



Agenda Item 1: Follow-up to conclusions and decisions adopted by SAM/IG meetings and presentation of air navigation results at a global, interregional and intraregional level

FOLLOW UP TO VALID CONCLUSIONS FORMULATED BY SAM/IG MEETINGS AND PENDING ACTIVITIES

(Presented by the Secretariat)

SUMMARY	
This working paper has the intention that the Meeting may proceed with the revision on the application by SAM States of valid conclusions and pending activities formulated by SAM Implementation Group workshop/meetings (SAM/IG).	
REFERENCES:	
- SAM Implementation Group (SAM/IG) workshops/meetings reports.	
ICAO Strategic Objectives:	<i>A - Safety B - Air navigation capacity and efficiency E - Environmental protection</i>

1. History

1.1 The workshops/meetings of the SAM Implementation Group have timely produced a series of agreements translated into conclusions, that indicate the actions to be carried out by the Implementation Group and/or States, as well as activities assumed by the Working Groups.

1.2 This working paper presents a revision of the valid conclusions and pending activities of the SAM Implementation Group (SAM/IG) workshops/meetings.

2. Analysis

2.1 During previous SAM/IG meetings, some conclusions were formulated and a series of activities were adopted, oriented towards the implementation of different functions that will enable the Region to evolve in a sustainable manner towards the application of the global ATM Operational Concept.

2.2 The implementation programmes foreseen for the application of the global ATM Operational Concept in the SAM Region have been initially focused in the following:

- a) SAM ATS routes network optimisation;
- b) Performance Based Navigation (PBN) both for en-route, terminal area and approach areas;
- c) Air Traffic Flow Management (ATFM);
- d) CNS systems improvements;
- e) Automation.

Summary of the status of implementation of tasks and conclusions

2.3 To show the status of implementation of the conclusions and actions adopted, the updated list shown in **Appendix A** to this working paper has been prepared. The information attached refers to the information available in the Secretariat with each one of the agenda items.

2.4 The list of conclusions and actions comprises:

- a) tasks to develop and/or the corresponding conclusion in the areas under analysis;
- b) specific tasks which will lead to compliance of the main task;
- c) expected results in each task;
- d) finalization dates;
- e) responsible persons for its execution;
- f) supporting members for each task; and
- g) status of implementation of the same, and when necessary, for a better understanding, an explanatory comment on the status of implementation is included.

2.5 The Meeting should analyse each task identified and make the comments on specific tasks resulting, evaluate, and if necessary, modify the finalisation date, as well as the status of implementation of each specific task. The Meeting may also wish to complete the chart shown in **Appendix B** to this working paper, showing the tasks in charge of the States, in order to make a follow-up of the same.

3. Suggested actions

3.1 The Meeting is invited to:

- a) Request the Working Groups, to analyse the tasks in the corresponding areas in Appendix A to this working paper, evaluate each one of the tasks and its status of compliance, and complete the information, as applicable;
- b) request States to complete the chart shown in Appendix B to this working paper, in order to follow-up on those tasks under the responsibility of their respective administrations;
- c) if necessary, adopt the pertinent courses of action in relation to each one of such tasks; and,
- d) analyse other considerations to this respect that the Meeting may deem pertinent.

