



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

FOLLOW-UP TO RAAC CONCLUSIONS

(Presented by the Secretariat)

SUMMARY

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

**ICAO Strategic
Objectives:**

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

1. Analysis

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

2. Discussion

2.1 Using the same methodology of GREPECAS mechanism, the Secretariat has studied the implementation situation of the conclusions formulated by RAAC/15 Meeting, as well as those then considered valid which are presented in the Appendix. The evaluation summarizes:

Completed or superseded conclusions

2.2 Of the 13 valid conclusions up to RAAC/15 Meeting and from the analysis carried out by the Secretariat, conclusions 13/5 a) and 15/4 have been considered as completed.

Valid conclusions

2.3 The still valid conclusions are the following: 9/5, 11/1, 12/4, 12/9, 13/5, 13/8, 14/1, 15/1, 15/2, 15/3, 15/5, 15/6 y 15/7.

3. **Suggested action**

3.1 The Meeting is invited to examine the information presented in this working paper and review the information presented in the Appendix, with the aim of updating the status of implementation of the conclusions formulated up to RAAC/15 Meeting, proposing, as necessary, the most appropriate courses of action for their implementation.

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APPENDIX

REVIEW OF RAAC COMPLETED OR SUPERSEDED CONCLUSIONS

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

ICAO Strategic Objectives:*A: Safety**B: Capacity and efficiency**C: Safety and facilitation**D: Economic development**E: Environmental protection*

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			possible to use the asterix 62/63 protocol required by Brazil. Argentina and Peru resumed coordination with Brazil in November 2017 for the implementation of radar data interconnection using the asterix 62/63 protocol in view of the fact that their systems were already capable of processing and transmitting those protocols.				
11/1 A, B	GRADUAL IMPLEMENTATION OF GNSS TECHNOLOGY	That the SAM States gradually implement GNSS technology in keeping with regional PBN implementation programmes and their respective national plan.	SAM States have started GNSS implementation in support to en-route, terminal and non-precision approach navigation procedures (RNAV 5, RNP APCH, RNP APC AR). Brazil has implemented a GBAS system, currently on pre-operational phase. States will comply with goals established in ICAO Assembly Resolution A37/11 regarding APV procedures.	Civil aviation authorities	Valid	GNSS implementation. En route GNSS; from 162 upper airspace regional routes, 108 have been implemented with RNAV specification, completing 67% implemented (7% over considered in the Declaration of Bogota) A37/11 GNSS (APV) 83.7% implemented. Declaration of Bogota goal was 100% of implementation by December 2016. A37/11 is expected to be implemented for December 2019.	Dec 2019

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12/4 A, B	STRATEGY FOR THE INSTITUTIONA- LIZATION OF REDDIG AND SRVSOP	That, with the aim of giving continuity to the implementation of the Air Navigation and Safety Organization, the activities taken under consideration in the strategy shown in Appendix A be implemented.	The activities in the strategy will be considered at the RLA/03/901 (REDDIG) and RLA/99/901 (SRVSOP) RCC meetings. Meanwhile, States have agreed that the coordination of the indicated projects continue through ICAO. Project document RLA/03/901 (REDDIG), Version S, approved ICAO management until 2023. Likewise with project RLA/99/901 (SRVSOP), Version S, approved ICAO management until 2021.	ICAO, States	Valid	Strategy for the institutionalization of REDDIG and SRVSOP	Dec 2021
12/9 A, E	REGIONAL CONTINGENCY PLAN TO ADDRESS NATURAL DISASTERS AND/OR CATASTROPHIC EVENTS	That ICAO, in cooperation and coordination with the States of the South American Region, develop a Regional Contingency Plan to address natural disasters and/or catastrophic events, with a view to minimizing the impact on civil aviation and restore the operation of air navigation and airport services as soon as possible.	A guide to support the Region in the event of a volcanic ash contingency has been approved. The regional contingency plan has not been completed. A draft has been prepared, but considering that Assembly 39 has issued Resolution A39-24: Strategy on disaster risk reduction and response mechanisms in aviation , which requests the Council and the Secretariat to establish a crisis response policy and a disaster risk reduction strategy in aviation; it was decided to wait for the results of the work in HQ in this regard.	ICAO	Valid (to be determined by the meeting)	Regional contingency plan to address natural disasters and/or catastrophic events. During the Workshop/Meeting on ATS Contingency Plans, 19 to 23 March 2018, the draft guidance material for a Contingency Plan to address natural disasters and/or catastrophic events was presented. A Contingency Coordination Group	July 2019

