

ATTACHMENT B



ICAO SOUTH AMERICAN REGIONAL OFFICE

MNEMONIC NOTE – ATM 02

Tenth South American Meeting on ATS Routes Network Optimization (SAM ATSRO/10) Bogota, 17 to 21 June 2019	
ICAO's Strategy for the implementation on the optimization of South American Region ATS route network	<ul style="list-style-type: none"> ○ Until December 2019, assist to the States on the implementation of the Version 5 of the route network. Reach a 80% implementation of the RNAV-5 specification. ○ Until December 2022, encourage the implementation of the RNAV-5 navigation specification in the continental regional airspace from FL245, of exclusionary mode. Reach a 100% implantation. ○ Until December 2024, encourage the implementation of the RNP-10 or RNP-4 navigation specification, as defined in the regional ocean airspace, in a exclusionario way. ○ Continuous tasks: <ul style="list-style-type: none"> a) Monitor the implementation of the route version approved by workshop/meeting. b) Coordinate the implementation in the interregional segments with the region CAR. c) Track post-implantation tasks. d) Agree to the information published in the ANP CAR SAM.
Objetive of the ATSRO/10	<p>GREPECAS Project A1 for the implementation of the PBN in SAM Region, is intended to implement performance-based navigation, based on the application of the corresponding navigation specifications for segments in route, departure/arrival and approximation, according to the document CONOPS PBN of the Region.</p> <p>Consequently, airspace planning is required in the en-route segment, under the concepts of PBN and the application of other ATM components in the interface design with the terminal control areas – TMA, which is paramount to the application of the specification of RNAV5 navigation in ATS routes for the regional and interregional continental space.</p> <p>This way it executes and/or contributes to the execution of the block B0 FRTO and benefits the advance in blocks B0 fit, B0 CCO and B0 CDO, of the GANP.</p>
Activities carried out by the SAM region on the	<ul style="list-style-type: none"> ○ Workshop/meeting on the optimization of the South American ATS route network, ATS/RO/1, Lima, 2010 ○ Workshop/meeting on the optimization of the South American ATS route network, ATS/RO/2, Lima, 2010

<p>optimization of the South American ATS route network</p>	<ul style="list-style-type: none"> ○ Workshop/meeting on the optimization of the South American ATS route network, ATS/RO/3, Lima, 2011 ○ Workshop/meeting on the optimization of the South American ATS route network, ATS/RO/4, Lima, 2012 ○ Workshop/meeting on the optimization of the South American ATS route network, ATS/RO/5, Lima, 2013 ○ Workshop/meeting on the optimization of the South American ATS route network, ATS/RO/6, Lima, 2014 ○ Workshop/meeting on the optimization of the South American ATS route network, ATS/RO/7, Lima, 2015 ○ Workshop/meeting on the optimization of the South American ATS route network, ATS/RO/8, Lima, 2017 ○ Workshop/meeting on the optimization of the South American ATS route network, ATS/RO/9, Lima, 2018
<p>Current situation of the SAM region regarding the optimization of the South American ATS route network</p>	<ul style="list-style-type: none"> ○ In the SAM region, we have been working on the implantation RNAV 5 for the routes of the Regional continental space and an implantation of 65% has been reached. ○ These tasks are based on the elaboration of a network <i>version</i> of routes that identifies the proposed improvements at the SAM Region level and analyses the interface part with Region CAR for the coordination of this implementation, with all the SAM States and the industry. Since version 4 of improvements (2017), coordination activities with the Region CAR have been expanded.
<p>Nature of the meeting</p>	<ul style="list-style-type: none"> ○ Feasibility analysis of the route Network initiative. ○ Optimization studies and reduction of flight distances. ○ Coordinations related to the AIP publication phase. ○ Analysis of the interfaces of the segments in-routes and arrivals/departures in TMA space. ○ Application analysis of the FUA. ○ Subscription or revision of letters ATS Agreement (LOA ATS)
<p>Outcomes and benefits expected</p>	<p>Participants are expected to gain competence in order to coordinate and plan, in collaboration with industry and airlines, improvements to implement a more efficient and safe route network for South America, and to promote the environment. They are also integrated into interregional coordination activities on routes, where appropriate.</p>
<p>Participants</p>	<ul style="list-style-type: none"> ○ Flight procedure Designers and State ATM Planners. ○ ATM specialists from ANSP suppliers ○ Industry and airline representatives.
<p>Next steps to be taken</p>	<p>In accordance with the deadlines of the regional strategy:</p>

	<ul style="list-style-type: none">○ as the requirements of the airlines and/or the ANSP are presented, support the elaboration of the route versions and promote the development and implementation of the same;○ continue monitoring the implementation of the approved and coordinated initiatives of the route network versions.
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