APPENDIX A

STATUS OF APPLICATION OF CONCLUSIONS AND/OR TASKS ORIGINATED IN SAM/IG MEETINGS

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
3. Implementation of Performance Based Navigation (PBN) in the SAM Region							
3-31	<p>Conclusion SAM/IG/14-6 Projects and/or action plans for PBN redesign of the main South American TMAs That SAM States:</p> <p>a) send the Project and/or Action Plans for PBN redesign of the main TMA(s) selected by their Administration, in order to complete the SAM PBN Project that is contained in Appendix J to this part of the Report, to the SAM Regional Office by 31 December 2014;</p> <p>b) send the corresponding updates to the aforementioned Project and/or Plans to the SAM Regional Office as soon as possible, so as to ensure harmonisation of activities under the SAM PBN Project.</p>	Determination of the selected air spaces to be optimized with the implementation of PBN	<p>Inform selected airspace for its redesign or optimization</p> <p>Report updates</p>	SAM/IG/18	STATES	RO/ATM	<p>VALID</p> <p>ARG, BOL, PAN, PER, URU and VEN need to update their plans and define execution.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
4. Standards and procedures for performance based navigation operations approval							
4-12	<p>Conclusion SAM/IG/14-9 Aircraft and operator PBN capacity database</p> <p>That the ICAO SAM Office send to SAM States information on the use of the aircraft and operator PBN capacity database, requesting that the aforementioned database be completed by 15 March 2015.</p>	<p>Complete the implementation of the capacity of aircraft and operators PBN database; and circulate a letter to States requesting to complete the data.</p>	<p>a) Application accessible from web b) Data base updated</p>	SAM/IG/18	RO/TC	RO/FLS	<p>VALID</p> <p>Application developed. At present under reviewed by ICAO HQ in order to be included in iSTARS.</p>
5- ATFM implementation							
5-11	<p>Conclusion SAM/IG/5-7 ATFM Teleconferences in the SAM Region</p> <p>That SAM States continue to hold weekly ATFM teleconferences between flow management units or flow management positions (FMU / FMP) to improve the exchange of information among participating States.</p>	<p>Implement ATFM teleconferences</p>	<p>Coordination between FMU/FMP carried out.</p>	Permanent	States	RO/ATM	<p>VALID</p> <p>Chile, Panama, Paraguay, Peru and Venezuela, will start tests on November 2017 in CADENA-CANSO ATFM teleconferences. Argentina and Brazil are already participating. Results will be reported on the 2018 ATFM Workshop.</p>
5-24	<p>Conclusion SAM/IG/14-10 ATFM preparatory activities</p> <p>That SAM States do their utmost to:</p>			SAM/IG/18	STATES	RO/ATM	<p>VALID paragraph (b)</p> <p>Task described in paragraph (a) is finalized</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
	<p>a) increase the number of ATFM-trained personnel to the extent required to fulfil ATFM functions; and</p> <p>b) provide ATFM training to their personnel through national courses conducted by instructors trained in courses provided within the framework of Project RLA/06/901, with a view to multiplying training.</p>	<p>Establish the minimum staff to provide the ATFM system</p> <p>Deliver at national level the ATFM training courses</p>	<p>Sufficient human resources</p> <p>Trained national staff</p>				
5-26	<p>Conclusion SAM/IG/15-4: Reduction of the longitudinal separation between aircraft in the SAM airspace</p> <p>That, taking into account the operational benefits to be gained from reducing the longitudinal separation of aircraft in the SAM airspace, States:</p> <p>a) investigate the possibility of reducing the longitudinal separation of aircraft at 40 NM between adjacent FIRs using the Mach number technique;</p> <p>b) their application be included in the Letters of Operational Agreement; and</p> <p>c) the Secretariat include this implementation in the GREPECAS ATFM Project and its Action Plan.</p>	<p>Analysis of the application of the longitudinal separation of 40 NM</p> <p>Sign of MoUs and/or LOAs</p>	Implementation	SAM/IG/18	States	RO/ATM	<p>VALID</p> <p>See implementation progress on Appendix D of Agenda Item 2 of SAM/IG/18 Report. Paragraph a) finalized Paragraph b) in process Paragraph c) non applicable (PBN).</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
5-27	<p>Conclusion SAM/IG/19-1: Application of flow management initiatives (TMIs) in situations that Temporarily affect ATS capacity in a designated Airspace or airport used by international aviation</p> <p>That SAM States make utmost efforts to:</p> <p>a) Strengthen the functions of Flow Management Positions (FMPs) or Units (FMUs) with resources and trained personnel empowered to coordinate with ATS services the application of ATFM initiatives (TMIs) in situations that generate air traffic capacity/demand imbalances caused by scheduled or unforeseen events;</p> <p>b) Issue instructions and/or directives that ensure that any ATFM initiative (TMI) to be coordinated is taken from ICAO Doc 9971, using the least restrictive methods available to minimise the impact on international flights, in coordination with ATFM units or those replacing them in adjacent SAM States;</p>	<p>a) Strengthen the functions of Flow Management Positions (FMPs) or Units (FMUs);</p> <p>b) Issue instructions and/or directives that ensure that any ATFM initiative (TMI) to be coordinated is taken from ICAO Doc 9971;</p> <p>c) Refrain from using NOTAMS to establish flow control measures; and</p> <p>d) Submit the actions carried out for implementation to the SAM/IG/20,</p>	<p>FMP/FMU units equipped with manuals, procedures and personnel.</p>	SAM/IG/22	STATES	RO/ATM	VALID