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						for the South American Region (CCT SAM) Group was established to support the preparation of the referred guidance material.	
13/5 A, B, E	SAM PERFORMANCE-BASED NAVIGATION IMPLEMENTATION PLAN (SAM PBIP) AS ALIGNED WITH THE ASBU	That the States of the ICAO South American Region and the international organizations involved: a) approve the SAM performance-based navigation implementation plan (SAM PBIP) as aligned with the ASBU for its regional application, as shown in Appendix A to Agenda Item 4 of the RAAC/13 meeting; and b) encourage those States that have not done so yet to amend their national performance-based air navigation plans in accordance with the guidelines contained in the aforementioned SAM PBIP.	Approved the SAM Performance-Based Navigation Implementation Plan (SAM PBIP) aligned with ASBU Follow up so that States complete the update of the national air navigation plans to be aligned with ASBU. Workshops on the preparation of the National Air Navigation Plan have been carried out in the Plurinational State of Bolivia, Guyana and Suriname to support their preparation.	States	a) Completed b) Valid So far Brazil, Chile, Colombia and Venezuela have developed their national plans aligned with ASBU	SAM Performance-Based Navigation Implementation Plan (SAM PBIP) aligned with ASBU approved. Performance-based air navigation national plans to be aligned with SAM PBIP	a) Completed b) December 2019
14-1 A	IMPROVE THE EFFICIENCY IN THE CERTIFICATION AND	That actions be initiated through SRVSOP, for the identification of efficiencies among FAA, EASA and the SRVSOP in the processes of certification and oversight of approved maintenance organizations, thus avoiding duplication of efforts	During the Fourth Air Navigation and Flight Safety Directors Meeting (AN&FS/4), the FAA from United States of America, expressed interest in attending as observer, to the multinational certifications or surveillance inspections that the SRVSOP	States of the SRVSOP	Valid	• On 28 May 2018 the FAA Senior Representative, Mr. Leandro Friedman, was informed on the dates for multi-	December 2018

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	OVERSIGHT OF APPROVED MAINTENANCE ORGANIZATION		carries out in the OMAs of the South American Region to understand the process. On this respect the Meeting agreed to allow the participation of the FAA in the certification or surveillance tasks in the multinational framework of the SRVSOP.			national renewals of the 4 OMAs certified on a multinational basis, so that they could schedule the participation of FAA inspectors. <ul style="list-style-type: none"> On 29 May 2018, the FAA Senior Representative, Mr. Leandro Friedman, was informed about two organizations (one from Bolivia and another from Colombia) that have requested multinational certification. When the beginning of Phase 2 is confirmed, the FAA Representative will be informed, for them to participate in the certification processes of the referred OMAs. 	
15/1	FULFILMENT OF THE COMMITMENT REGARDING LAR HARMONISATION	That SRVSOP member States make the necessary efforts to meet the deadlines established by the General Board for LAR harmonization, and present their	During this year a tool has been implemented to follow up LAR harmonization, thus, SRVSOP States are verifying their national regulations vs. the LAR	States	Valid	Harmonization of SRVSOP States' national regulations and procedures harmonized.	December 2018

