



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

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

(Presented by the Secretariat)

SUMMARY	
The purpose of this working paper is to allow the Meeting to review the status of implementation of valid conclusions formulated by the workshops/meetings of the SAM Implementation Group (SAM/IG) and pending activities by SAM States.	
References	
- Reports of the workshops/meetings of the SAM Implementation Group (SAM/IG).	
ICAO strategic objectives:	<i>A - Safety B – Air navigation capacity and efficiency E – Environmental protection</i>

1. Background

1.1 The workshops/meetings of the SAM Implementation Group have produced a series of agreements, which translated into conclusions showing the actions to be taken by the Implementation Group and/or by the States, as well as activities assumed by the working groups.

1.2 This working paper contains a review of valid conclusions, as well as pending activities of the workshops/meetings of the SAM Implementation Group SAM (SAM/IG).

2. Discussion

2.1 Previous SAM/IG meetings formulated conclusions and adopted a series of activities aimed at the implementation of various functions to allow the Region to evolve in a sustained manner towards the application of the global ATM concept of operations.

2.2 The programmes developed for the implementation of the global ATM concept of operations in the SAM Region initially focused on the following:

- a) SAM ATS route network optimisation;
- b) performance-based navigation (PBN) for en-route, terminal and approach operations and implementation-related approvals;

- c) air traffic flow management (ATFM);
- d) CNS system improvements; and
- e) automation.

Summary of the status of implementation of tasks and conclusions

2.3 To show the status of implementation of the conclusions and action taken, an updated list has been developed, shown in **Appendix A** to this working paper. The attached information refers to information available at the Secretariat with reference to each agenda item.

2.4 The list of conclusions and actions includes:

- a) tasks to be carried out and/or the corresponding conclusion in the areas under analysis;
- b) specific tasks leading to the accomplishment of the main task;
- c) expected results of each task;
- d) completion dates;
- e) parties responsible for their implementation;
- f) members who will support the task; and
- g) status of implementation of the task and, when so required for better understanding, an explanatory note on the status of implementation.

2.5 The Meeting should review each task identified and comment on the resulting specific tasks, consider the need for modifying the completion date, and the status of implementation of each task. The Meeting could also complete the table contained in **Appendix B**, which shows the tasks to be completed by the States, for follow-up purposes.

3. Suggested action

3.1 The meeting is invited to:

- a) Request the various working groups to analyse the tasks in their areas of expertise, as shown in Appendix to this working paper, assess each task and its status of implementation, and complete the information as applicable;
- b) request States to complete the list of activities shown in Appendix B, in order to do the corresponding follow-up to those tasks under the responsibility of their respective administrations;
- c) if necessary, adopt the relevant course of action regarding each task; and
- d) discuss any other issues it may deem appropriate.

APPENDIX A


STATUS OF IMPLEMENTATION OF CONCLUSIONS AND/OR TASKS EMANATING FROM SAM/IG MEETINGS

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
3. Implementation of performance-based navigation (PBN) in the SAM Region							
3-1	<p>Conclusion SAM/IG/14-6: Projects and/or action plans for PBN redesign of the main South American TMAs</p> <p>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>Indicate the selected airspace for redesign or optimisation</p> <p>Report updates</p>	SAMI/IG/18	STATES	RO/ATM	<p>VALID</p> <p>States: ARG, BOL, PAN, PER, URU, VEN must update their plans and define their implementation.</p>
3-2	<p>Conclusion SAM/IG/21-01: Regional and interregional harmonised PBN implementation goals</p> <p>That SAM States, organisations, users, and stakeholders double efforts to meet regional and interregional performance-based air navigation implementation goals, based on GREPECAS projects, and contemplating the strengthening of national PBN implementation plans so that they include performance indicators and the use of recognised project management tools and methods.</p>	<p>Updating of regional PBN action plans and State action plans.</p> <p>Follow-up to PBN implementation and specific assistance to States.</p>	PBN implementation plans implemented	SAMI/IG/26	STATES	RO/ATM	VALID



