



SAM ATSRO/10

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
South American Regional Office**

RLA/06/901 Regional Project

**TENTH SAM WORKSHOP/MEETING ON ATS
ROUTES NETWORK OPTIMISATION**

(SAM ATSRO/10)

FINAL REPORT

Bogota, Colombia, 17 to 21 June 2019

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HISTORY OF THE MEETING

ii-1 PLACE AND DURATION OF THE MEETING

The Tenth SAM Workshop/Meeting on ATS Routes Network Optimization (SAM ATSRO/10) was held at the Auditorium of the Centro de Estudios Aeronáuticos (CEA) in Bogota, Colombia, from 17 to 21 June 2019, under the support of RLA/06/901 Regional Project.

ii-2 OPENING CEREMONY AND OTHER MATTERS

Dr. Juan Carlos Salazar Gómez, Director General de Aeronáutica Civil de Colombia, welcomed the participants, highlighting the objectives of the Meeting and clarifying the issues to be discussed during the event. Likewise, he thanked the participants, aeronautical authorities and international organizations for their attendance. Afterwards he opened the Meeting.

ii-3 SCHEDULE, ORGANIZATION, WORKING METHODS, OFFICERS AND SECRETARIAT

Mr. Freddy Celis, from the delegation of Colombia, was unanimously as Chairman of the Meeting, and Mr. Courtney Malcom as Vice-Chairman. The Secretariat of the Meeting was in charge of Mr. Fernando Hermoza Hübner, ATM/SAR Regional Officer of ICAO Lima, supported by Mr. Eddian Méndez ATM/SAR Regional Officer of ICAO Mexico.

The Meeting agreed to hold its sessions from 09:00 to 15:30 hours, with appropriate breaks. The work was done with the Meeting as a single committee, contemplating the conformation of *ad-hoc* Groups to treat some subjects of the Agenda and to analyze the different proposals for routes optimization of Version 5, as well as additional proposal presented by States and IATA during this Workshop/Meeting. Mr. Hector Ibarra from Chile and Mr. Tomas Macedo and Mr. Sady Beaumont from Peru acted as relators of the *ad-hoc* groups.

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

- | | |
|----------------|--------------------------------------------------------------------------------------------------------------------------|
| Agenda Item 1: | Review of the South American Region ATS Routes Network Optimization Programme and of the PBN implementation improvements |
| Agenda Item 2: | Analysis of Version 05 of the SAM ATS routes network and SAM-CAR inter-regional ATS routes |
| Agenda Item 3: | Other business |

ii-6 ATTENDANCE

The Meeting was attended by twelve States of the SAM Region: Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela, two States from CAR Region: Jamaica and United States. Likewise COCESNA participated via teleconference as well as IATA and IFALPA representation, totaling 43 participants. The list of participants is shown in page iii-1.

ii-7 LIST OF CONCLUSIONS

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Conclusion SAM/ATSRO/10-01	Implementation of Version 5 of the route network	2-2
Conclusion SAM/ATSRO/10-02	Horizontal cooperation Colombia-Peru for CNS and ATS improvements	2-7

LIST OF PARTICIPANTS / LISTA DE PARTICIPANTES**ARGENTINA**

1. Walter Daniel Silva
2. Gustavo Orlando Guardia Narváez

BOLIVIA

3. Luis Benjamín Rojas Santa Cruz
4. Maribel Jenny Choque Apaza

BRAZIL

5. Robson de Matos Mendes
6. Emerson Augusto Miranda

CHILE

7. Héctor Ibarra

COLOMBIA

8. Carlos Arturo Torres Gutierrez
9. Diego Giovanni Caviedes Gardeazabal
10. Douglas Villamarin Gómez
11. Freddy Hernán Celis Ardila
12. Harlen Mejía Oliveros
13. John Oswaldo Rivera Gómez
14. Luis Alberto Santana Sánchez
15. Mauricio José Corredor Monroy
16. Medardo Arcesio Figueroa Guerrero
17. Oscar Hernán Angarita Quiroga
18. Rolando Aros Riaño
19. Samir Leonis Mercado Barbosa
20. Joaquín Penagos