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		results to the JG/31 meeting.	corresponding to Personnel Licensing and Airworthiness. Starting January 2019 the Operations regulations will be ready for verification.				
15/2 A, B, C	PREPARATION FOR SUBSEQUENT ICAO ASSEMBLY SESSIONS AND INTERNATIONAL EVENTS, AND ACTIONS AND FOLLOW-UP TO THE RESULTS OBTAINED AT THESE EVENTS	<p>That SAM States:</p> <ul style="list-style-type: none"> a) continue participating actively at subsequent ICAO Assembly sessions and international events (conferences, symposia, and meetings); b) prepare, duly in advance, working papers in coordination with all the States of the Region, the ICAO SAM Office, and LACAC to achieve the coordination of support with all American States and other regions worldwide for subsequent ICAO Assembly sessions and other international events; c) fulfil the actions specified in outstanding ICAO Assembly resolutions, described in Doc 10075 https://www.icao.int/Meetings/a39/Documents/Resolutions/10075_es.pdf; d) analyses and respond to the letters of the ICAO Regional Secretariat, especially those concerning proposals of adoption or amendment of 	<p>In the safety area the WPs were prepared together with SAM States for the AN-Conf/13.</p> <p>A working group for the implementation of the UPRT in South America has been established; the USOAP CMA working group for the standardized implementation of the standards in force of related Annexes, which have not yet been implemented by the States, was also established.</p> <p>Active participation of SRVSOP experts panels in the analysis of the proposals for amendment of the Annexes, prior to their approval.</p>	States	Valid	Presentation of WPs prepared at a regional basis and presented together with SAM States.	All

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		annexes or documents, in a joint manner, under the coordination of the Secretariat, in order to adopt, to the extent possible, a regional stance.					
15/3	ACTION PLANS FOR CO ₂ REDUCTION AND ACCESSION TO THE CORSIA SCHEME	<p>That, in order to contribute to the global ICAO goals in relation to environmental protection, SAM States:</p> <p>a) continue cooperating with ICAO for a better understanding of the effects of emissions from international aviation on the climate;</p> <p>b) consider, if they have not done it yet, the adoption of measures aimed at protecting the environment from emissions from international aviation, and develop their action plans for submission to the Secretariat before June 2018;</p> <p>c) consider the development of capacities and the inclusion of MRV systems, emission units, and registration systems into their national regulations to prepare the State for accession to the CORSIA scheme;</p> <p>d) contemplate accession to the CORSIA scheme in its first phase, or when the State considers that emission measurement, registration, and</p>	<ul style="list-style-type: none"> - Follow up letters have been sent to States - A Technical Assistance workshop was carried out in Peru. - Follow up to CORSIA implementation was made through teleconferences. - Technical support regarding CORSIA was provided to Bolivia and Uruguay, with the support of Spain arranged by HQ and attended by the Regional Office. - Paraguay has submitted their Action Plan for the reduction of CO₂ emissions. 	States	Valid	SAM States with action plans on the reduction of CO ₂ emissions approved. States have associated to CORSIA plan.	December 2018

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		reporting systems have evolved enough; and e) support the objectives of the SAM Plan related to environmental protection.					
15/4	ALIGNMENT OF THE AVSEC/FAL/RG STRATEGIC PLAN WITH THE GASEP	That the Secretariat coordinate the necessary actions for aligning the AVSEC/FAL/RG Strategic Plan with the GASEP, and present it at the AVSEC/FAL/RG/8 meeting.	A Workshop on the “Alignment of the AVSEC/FAL/RG Strategic Plan with the Global Plan for Aviation Security (GASep)” was carried out in the month of May 2018 in Lima; the GASep Regional Plan was presented and approved by the AVSEC/FAL/RG/8 Meeting.	Secretariat	Completed	AVSEC/FAL Regional Group Strategic Plan, aligned to GASEP.	May 2018
15/5	IMPLEMENTATION OF OSS	That the Authorities continue striving to implement OSS, taking into account that it is a useful and necessary tool for improving connectivity, and present their results at the AVSEC/FAL/RG/8 meeting.	Activities have begun to reach an OSS regional agreement, which involve common regulations and procedures, besides a standardized training. For further details see WP/08.	States	Valid	Implementation of an OSS regional agreement.	December 2019
15/6	STRENGTHENING CAA COMPETENCIES IN THE CONCEPT OF ECONOMIC ASSESSMENT OF ANSPs AND AERODROME OPERATORS	That the Secretariat: a) start activities for the development of the strategy for strengthening the competencies of civil aviation administrations in the concept of economic assessment of air navigation service providers (ANSPs) and aerodrome operators and present a preliminary document by mid-2018; b) for the development of the	The Secretariat is coordinating the availability of an expert through another ICAO Regional Office, which organized this type of workshop in 2018, in order that the following tasks could be carried out for the SAM Region in 2019: 1. Collection of information, best practices and analysis of the current situation in the first half of 2019. 2. Activity (seminar or	Secretariat	Valid	Analysis of the current situation and activity to strengthen CAA competencies.	December 2019

