and sustainable development of air transport;
- be the Regions where the growth of air operations is sustainable and keeps the contribution of carbon to the environment stable.

Implementation

We will support the civil aviation authorities of the Region for the development of the national and regional action plans necessary for the implementation of our vision.

All our governments are responsible for the follow-up and review of the progress made regarding the achievement of overarching goals.

We invite Latin American and Caribbean States, as well as other ICAO Member States, industry associations, industry, Latin American Civil Aviation Commission (LACAC), aircraft manufacturers and other sectors interested, to support in the achievement of this vision.

We hereby express our sincere gratitude to our host, the Federal Government of Brazil, for its warm hospitality and support in the organization of this Fourth ICAO Global Aviation Forum, as well as for its contribution in achieving sustainable civil aviation growth in Caribbean and Latin American.

Drafted and adopted in Fortaleza, Brazil, 19 September 2018

Agenda Item 3: Tasks planning for the working groups

3.1 After the analysis of Agenda Item 2, the Secretariat, together with the delegates of the States, for time reasons, considered it important to postpone the review of tasks planning for the working groups for a next virtual meeting to be scheduled opportunely.

Agenda Item 4: Other business

4.1 Likewise for time reasons, after concluding with the analysis of Agenda Item 2 the Secretariat, together with the delegates of the States, decided to postpone the discussion of other business for the next virtual meeting to be scheduled opportunely

4.2 With no other point to discuss, the virtual meeting finished at 11:00 hours, Lima, Peru time.

Agenda Item 6: Other business

6.1 Under Agenda Item 6, the Meeting took note of the following issues:

Compliance with language proficiency requirements for air traffic controllers

6.2 These requirements were presented by the secretariat through WP/16 informing to the Meeting that Annex 1 about Personnel Licencing establishes, since 5 March 2008, are to be applied to applicants and holders of pilot licences of aeroplanes, airships, helicopters and vertical take-off aircraft, air traffic controllers, and aeronautical station operators. Language proficiency requirements are aimed at helping reduce the level of risk associated to aeronautical communications, especially those that deviate from the ICAO standard aeronautical phraseology

6.3 Proficiency level 4 is the minimum level that an air traffic controller or pilot should have to work in an environment where communications take place in the language of the station and in English..

6.4 During the first semester of this year, the SRVSOP did “benchmarking” of the level of language proficiency of air traffic controllers of the SAM Region demonstrating that, though there are States that have a total percentage of controllers language proficiency between levels 4 and 6, there are still some that need to establish a strategy to improve their compliance with this requirement.

6.5 Authorities should make sure that the level of risk related to aeronautical communications is within an acceptable level, by improving safety oversight of the language proficiency certifying centres and performing random samplings to make sure that certifying centres are doing the assessments in accordance with the relevant requirements among other actions.

6.6 It should be noted that those States that do not adopt the proper language proficiency certification and oversight measures in accordance with ICAO requirements could qualify, at any given time and if the risk so warrants, for a significant safety concern (SSC).

EASA Presentation

6.7 EASA presented to the Meeting information about the European Union flight safety system and about the EASA’s structure, financing, mission and main task under their responsibility. Also, the partnership project on civil aviation between the European Union and Latin America (EU-LAC APP) was presented, which has the main objective to improve political and economical safety cooperation between EU and Latin America regarding Civil Aviation. This project is addressed to the States of Argentina, Brazil, Chile, Colombia and Mexico, and to the SRVSOP region level. Therefore, different support initiatives have been identified, which have been reflected in a working plan that would be managed through the EASA Project Office in Costa Rica.

Safety Information Monitoring System (SIMS) presentation

6.8 The secretariat delivered a presentation to the meeting of Flight Safety Directors regarding the development and benefits of the Safety Information Monitoring System (SIMS) that has been developed by ICAO Headquarters, which could become a global repository on safety data.