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
	<p>c) Refrain from using NOTAMs to establish flow control measures, with the only exception when they are required as part of ATS mitigation actions for a period not to exceed twenty-four (24) hours, during which period NOTAMs should be replaced with ATFM initiatives generated and agreed by FMPs/FMUs, and which should be managed through ATFM messages; and</p> <p>d) Submit the actions carried out in accordance with the paragraphs above to the ATFM workshop/meeting and the SAM/IG/20 meeting, scheduled for the second semester of 2017.</p>						
No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
<p>6. Assessment of operational requirements in order to determine the implementation of communications and surveillance (CNS) capabilities improvement for en-route and terminal area operations</p>							
6-25	<p>Conclusion SAM/IG/18/02: Nomination and registration of SAM candidates for EUROCONTROL AMC That SAM States that have installed AMHS systems and have not yet registered, by nominated candidates for</p>	Registry of external operators to AMC Eurocontrol	External operators nominated by States from SAM Region that are registered	December 2017	States	RO/CNS	<p>VALID</p> <p>To date, the following States have not registered external operators to AMC: Bolivia, Chile, Guyana, French Guyana, Suriname and Uruguay.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
	<p>external operators of the Eurocontrol ATS messaging management centre (AMC) do so as soon as possible by submitting to the ICAO South American Office the names of the nominees, so that the States may keep an updated version of the adopted AMHS addresses for all AMHS users worldwide.</p>						
<p>7. Operational implementation of new ATM automated systems and integration of the existing systems</p>							
<p>7-14</p>	<p>Conclusion SAM/IG/15-07 - Activities to migrate from the AIDC pre-operational to the operational phase between ACCs Colombia, Ecuador and Peru</p> <p>That, Colombia, Ecuador and Peru carry out the activities referred to in paragraph 5.12 of this agenda item for the migration from the AIDC pre-operational phase to the operational, between the ACC Bogota and the ACC Guayaquil, the ACC Bogota with the ACC Lima and the ACC Lima with the ACC Guayaquil, in order to begin with the operational phase on 3 August 2015.</p>	<p>Migration phase from the AIDC pre-operational between ACC Lima – ACC Guayaquil ACC Lima – ACC Bogota ACC Bogota - ACC Guayaquil</p>	<p>AIDC pre-operational phase</p>	<p>3 August 2015</p>	<p>Concerned States: Colombia Ecuador Peru</p>	<p>Secretariat ICAO</p>	<p>VALID</p> <p>On 3 August 2015, the AIDC between ACC Lima and ACC Guayaquil started testing operations. Operational phase began on 31 March 2016 and was interrupted in July 2016 returning to pre-operational phase-</p> <p>Pending operational test phase between Lima ACC-Bogota ACC and Guayaquil ACC – Bogota ACC in pre-operational phase since August 2015.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
7-15	<p>Conclusion SAM/IG/15-08 - Provision of facilities for the staff in charge of the operational implementation of the AIDC by the aeronautical authorities of the States</p> <p>That the Aeronautical Authorities of the SAM Region States involved in the implementation of the AIDC systems interconnection, in order to comply with the requirements of the Bogota Declaration in this regard, provide the necessary facilities for the staff designated for the implementation of this activity, especially the focal points, could carry out the work within the time specified in the schedules of activities listed in Appendix C of this agenda item.</p>	Provision of facilities for the staff in charge of the operational implementation of the AIDC by the aeronautical authorities of the States	Facilities for the staff in charge of the operational implementation of the AIDC by the aeronautical authorities of the States	December 2016	States	Secretariat ICAO	<p>VALID</p> <p>The lack of support to the AIDC focal points in the implementation process, by the aeronautical authorities is still evident.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