ECUADOR

21. Carlos Valencia Guerrero

JAMAICA

22. Christopher Chambers
23. Courtney Malcolm
24. Marilyn Yates

PANAMA

25. Ángel Olmedo
26. Ana Teresa Montenegro de De León

PARAGUAY

27. Liza Soledad González Sena
28. Jorge Adalberto Herreros Domínguez

PERU

29. Sady Beaumont Valdez
30. Eloy Tafur Carbajal
31. Tomás Macedo Cisneros

SURINAME

32. Kalawatie Atwaroe

UNITED STATES

1. Scott Leis

URUGUAY

2. Rosanna Barú
3. María Victoria Moreni

VENEZUELA

4. Carlos Castañeda
5. José González Castro **Especialist*

COCESNA (vía teleconference)

6. César Turcios

IATA

7. Julio Pereira
8. Luciënne van Soest (KLM)

IFALPA

9. Juan Esteban Zúñiga

ICAO

10. Fernando Hermoza
11. Eddian Méndez

Agenda Item 1: Review of the ATS Route Optimisation Programme of the South American Region and of PBN implementation improvements

1.1 Under this agenda item, the Meeting reviewed the following working papers:

- WP/02 – *En-route PBN planning and ATSRO Action Plan* (presented by the Secretariat).
- WP/03 – *Free route airspace (FRA)* (presented by IATA).

1.2 The Meeting recalled that, during the last 10 years, the SAMIG PBN Group had developed the necessary guides for harmonised implementation of PBN in the en-route, TMA and approach segments. However, airspace planning has evolved in the last few years, with the publication of various ICAO documents related to the development of airspace concepts (Doc 9931, Doc 9992, Doc 9993), which showed that PBN was a tool for achieving safe and efficient airspace concepts.

1.3 The SAM/IG/23 meeting (Lima, 20-24 May 2019) ratified the creation of the SAM Airspace study and implementation group (GESEA) to enhance the efficiency of the work promoted by the SAM/IG. GESEA would work *via* teleconferences and email and, where applicable, face-to-face activities under the RLA/06/901 programme.

1.4 The main objectives of GESEA would be the following:

- a) Coordinate the implementation of SAM route versions.
- b) Harmonise PBN implementation in the main SAM TMAs, applying international best practices.
- c) Support SAM States in the implementation of STARs, SIDs and PBN-based approaches.
- d) Coordinate the ICAO RNAV-to-RNP nomenclature migration process.
- e) Develop a harmonised methodology for post-implementation assessment, applying key performance indicators.
- f) Support the implementation of a regulatory framework for the instrument flight procedure design service.
- g) Share best practices in the design and publication of instrument flight procedures, with a view to enhancing flight safety and efficiency.

1.5 The SAM/IG/23 meeting approved the creation of two subgroups. Subgroup 1 (SG1) would address airspace planning issues focusing on the implementation of the new elements of module FRTO (free-routes operations) of the GANP, sixth edition, such as ‘direct routing - DCT’ in block zero, and ‘free route airspace - FRA’ in block 1.

1.6 Therefore, SG1 tasks would cover issues that would supplement specific ATS route improvements and RNAV5 implementation. It was highlighted that the subgroups were open to receiving contributions from all State and industry experts.

1.7 The initial deliverables of the SG1 included the drafting of an updated version of the SAM PBN CONOPS, incorporating new planning concepts. See details of the aforementioned SAMIG/23 discussions at:

http://www.icao.int/SAM/Pages/ES/MeetingsDocumentation_ES.aspx?m=2019-06901-SAMIG23

1.8 It was noted that the collaborative interregional approach to airspace and CAR/SAM interface improvements would continue to be applied by the SG1, since it had already adopted at the NACC PBN III meeting (Mexico City, July 2018), and applied when developing Version 5 of the route network, as presented at this Meeting. Likewise the PBN planning developed in the CAR Region is presented in Agenda Item 2 of this Report.