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		<p>strategy, conduct an analysis of the current status of implementation of the guides contained in Doc 9082 in the States;</p> <p>c) carry out this activity with a collaborative approach and with the support of all the States of the Region, through the designation of the corresponding focal points by 31 January 2018, the LACAC Secretariat and IATA.</p>	<p>workshop to be determined) to strengthen CAA competencies regarding the economic assessment of Air Navigation Service Providers- ANSP and aerodromes operators in the second half of 2019.</p>				
15/7	<p>ACTION TO BE TAKEN FOR THE APPROVAL OF THE REGIONAL PLAN FOR THE SUSTAINABILITY OF AIR TRANSPORT IN THE SAM REGION AND THE DECLARATION OF IMPLEMENTATION</p>	<p>In order to develop a regional plan for the sustainability of air transport in the SAM Region and a declaration of implementation, the Directors General of Civil Aviation of the SAM Region:</p> <p>a) support the four axes of the proposal of a Regional plan for the sustainability of air transport in the SAM Region: connectivity, safety, institutional building, and environmental protection, which are aligned with ICAO strategic objectives and with the sustainable development goals of the United Nations;</p> <p>b) undertake to designate during the first quarter of 2018 focal points to be part of a group that, together with the ICAO Secretariat, the LACAC</p>	<p>During the first half of 2018 the SAM Plan Focal Points Group was established, conducting from May to August, three virtual meetings with the group.</p> <p>In relation to the analysis of the axes of the SAM PLAN, the FFPPs form a group of specialists, by axis, in charge of the analysis of said axis.</p> <p>The safety axis of the SAM Plan has been prepared with the specialists of the safety working group, reaching an agreement on its contents.</p> <p>The institutional strengthening axis intends to hold its first virtual meeting by the end of November, in which the working plan to obtain the conclusions by mid-2019 should be outlined.</p>	Secretariat States	Valid	<p>Regional Plan for the Sustainability of Air Transport in the South American Region</p> <p>During the IWAF/4 the “DECLARATION TO PROMOTE CONNECTIVITY THROUGH THE DEVELOPMENT AND SUSTAINABILITY OF AIR TRANSPORT IN THE PAN-AMERICAN – VISION 2020-2035” was issued, reflecting the vision of the proposal</p>	December 2019

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		<p>Secretariat, and representatives of interested international organizations, would analyse the scope of the plan in each of its axes, identify the experts that would be required for the drafting of the plan in its different axes, and establish a timetable for conducting the activities of the plan;</p> <p>c) undertake to carry out the activities defined by the group that may be required for the drafting of the aforementioned plan and its respective declaration; and</p> <p>d) undertake to participate in the teleconferences and the required face-to-face meetings.</p>	<p>More detail about what has been done in these conclusions can be found in WP/03.</p>			<p>of the Regional Plan for the Sustainability of Air Transport in the South American Region, and the commitment of the States to support the implementation of the development of the national and regional action plans required for the implementation of such vision.</p>	