7-17	<p>Conclusion SAM/IG/18-3: Designation of ADS B focal points That, in order to coordinate regional ADS B planning and implementation activities in the SAM Region, the States designate focal points and send the information to the ICAO South American Office no later than 30 December 2016.</p>	Designate ADS B focal points	ADS B nominated focal points	30 December 2016	States	RO/CNS	<p>VALID To date, the following States have designated focal points: Argentina, Bolivia, Brazil, Chile, Colombia, Uruguay and Venezuela.</p>
7-18	<p>Conclusion SAMIG/19-02: Implementation of procedures to mitigate the duplication/multiplicity of scheduled commercial flight plans</p> <p>In order to implement procedures to mitigate the duplication/multiplicity of scheduled commercial flight plans, the States:</p> <p>a) should establish AFTN address XXXXZPZX, corresponding to the ARO/AIS Offices, as the only address for receiving flight plans.</p> <p>b) could use as a reference the AIC model developed by Peru, shown in Appendix G to this agenda item, when filing the flight plan directly to the ACC FDP</p>	<p>a) establish AFTN address XXXXZPZX as the only address for receiving flight plans.</p> <p>b) Elaboration of AIC</p>	<p>Only address implemented</p> <p>AIC elaborated</p>	December 2018	States	RO/CNS and RO/ATM	<p>VALID To date, only Peru has implemented the procedure. Brazil, Ecuador and Venezuela has begun the procedure.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
8. Follow up to conclusions and decisions adopted by SAM/IG meetings, results of the thirty-eighth session of the ICAO Assembly (A38) and thirteenth meeting of Civil Aviation Authorities of the SAM Region (RAAC/13) and progress made in the development of the new electronic Air Navigation Plan (e-ANP)							
8-1	<p>Conclusion SAM/IG/13-1 Alignment of the national air navigation plans with the ICAO Global Air Navigation Plan (GANP) and SAM Performance-Based Air Navigation Implementation Plan (PBIP)</p> <p>That SAM States amend their national air navigation plans, with the aim of aligning them with the new ICAO Global Air Navigation Plan (GANP, 4th Edition) and SAM Performance-Based Air Navigation Implementation Plan (PBIP) approved at the thirteenth meeting of Civil Aviation Authorities of the SAM Region (RAAC/13), and present any progress made in October 2014, at SAM/IG/14 meeting.</p>	Amend the air navigation national plans to have them aligned with the new ICAO Global Air Navigation Plan.	National air navigation plans aligned with ASBU	SAM/IG/16	States	ICAO SAM Office	<p>VALID</p> <p>xBrazil, Chile, Colombia, France and Venezuela have reported the completion of their national plans aligned with the ASBU.</p>
8-3	<p>Conclusion SAM/IG/13-3: Designation of a national focal point for the drafting of the new regional e-ANP</p> <p>That, with the aim that SAM States can coordinate with the ICAO SAM Regional Office the provision of the data necessary for the drafting of the new regional electronic air navigation plan</p>	Designate focal points	Focal point	1 Aug 2014	States	RO/ATM	<p>VALID</p> <p>Secretariat sent letter SA280 on 12 June 2014.</p> <p>Information of Panama, and Suriname is still pending.</p>