1.9 To supplement the discussion on the upcoming tasks of GESEA SG1, IATA presented a working paper on the advantages of applying DCT in the CAR and SAM Regions. Information was provided on regulations already implemented, for example, in Hungary. Colombia made a presentation on the *pilot* programme they had been developing for more than one year with KLM, highlighting CO2 emission savings obtained with the 63NM reduction of distance flown in the FIRs of Colombia, in the Guayaquil-Amsterdam flow.

1.10 The Meeting underlined the importance of establishing ATC training requirements, as well as of automation, ATS surveillance, and flight plan management, which enable conflict detection (MTCD) and improve situational awareness of ATCOs, and which are parts of the GANP SNET module. The presentation made by Colombia is posted on:

https://www.icao.int/SAM/Pages/ES/MeetingsDocumentation_ES.aspx?m=2019-06901-ATSRO10

Agenda Item 2: Analysis of Version 5 of the SAM ATS routes network and SAM-CAR inter-regional ATS routes

2.1 Under this agenda item, the Meeting reviewed the following papers:

- WP/04 – *Analysis of Version 5 of routes network* (presented by the Secretariat);
- WP/05 – *CAR/SAM ATS routes network optimization proposal* (presented by Jamaica);
- WP/06 – *Replacement of convention ATS route UA306 with an RNAV route* (presented by Uruguay);
- WP/07 – *Replacement of convention ATS route UB555 with an RNAV route* (presented by Uruguay); and
- IP/03 – *Concluida implementación de RNAV 5 Continental y RNAV 10 (RNP 10) Oceanico* (presented by Chile) *Spanish only*

2.2 It was noted that the Twelfth Meeting of the Coordination Committee of Project RLA/06/901 (RCC/12) had approved the initiative to request the services of ATS experts of the SAM Region, and of one expert of the CAR Region for the development of “Version 5 of the SAM route network in accordance with the PBN operational concept”.

2.3 The group of experts, made up by Messrs. Jose Gonzales, Marco Vargas and Cesar Turcios, of the administrations of Venezuela, Peru, and COCESNA, respectively, carried out its activities between 11 February and 1 March 2019, at the SAM Regional Office. The group also received support from experts Mr. Tomas Macedo (CORPAC S.A.) and Mr. Eloy Tafur (DGAC Peru).

2.4 Of the 51 proposals contained in version 5 of the SAM route network, 32 corresponded to the CAR/SAM route interface, and 19 corresponded to the SAM Region, organised in two groups: 12 for the Pacific sector and 7 for the Atlantic sector. The version was circulated among the delegates in an XLS file containing the details and the justification of each proposal.

2.5 It was noted that the PBN task force of the CAR ANI/WG (PBN/TF) had met on 22-25 April at the Mexico NACC Office, and had reviewed the 32 proposals of version 5 that involved the CAR/SAM interregional airspace.

2.6 The aforementioned task force considered that 19 proposals were feasible. However, it considered that implementation should be part of a more organised process that included all the analytical and planning phases. The process would have to take into account the need for constant changes to the CAR ATS route system to introduce operational improvements for both operators and ATS service providers. The PBN task force developed a process for the approval and implementation of airspace optimisation proposals in the CAR Region. This process would take into account the timetable required for the approval of proposals and an ample implementation period, including proper coordination with users and neighbouring regions.

2.7 The objective of this process is to ensure coordination for the implementation of CAR airspace optimisation initiatives. An important aspect is the interaction between this process and the one carried out in the SAM Region. There will be constant coordination to agree on the way in which the two regions will harmonise their implementation, whether in sequence or simultaneously.

2.8 The outcome of the PBN/TF meeting is posted at:

<https://www.icao.int/NACC/Pages/meetings-2019-pbn.aspx>

2.9 The Meeting took note of other initiatives and route and flow proposals developed by Jamaica and Uruguay, which were described in detail by the respective delegates. These initiatives were circulated for analysis by the three *ad hoc* groups: Atlantic, Pacific and CARSAM. Likewise, the discussion included 4 route improvement proposals of Argentina and 4 of the FAA for the San Juan FIR and adjacent airspaces.