No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
4. Standards and procedures for performance-based navigation operations approval							
4-1	<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>	Complete the implementation of the Database on aircraft and operator PBN capacity; and circulate a letter to States requesting to complete the data.	a) Web-based application b) Updated database	SAM/IG/18	RO/TC	RO/ FLS	<p>VALID</p> <p>Application development started. Currently under review by ICAO Montreal HQ in order to include it in iSTARS.</p>
5. ATFM implementation							
5-1	<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>	Implement ATFM teleconferences	FMU/FMP coordination carried out.	Permanent	States	RO/ATM	<p>VALID</p> <p>Chile, Panama, Paraguay, Peru, and Venezuela will conduct tests starting in November 2017 during CADENA – CANSO ATFM teleconference. Argentina and Brazil are already participating. Results will be reported at the 2018 ATFM workshop.</p>
5-2	<p>Conclusion SAM/IG/14-10: ATFM preparatory activities</p> <p>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>Define minimum staffing to provide ATFM service</p> <p>Replicate the ATFM training courses at national level</p>	<p>Sufficient human resources</p> <p>Trained national staff</p>	SAM/IG/18	STATES	RO/ATM	<p>VALID item (b)</p> <p>The task described in item (a) has been completed.</p>

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
5-3	<p>Conclusion SAM/IG/15-4: Reduction of longitudinal separation between aircraft in 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> <ul style="list-style-type: none"> a) analyse the convenience of reducing the longitudinal separation of aircraft to 40 NM between adjacent FIRs, applying the Mach number technique; b) include their application in the letters of operational agreement; and c) the Secretariat include this implementation in the GREPECAS ATFM project and its respective Action Plan. 						<p>REPLACED by Conclusion SAMIG/21 -02, May 2018.</p>
5-4	<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> <ul style="list-style-type: none"> 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; 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 minimize the impact on international flights, in coordination with ATFM units or those replacing them in adjacent SAM States; 	<ul style="list-style-type: none"> a) Strengthen the functions of flow management positions (FMPs) or units (FMUs); b) Issue instructions and/or directives that ensure that any ATFM initiative (TMI) to be coordinated is taken from ICAO Doc 9971 c) Refrain from using NOTAMs to establish flow control measures; and d) Submit to SAM/IG/20 the action taken for implementation 	<p>FMP/FMU units equipped with manuals, procedures and personnel</p>	<p>SAM/IG/22</p>	<p>STATES</p>	<p>RO/ATM</p>	<p>VALID</p>

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting 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>						
 <p>5-5</p>	<p>Conclusion SAM/IG/21-02: Consolidation of the implementation of 40NM longitudinal separation minima between adjacent FIRs in the SAM Region and promotion of the Action Plan for the implementation of a 20NM separation</p> <p>That SAM States take action and apply procedures in the ACCs to consolidate the implementation of 40NM longitudinal separation minima and give priority to the execution of the action plan for the implementation of standard 20NM separation minima between adjacent FIRs in SAM continental airspace.</p>	<p>Follow-up to the implementation of the 40NM separation, follow-up to the Action Plan for the implementation of 40 NM separation, follow-up to the Action Plan for the implementation of 20NM minima, and specific assistance to States.</p>	<p>Implementation of 20NM longitudinal separation minima in continental airspace.</p>	<p>SAM/IG/25</p>	<p>STATES</p>	<p>RO/ATM</p>	<p>VALID</p>
<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>							
<p>6-1</p>	<p>Conclusion SAM/IG/18/02: Nomination and registration of SAM candidates for EUROCONTROL AMC</p>	<p>Registry of external operators to AMC Eurocontrol</p>	<p>External operators nominated by SAM States that are registered</p>	<p>December 2017</p>	<p>STATES</p>	<p>RO/CNS</p>	<p>VALID</p> <p>SAM States and territory that have not yet designated external</p>