No.	Task to be developed	Specific tasks	Deliverables	Finalization date	Responsible	Supporting members to the task	Status of implementation
	<p>(e-ANP):</p> <p>a) The ICAQ SAM Regional Office will send a State letter in early June 2014, requesting the nomination of a national focal point; and</p> <p>b) SAM States will officially inform by 1 August 2014 the name of the designated focal point, and provide a brief resumé, telephone number and electronic mail of the incumbent.</p>						

APPENDIX B

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

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<p>Conclusion SAM/IG/13-1 – Alignment of the national air navigation plans with the ICAO Global Air Navigation Plan (GANP) and SAM Performance-Based Air Navigation Implementation Plan (PBIP)</p> <p>That SAM States amend their national air navigation plans, with the aim of aligning them with the new ICAO Global Air Navigation Plan (GANP, 4th Edition) and SAM Performance-Based Air Navigation Implementation Plan (PBIP) approved at the thirteenth meeting of Civil Aviation Authorities of the SAM Region (RAAC/13), and present any progress made in October 2014, at SAM/IG/14 meeting.</p>	O/G	O/G	YES	YES	YES	O/G	YES	NO	O/G	O/G	O/G	NO	O/G	YES	<p>Peru foresees completion by August 2018.</p> <p>Orientation was provided by the Secretariat to Suriname to carry out activities</p>
<p>Conclusion SAM/IG/13-3 – Designation of a national focal point for the drafting of the new regional e-ANP</p> <p>That, with the aim that SAM States can coordinate with the ICAO SAM Regional Office the provision of the data necessary for the drafting of the new regional electronic air navigation plan (e-ANP):</p> <p>a) The ICAO SAM Regional Office will send a State letter in early June 2014, requesting the nomination of a national focal point; and</p> <p>b) SAM States will officially inform by 1 August 2014 the name of the designated focal point, and provide a brief resumé, telephone number and electronic mail of the incumbent.</p>	YES	YES	YES	YES	YES	YES	YES	NO	NO	YES	YES	YES	YES	YES	<p>Pending information from Guyana and Panama</p>

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<p>Conclusion SAM/IG/13-9 IATA safety events indicators for SAM States</p> <p>Encourage States to develop, jointly with operators, Secretariat and other ATM community stakeholders deemed relevant, the methodology allowing the use of the data on safety events and indicators registered by airlines through IATA, in order to identify and mitigate any potential risk to operations, setting goals, priority areas and action plan.</p>	O/G		YES	YES		YES	YES			O/G				YES	Argentina is preparing a convention for the use of data safety events and indicators registered by airlines through IATA.
<p>Conclusion SAM/IG/14-4 Follow-up of the PBN goals established in the Bogota Declaration</p> <p>a) complete the template contained in Appendix E to this part of the report;</p> <p>b) do the calculations and/or collect data on (estimated and actual) fuel and CO₂ savings, using the IFSET tool for the estimates;</p> <p>c) send the data cited in a) and b) to the SAM Regional Office before 30 June and 31 December each year.</p>	YES YES	YES	YES YES	YES YES			YES			O/G			YES	YES	<p>The SAM/IG/19 meeting introduced a new template for including data of runways of AOP of eANP. States should update data in the new template. Goals have been accomplished and follow-up is being made in RCC, SAM/IG and AN&FS meetings. Table amended in SAM/IG/19 is being applied. CO₂ savings calculations from PBN implementations continue being received.</p>

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<p>Conclusion SAM/IG/14-9 Aircraft and operator PBN capacity database</p> <p>That the ICAO SAM Office send to SAM States information on the use of the aircraft and operator PBN capacity database, requesting that the aforementioned database be completed by 15 March 2015.</p>															<p>The Secretariat coordinated (August 2017) with ICAO HQ in Montreal so that personnel of iSTAR develop a PBN capacity database. On this respect iSTAR personnel paid a one-month mission to ICAO SAM Office to begin the activity which continues in progress. The application will allow States to fill remotely and keep the database updated.</p>
<p>Conclusion SAM/IG/14-10 ATFM preparatory activities That SAM States do their utmost to:</p> <p>a) increase the number of ATFM-trained personnel to the extent required to fulfil ATFM functions; and</p> <p>b) provide ATFM training to their personnel through national courses conducted by instructors trained in courses provided within the framework of Project RLA/06/901, with a view to multiplying training.</p>	<p>YES</p> <p>YES</p>	<p>YES</p> <p>YES</p>	<p>YES</p> <p>YES</p>	<p>YES</p> <p>YES</p>	<p>YES</p>	<p>YES</p>		<p>YES</p>	<p>YES</p>	<p>YES</p> <p>YES</p>	<p>YES</p> <p>NO</p>	<p>YES</p> <p>YES</p>	<p>YES</p> <p>YES</p>	<p>Paragraph a) concluded Paragraph b) VALID</p>	
<p>Conclusion SAM/IG/14-13 - AMHS interconnection trial procedures That SAM States, when conducting AMHS interconnection trials, use as a reference the list of procedures aligned with the SAM AMHS interconnection guide shown in Appendix B to this agenda item.</p>	<p>YES</p>	<p>O/G</p>	<p>YES</p>	<p>YES</p>	<p>YES</p>	<p>O/G</p>	<p>N/A</p>	<p>YES</p>	<p>O/G</p>	<p>YES</p>	<p>YES</p>	<p>YES</p>	<p>YES</p>	<p>YES</p>	<p>Procedure implemented.</p>