2.10 The presence of experts from Jamaica and the FAA was very beneficial, since the Meeting was able to analyse potential improvements to routes between the CAR and SAM Regions. Furthermore, a teleconference with COCESNA took place on Wednesday 19 June, which allowed for the consolidation of agreements on 7 initiatives to improve interregional routes of version 5.

2.11 Each Group presented the results achieved in each initiative, as shown in **Appendixes A, B and C (Atlantic, Pacific and CARSAM** respectively) to this part of the report. The Meeting noted that the results of the analysis and coordination might, in some cases, require internal review or validation by other technical or operational bodies of the State. In this regard, some of the proposals received were accepted, others were rejected, and others were considered to be sufficiently feasible for continued coordination through the Secretariat as needed.

2.12 In total, the Meeting analysed **59 initiatives** {11 + 16 + 32}. **56 initiatives** {11+16 + 29} were declared accepted (with date of publication/effectiveness agreed), or feasible subject to coordination. **3 initiatives** {0 + 0 + 3} were declared rejected because were considered unfeasible.

2.13 The feasible initiatives should complete coordination, reach agreements and the results should be communicated by the Secretariat. A total of **8 proposals** {2 + 0 + 6} could not be fully analysed because of the absence of the States at the Meeting.

2.14 The Secretariat, with the support of GESEA's SG1, was entitled for the calculations of CO2 emission savings, based on the reduction in flight distances obtained. States shall provide aircraft movement data, indicating the type of aircraft and average monthly flights, on the routes concerned. The calculated results will be shared with focal points and SAM/IG.

2.15 Following a detailed analysis of Version 5, the working papers submitted by the States, and proposals for the optimisation of the material presented by the participants, the Meeting formulated the following conclusion:

CONCLUSION	
SAM ATSRO/10-01 Implementation of Version 5 of the route network	
<p>That:</p> <p>The participating SAM and CAR States that have agreed to the implementation described in the Appendixes A, B and C to the report of the SAM ATSRO/10 meeting:</p> <p>a) provide for the calculation, design, coordination among authorities, and management of the aeronautical publication, as required for the publication of modifications or implementation of new RNAV routes according to the AIRAC dates agreed for each initiative/proposal, with two AIRAC cycles in advance; and</p> <p>b) inform by e-mail to concern adjacent States/Administrations with copy to the Secretariat in both NACC and SAM Offices confirming the publication of the AIP amendment or supplement related to the implementation and including copy of such documentation.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Interregional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input checked="" type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Technical/Operational</p>
Why: To comply with the implementation agreements of the Meeting	
When: Immediately	Status: Adopted by SAM ATSRO/10
Who: <input checked="" type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Others: Users/Industry	

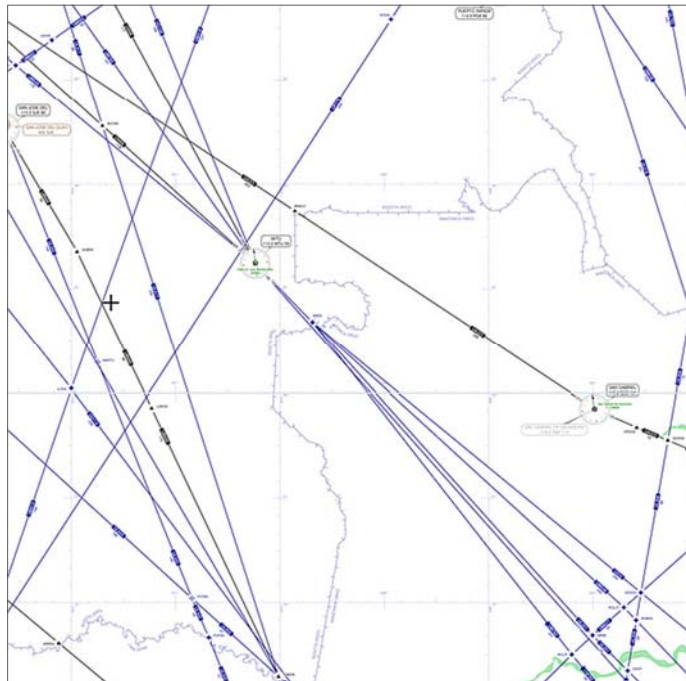
Flow improvements and new joint initiatives