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
	<p>That SAM States that have installed AMHS systems and have not yet registered by nominating 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 States may keep an updated version of the adopted AMHS addresses for all AMHS users worldwide.</p>						<p>operators to the AMC are: Bolivia, Chile, Guyana, French Guiana, Suriname and Uruguay.</p> <p>COMPLETED On 17 August 2018, registration was completed for all States</p>
<p>7. Operational implementation of new ATM automated systems and integration of the existing systems</p>							
7-1	<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 operational phase</p>	<p>3 August 2015</p>	<p>States involved: Colombia Ecuador Peru</p>	<p>ICAO Secretariat</p>	<p>VALID</p> <p>AIDC started the pre-operational phase on 3 August 2015 between the Lima ACC and the Guayaquil ACC. The operational phase started on 31 March 2016 and was interrupted in July 2016, going back to the pre-operational phase. Operational phase pending between the Lima ACC –Bogota ACC and the Guayaquil ACC –Bogota ACC, which are in the pre-operational phase since August 2015.</p> <p>REPLACED by Conclusion SAM/IG /21 – 03, in May 2018.</p>

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
7-2	<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 SAM States involved in the implementation of the AIDC system interconnection, in order to meet the requirements of the Bogota Declaration in this regard, provide the necessary facilities so that the staff designated for the implementation of this activity, especially focal points, may carry out the work within the time specified in the schedules of activities listed in Appendix C of this agenda item.</p>	<p>Provision of facilities for the staff in charge of the operational implementation of AIDC by the aeronautical authorities of the States</p>	<p>Facilities for the staff in charge of the operational implementation of the AIDC implemented</p>	<p>December 2016</p>	<p>States</p>	<p>ICAO Secretariat</p>	<p>VALID</p> <p>The lack of support by aeronautical authorities to AIDC focal points in the implementation process is still evident.</p>
7-3	<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, States designate focal points and send the information to the ICAO South American Office no later than 30 December 2016.</p>	<p>Designation of ADS B focal points</p>	<p>ADS B focal points designated</p>	<p>30 Dec 2016</p>	<p>States</p>	<p>RO/CNS</p>	<p>VALID</p> <p>To date, the following States have designated focal points: Argentina, Bolivia, Brazil, Chile, Colombia, Uruguay and Venezuela</p>
7-4	<p>Conclusion SAM/IG/19-2: 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, 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) develop AIC</p>	<p>Singe address Implemented</p> <p>AIC developed</p>	<p>December 2018</p>	<p>States</p>	<p>RO/CNS y RO/ATM</p>	<p>VALID</p> <p>To date, only Peru has implemented the procedure. Brazil, Ecuador and Venezuela have begun the procedure</p>



No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
7-5	<p>Conclusion SAM/IG/21-03: Activities required in the AIDC pre-operational phase to reduce migration times to the operational phase</p> <p>That SAM States currently in the AIDC pre operational phase, in order to reduce time in this phase and migrate to the operational phase:</p> <ul style="list-style-type: none"> a) operate AIDC for a period of time to obtain the skills required for use thereof; b) monitor AIDC operation, recording errors made during the reporting, coordination and transfer stages; c) conduct statistical measurements based on the results of b), in order to identify the most frequent errors; d) based on the results of c), take the necessary action to mitigate errors; and e) report the results obtained in c) and d) and disseminate the lessons learned at events, teleconferences and AIDC implementation meetings of the SAM Region, so that they may serve as a reference for other AIDC implementations. 	Follow-up and coordination via teleconferences and meetings	AIDC operational connection completed	December 2019	States	RO/CNS and RO/ATM	<p>VALID</p> <p>On 18 August 2018, operational AIDC was established between Lima ACC - Guayaquil ACC and also between Iquique ACC -Lima ACC</p>
<p>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)</p>							
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</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	SAM States	ICAO SAM Office	<p>VALID</p> <p>Brazil, Chile, Colombia, France and Venezuela have reported the completion of their national plans aligned with the ASBU.</p>