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
Conclusion SAM/IG/14-17 - Updating of FASID Table CNS4 That SAM States send to the Secretariat at the ICAO SAM Office the updated FASID Table CNS4 by 15 December 2014.	YES	NO	O/G	YES	YES	NO	NO	NO	YES	YES	YES	NO	NO	YES	FASID Table CNS4 information is at present the CAR/SAM 5 Table CNS II from eANP Volume II
Conclusion SAM IG/14-18 - Exception in the insertion of alternate aerodromes That: a) Airlines operating to the United States that will apply exceptions to the insertion of the alternate aerodrome, insert “ZZZZ” in box 16 of the FPL and specify ALTN//NIL in box 18. b) States include such procedures in the respective AIPs.	O/G	O/G	YES	NO	O/G	O/G	O/G	O/G	O/G	O/G	O/G	O/G	N/A	NO	
Conclusion SAM/IG/15-07 - Activities to migrate from the AIDC pre-operational to the operational phase between ACCs Colombia, Ecuador and Peru That, Colombia, Ecuador and Peru carry out the activities referred to in paragraph 5.12 of this agenda item for the migration from the AIDC pre-operational phase to the operational, between the ACC Bogota and the ACC Guayaquil, the ACC Bogota with the ACC Lima and the ACC Lima with the ACC Guayaquil, in order to begin with the operational phase on 3 August 2015.	N/A	N/A	N/A	N/A	O/G	O/G	N/A	N/A	O/G	N/A	O/G	N/A	N/A	O/G	VALID AIDC operational phase remains

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<p>Conclusion SAM/IG/15-08: Provision of facilities for the staff in charge of the operational implementation of the AIDC by the aeronautical authorities of the States</p> <p>That the Aeronautical Authorities of the SAM Region States involved in the implementation of the AIDC systems interconnection, in order to comply with the requirements of the Bogota Declaration in this regard, provide the necessary facilities for the staff designated for the implementation of this activity, especially the focal points, could carry out the work within the time specified in the schedules of activities listed in Appendix C of this agenda item.</p>	O/G	N/A	O/G	O/G	O/G	O/G	N/A	N/A	O/G	O/G	O/G	N/A	O/G	O/G	VALID
<p>Conclusion SAM/IG/16-01: Model amendment to the letter of operational agreement on AIDC between two centres</p> <p>That SAM States, when implementing AIDC between adjacent ATS units, make the corresponding amendments to the letters of operational agreement using as a model the amendment to the letter of operational agreement between the Lima ACC and the Guayaquil ACC for the operation of AIDC, shown in Appendix A to this agenda item.</p>	O/G	N/A	O/G	O/G	YES	YES	N/A	YES	YES	O/G	YES	N/A	O/G	YES	<p>At present, the model amendment to the letter of operational agreement on AIDC is being used by Colombia, Ecuador, Panama and Peru</p> <p>The remaining States will use it when amend their operational letters of agreement to include AIDC.</p>