2.16 The Meeting facilitated several bilateral meetings to agree on improvements of common interest in aircraft flows and ATS coordination, including the following:

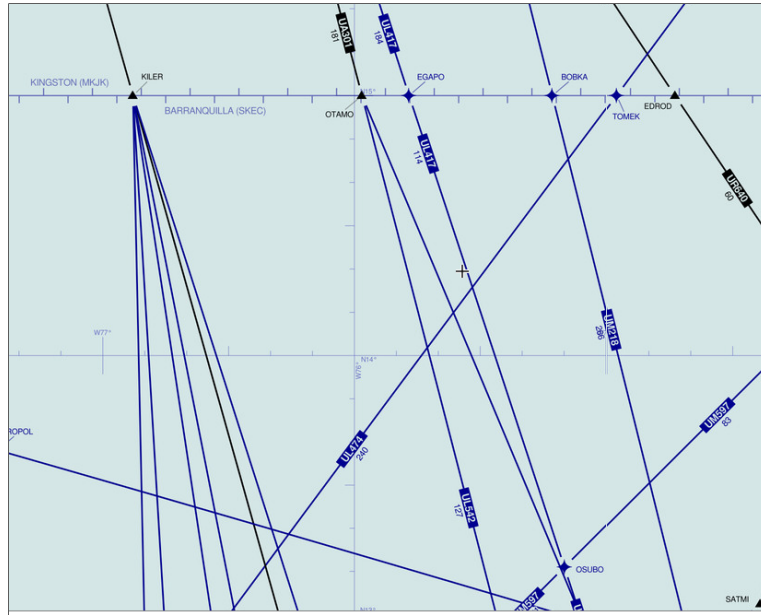
- a) Colombia and Panama agreed to develop the concept of unidirectional flows to effectively manage outgoing/incoming traffic to/from Tocumen. See the following graph showing the first draft:



- b) Colombia and Brazil agreed to develop the concept of parallel routes and decongest ABIDE and MITU VOR and manage more efficiently the overflights between the BOGOTA FIR and the AMAZONICA FIR. See graph below:



- c) Colombia and Jamaica agreed to implement the concept of parallel routes to manage overflights more efficiently between the KINGSTON FIR and the BARRANQUILLA FIR, encouraging greater flows between NAM, CAR and SAM Regions and vice versa. The aforementioned initiatives (CS 5-35 and CS 5-36) are described in the appendix to this part of the report. See the following graph:



2.17 As a result of conversations and progress made in the initiatives of routes of Version 5 in CAR States/Territories involved which not attended the Meeting, summary tables were prepared so the NACC Office can continue coordination, as can be see below:

Proposal PA 5	States	Involved routes	Notes
16	Trinidad & Tobago	New route RNAV XXXXX: 0924N06038W -CMA-SGC-LET-VADOS	KLM coordinates

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Proposal CS 5	States	Involved routes	Notes
02	Trinidad & Tobago	Delete route UA555 and replace with RNAV route	RO SAM coordinates with Guyana
03	Trinidad & Tobago	Extend UM786 from ADAMS (BGI) to BELEM (BEL). Delete segment KALEP to CAYENNE FELIX EBOUE (CYR). French Guiana should create segment of domestic route between CYR and KALEP, if necessary.	RO SAM coordinates with Guyana
04	Barbados Antigua & Barbuda	Delete route UA312 and create RNAV route keeping same trajectory.	RO SAM coordinates with