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
	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 the SAM/IG/14 meeting.						The PNAI of Chile is presented as reference document of the SAMIG/21 meeting
8-2	<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 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>	Designate focal points	Focal point	01/08/2014	States	RO/ATM	<p>VALID</p> <p>The Secretariat sent letter SA280 on 12 June 2014.</p> <p>Information of Panama and Suriname still pending.</p>

APPENDIX B

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

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 in December 2018.</p> <p>Suriname received guidance from the Secretariat to carry out the activities.</p> <p>Note: States should use as a reference the Global Air Navigation Plan (GANP, 5th edition) and the SAM Performance-based navigation implementation plan (PBIP) version 1.5 approved at the Thirteenth meeting of Civil Aviation Authorities (RAAC/15)</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,</p>	YES	YES	YES	YES	YES	YES	YES	NO	NO	YES	YES	YES	YES	YES	Information from Guyana and Panama still pending.

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES/ REMARKS
telephone number and electronic mail of the incumbent.															
Conclusion SAM/IG/13-9 - IATA safety event indicators for SAM States 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.	YES	NO	YES	YES		YES	YES		NO	NO	NO			YES	
Conclusion SAM/IG/14-9 - Aircraft and operator PBN capacity database 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.															The Secretariat coordinated (August 2017) with ICAO HQ in Montreal so that personnel of iSTAR develop a PBN capacity database. In this respect, iSTAR personnel paid a one-month mission to ICAO SAM Office to begin the activity, which is still in progress. The application will allow States to fill remotely and keep the database updated.

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES/ REMARKS
<p>Conclusion SAM/IG/14-10 - ATFM preparatory activities</p> <p>That SAM States do their utmost to:</p> <p>a) increase the number of ATFM-trained personnel to the extent required to fulfill 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>	YES	YES	YES	YES	YES	YES			YES	YES	YES	YES	YES	YES	Item (a) completed. Item (b) still valid.
<p>Conclusion SAM/IG/14-13 - AMHS interconnection trial procedures</p> <p>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>	YES	YES	YES	YES	YES	YES	YES	YES	O/G	YES	YES	YES	YES	YES	Procedure implemented
<p>Conclusion SAM/IG/14-17 - Updating of FASID Table CNS4</p> <p>That SAM States send to the Secretariat at the ICAO SAM Office the updated FASID Table CNS4 by 15 December 2014.</p>	YES	NO	O/G	YES	YES	YES	NO	NO	YES	YES	YES	NO	YES	YES	FASID Table CNS 4 is now CAR/SAM 5 Table CNS II of the eANP Volume II
<p>Conclusion SAM IG/14-18 - Exception in the insertion of alternate aerodromes</p> <p>That:</p> <p>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 box18.</p> <p>b) States include such procedures in the respective AIPs.</p>	b) YES	b) O/G	YES	b)NO	b)O/G	b)O/G	b)O/G	b)O/G	b)O/G	b)O/G	b) YES	b)O/G	b)O/G	b)NO	<p>The recommendation of the NAM/CAR/SAM AIDC/4 meeting of April 2018 also promotes the implementation of the exception.</p> <p>SRVSOP LAR 121.2585 and ICAO Annex 6 provide for the exception when filling the ALTN DEST</p> <p>Argentina is publishing</p>

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES/ REMARKS
															the application in its AIP, as reported at the SAMIG/21.
<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 preoperational to the operational phase between the Bogota ACC and the Guayaquil ACC, the Bogota ACC with the Lima ACC and the Lima ACC with the Guayaquil ACC, in order to begin with the operational phase on 3 August 2015.</p>	N/A	N/A	NA	NA	O/G	O/G	NA	NA	O/G	NA	O/G	NA	NA	O/G	<p>VALID</p> <p>The AIDC is still in the pre-operational phase in the States involved.</p> <p>REPLACED by Conclusion SAM/IG /21 – 03, in May 2018.</p>
<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