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<p>Conclusion SAM/IG/18-01: PANS-OPS recommendations for harmonising instrument procedures in the SAM Region</p> <p>That SAM States implement and apply, as soon as possible, the recommendations of the PANS-OPS group, shown in Appendix B to this part of the report, with a view to harmonizing instrument procedures and the associated processes, and enhance safety.</p>	O/G	O/G	O/G	O/G		O/G			O/G	O/G			O/G	YES	<p>The States report about the application of SAM/IG/19 Conclusions</p> <p>Objectives of conclusions are being achieved.</p> <p>Follow-up is being made on SAM/IG/19 Table.</p> <p>Table was updated by the PANS OPS/2 Workshop (Sep 2017).</p>
<p>Conclusion SAM/IG/18-02: Nomination and registration of SAM candidates for EUROCONTROL AMC</p> <p>That SAM States that have installed AMHS systems and have not yet registered, by nominated candidates for external operators of the Eurocontrol ATS messaging management centre (AMC) do so as soon as possible by submitting to the ICAO South American Office the names of the nominees, so that the States may keep an updated version of the adopted AMHS addresses for all AMHS users worldwide.</p>	YES	NO	YES	YES	YES	YES	N/A	NO	YES	YES	YES	NO	NO	SI	
<p>Conclusion SAM/IG/18-03: Designation of ADS B focal points</p> <p>That, in order to coordinate regional ADS B planning and implementation activities in the SAM Region, the States designate focal points and send the information to the ICAO South American Office no later than 30 December 2016.</p>	YES	YES	YES	YES	YES	NO	NO	NO	NO	NO	NO	NO	YES	YES	

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
<p>Conclusion SAM/IG/19-1: Application of flow management initiatives (TMIs) in situations that Temporarily affect ATS capacity in a designated Airspace or airport used by international aviation</p> <p>That SAM States make utmost efforts to:</p> <p>a) Strengthen the functions of Flow Management Positions (FMPs) or Units (FMUs) with resources and trained personnel empowered to coordinate with ATS services the application of ATFM initiatives (TMIs) in situations that generate air traffic capacity/demand imbalances caused by scheduled or unforeseen events;</p> <p>b) Issue instructions and/or directives that ensure that any ATFM initiative (TMI) to be coordinated is taken from ICAO Doc 9971, using the least restrictive methods available to minimise the impact on international flights, in coordination with ATFM units or those replacing them in adjacent SAM States;</p> <p>c) Refrain from using NOTAMs to establish flow control measures, with the only exception when they are required as part of ATS mitigation actions for a period not to exceed twenty-four (24) hours, during which period NOTAMs should be replaced with ATFM initiatives generated and agreed by FMPs/FMUs, and which should be</p>	O/G	NO	YES	O/G			NO	NO	O/G	YES	YES	NO	YES	YES	<p>Use of NOTAM has been reduced but still in use to stablish flow control measures.</p> <p>Argentina does not have FMU yet, but Ezeiza, Resistencia and Mendoza ACC are coordinating ATFM measures with Brazil and Chile</p> <p>Pending FMP/FMU implementation in Bolivia, French Guiana and Suriname.</p> <p>Pending information from Colombia and Ecuador.</p>

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES REMARKS
managed through ATFM messages; and d) Submit the actions carried out in accordance with the paragraphs above to the ATFM workshop/meeting and the SAM/IG/20 meeting, scheduled for the second semester of 2017.															
Conclusion SAMIG/19-02 -Implementation of procedures to mitigate the duplication/multiplicity of scheduled commercial flight plans Implementation of procedures to mitigate the duplication/multiplicity of scheduled commercial flight plans In order to implement procedures to mitigate the duplication/multiplicity of scheduled commercial flight plans, the States: a) should establish AFTN address XXXXZPZX, corresponding to the ARO/AIS Offices, as the only address for receiving flight plans. b) could use as a reference the AIC model developed by Peru, shown in Appendix G to this agenda item, when filing the flight plan directly to the ACC FDP.	a) O/G b) O/G	NO	a)O/G b)O/G	a)O/G b)O/G	a)O/G b)O/G	a)O/G b)O/G	NO	NO	a)O/G b)O/G	a)O/G b)O/G	a)YES b)YES	NO	a)O/G b)O/G	a)O/G b)O/G	