Proposal CS 5	States	Involved routes	Notes
	Trinidad & Tobago		
05	Trinidad & Tobago	Delete UG449 from ANADA to BELÉM (BEL) Create new RNAV route from ANADA to BELÉM (BEL) improving its trajectory and reducing distance.	RO SAM coordinate with French Guiana and Guyana
07	Trinidad & Tobago	Delete route UA552 from San Andres (SPP) to Piarco (POS). Create route RNAV regional bidirectional since San Andres (SPP) to Piarco (POS), improving trajectory.	Coordinate MEGIR – VOR POS
10	Trinidad & Tobago Puerto Rico	Delete route UA550 between VOR PPR and BIVAN.	Proposal of improvement was coordinated between VOR GYV and VOR PBL
11	Jamaica Curazao Trinidad & Tobago	Delete UA511 from SANGSTER (SIA) to ADAMS (BGI). create route RNAV from SANSSTER (SAI) to ADAMS (BGI).	
13	Curazao	Delete route UA516 from CURAZAO (PJG) to MILOK and create route RNAV keeping its trajectory.	Pending coordination with CURAZAO to implement segment VOR PJG-ACORA
14	Curazao	Delete UA554 from MAIQUETIA (MIQ) to POKAK. Extend UL216 from MAIQUETIA (MIQ) to POKAK	
15	Curazao Trinidad & Tobago	Delete UA563 desde CURAZAO (PJG) hasta PIARCO (POS). Crear ruta RNAV desde CURAZAO (PJG) hasta PIARCO (POS).	
17	Curazao	Delete whole route UG431 from SCAPA to ENPUT.	Puerto Rico – FAA will implement from SCAPA to JOSHE a new route RNP 10, RO NACC will provide ICARD designator.
18	Cuba Curazao	Delete UG442 between CAYO LARGO (UCL) and MAIQUETIA (MIQ) Create RNAV route between CAYO	Jamaica agrees

Proposal CS 5	States	Involved routes	Notes
		LARGO (UCL) and MAIQUETIA (MIQ), improved trajectory.	
20	Curazao	Delete UG444 Create RNAV route from LENOM-LIM FIR-IROTI-DOBLI.	

2.18 Furthermore, in order to ensure safety and efficiency (e.g., applying 20 NM horizontal separation) in the airspace of the Puerto Leguizamo sector, Colombia and Peru agreed to strengthen horizontal cooperation in order to share ATS surveillance data and extend the coverage of VHF frequencies of the LIMA NOR ORIENTE ACC. In this regard, the following conclusion was formulated:

CONCLUSION SAM ATSRO/10-02 Horizontal cooperation Colombia –Peru for CNS and ATS improvements	
That: Colombia and Peru strengthen horizontal cooperation in order to prioritise the sharing of ATS surveillance data and the extension of the coverage of air-ground VHF frequencies of the Lima ACC, in the framework of the coordination that began in SAM/IG/23 Meeting in Lima, May 2019.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Interregional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational
Why: To ensure safety and efficiency of horizontal separation of aircraft and flow management in the airspace close to Puerto Leguizamo	
When: Immediately	Status: Adopted by SAM ATSRO/10
Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Others:	

RNAV 5 and RNP 10 implementation in SAM Region

2.19 Chile informed the Meeting that the implementation of RNAV 5 in continental airspace and of RNAV 10 (RNP 10) in the oceanic airspace of Chile had been completed. The implementation of RNAV 5 had been scheduled in two phases, and had been carried out with the cooperation of users.

2.20 The first phase had included the northern part of the country, from the city of Arica to Santiago, and had become effective on 18 September 2014. The second phase had covered the southern part of the country, from Santiago to Punta Arenas, and had become effective on 8 December 2016.

2.21 Regarding oceanic airspace, Chile published an AIC in May 2014 informing users of the implementation of RNAV 10 (RNP 10) in the airspace corresponding to the Easter Island FIR and in the airspace delegated to the oceanic area control centre. At present, there is a consolidated route structure that is very advantageous for users and traffic services.