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES/ REMARKS
<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	NA	O/G	O/G	YES	YES	O/G	NA	YES	O/G	YES	NA	O/G	NA	<p>At present, the model amendment to the letter of operational agreement on AIDC is being used by Colombia, Ecuador, Panama and Peru. The remaining States will use it when their operational letters of agreement are amended to include AIDC.</p>
<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 harmonising 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>States to report on implementation of conclusions at SAM/IG/19</p> <p>The objectives of the conclusion are being met. Follow-up being conducted in SAM/IG/19 table.</p> <p>Table was updated at SAMIG/21.</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 nominating 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	YES	YES	O/G	YES	YES	NA	NO	YES	YES	YES	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/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	YES	NO	NO	NO	YES	YES	
<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 managed through ATFM messages; and</p> <p>d) Submit the actions carried out in accordance with the paragraphs above to</p>	YES	NO	YES	YES	O/G	O/G	NO	NO	O/G	YES	YES	NO	YES	YES	<p>Argentina implemented FMU in Ezeiza in May 2018.</p> <p>Bolivia, French Guiana, Guyana, and Suriname have not yet implemented FMP/FMU.</p> <p>Information of Colombia and Ecuador is still pending.</p>

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES/ REMARKS	
the ATFM workshop/meeting and the SAM/IG/20 meeting, scheduled for the second semester of 2017.																
<p>Conclusion SAMIG/19-02 Implementation of procedures to mitigate duplication/multiplicity of scheduled commercial flight plans</p> <p>In order to implement procedures to mitigate the duplication/multiplicity of scheduled commercial flight plans, States:</p> <p>a) should establish AFTN address XXXXZPZX, corresponding to 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>	a) O/G b) O/G	NO	a) O/G b) O/G	a) O/G b) O/G O/G	a) O/G b) O/G O/G	a) O/G b) O/G O/G	NO	NO	a) O/G b) O/G O/G	a) O/G b) O/G O/G	a) YES b) YES	NO	a) O/G b) O/G	a) O/G b) O/G		
<p>Conclusion SAM/IG/21-01: Regional and interregional harmonised PBN implementation goals</p> <p>That SAM States, organisations, users, and stakeholders double efforts to meet regional and interregional performance-based air navigation implementation goals, based on GREPECAS projects, and contemplating the strengthening of national PBN implementation plans so that they include performance indicators and the use of recognised project management tools and methods.</p>																
<p>Conclusion SAM/IG/21-02: Consolidation of the implementation of 40nm longitudinal separation minima between adjacent FIRs in the SAM Region and promotion of the action plan for the implementation of a 20NM separation</p> <p>That SAM States take action and apply procedures in the ACCs to consolidate the implementation of 40NM longitudinal</p>																





Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES/ REMARKS
separation minima and give priority to the execution of the action plan for the implementation of standard 20NM separation minima between adjacent FIRs in SAM continental airspace.															
<p>Conclusion SAM/IG/21-03: Activities required in the AIDC pre-operational phase to reduce migration times to the operational phase</p> <p>That SAM States currently in the pre-operational phase of AIDC, in order to reduce time in this phase and migrate to the operational phase:</p> <ul style="list-style-type: none"> a) operate AIDC for a period of time to obtain the skills required for the use thereof; b) monitor AIDC operation, recording errors made during the reporting, coordination and transfer stages; c) conduct statistical measurements based on the results of b), in order to identify the most frequent errors; d) based on the results of c), take the necessary action to mitigate errors; and e) report the results obtained in c) and d) and disseminate the lessons learned at events, teleconferences and AIDC implementation meetings of the SAM Region, so that they may serve as a reference for other AIDC implementations. 															