2.22 It was noted that the implementation of the RNAV 5 regional route segments of the upper space in other SAM States has already been completed, as is the case in Brazil and Paraguay. Uruguay will complete RNAV-5 implementation in December 2019. In addition, following the execution of version 5, in June 2020, Peru will have completed the RNAV-5 implementation.

SUMMARY OF GROUP ATLANTIC**AT 5****• Participantes/Participants:**

- **Argentina**
- **Brazil**
- **Paraguay**
- **Uruguay**
- **Bolivia**

Summary:

- **Analyzed** 11
- **Accepted/feasible** 11
- **Rejected/unfeasible** 00

- **Not analyzed** 02

AT 5 -01	Propuesta/Proposal	
States FRENCH GUIANA	Previous 4-50 Delete route UN662 sections MIKOK TEKAD. Cayenne will create domestic route if necessary.	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> French Guiana is not present 	WAS NOT ANALYZED
Fecha Publicación/ Publishing date		

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AT 5 -02	Propuesta/Proposal	
States CHILE/ARGENTINA	Delete UG550 Route UL670 serves the same flow from Puerto Montt to Puerto Williams. Ruta UL670 has a direct trajectory from PUERTO MONTT (MON) to BALMACEDA (BAL). The rest has similar trajectory to UG550 direct from BALMACEDA (BAL) to PUERTO WILLIAMS (PWL).	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> Argentina and Chile will consult about the fleet that operates on the route and will respond no later than July 10. LITOK will be changed to ROMIV in UL670 because it is duplicated. 	Pending coordination with Argentina and Chile
Fecha Publicación/ Publishing date	Publishing date: October 10, 2019 Effective date: December 05, 2019	

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AT 5 -03	Propuesta/Proposal	
States GUYANA FRANCESA		
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> French Guiana is not present 	WAS NOT ANALYZED
Fecha Publicación/ Publishing date		

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AT 5 -04	Propuesta/Proposal	
States ARGENTINA/ BRASIL/URUGUAY	Previous 4-28 Realign UN741 from DADUT to PAPIX, more direct path reducing NM.	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> Brazil agrees Uruguay estimates that there will be no problem in realigning UN741 (unidirectional) between DADUT and PAPIX. Uruguay will make the consultations with a response no later than July 10. The coordinates of the point that will replace ISALA are 31°26'49.27S 054°38'41.44"W 	Pending response from Uruguay
Fecha Publicación/ Publishing date	Publishing date: April 23, 2020 Effective date: June 18 2020	

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AT 5 -05	Propuesta/Proposal	
States ARGENTINA / BOLIVIA	Derivative of revision of Minute RO2 of Argentina (2.27 and 2.28). Realign UN525 from SUKPA to KIBID, more direct path reducing NM flight	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> Bolivia proposes realigning UN525 (bidirectional) between ARUBO and SUKPA (0.1 NM difference from the original proposal). Argentina accepts and confirms before July 10. The coordinates of the new point TENAL that will replace GESPA are 22°05'15"S 65°30'22" W 	Pending response from Argentina
Fecha Publicación/ Publishing date	Publishing date: October 10, 2019 Effective date: December 05, 2019	

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AT 5 -06	Propuesta/Proposal <i>Argentina also presented it as initiative BOL-ARG 2.26, therefore was considered duplicated and was eliminated.</i>	
States ARGENTINA	Derivative of revision of Minute RO2 of Argentina (2.29). Realign UL404 from PUPON to ISOPO, more direct path reducing NM flight.	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • This proposal is within the Córdoba FIR. • It remains unidirectional from north to south. • Argentina will review feasibility and confirm by July 10, 2019 	Pending response from Argentina
Fecha Publicación/ Publishing date	Publishing date: October 10, 2019 Effective date: December 05, 2019	

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AT 5 -07	Propuesta/Proposal	
States URUGUAY/BRASIL	Delete section of route UM671 from AKNEN to ANISE for lack of connectivity.	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Uruguay agrees. • Brazil agrees. • Brazil will change UM792 southbound between DAMIR and MLO. • Brazil will eliminate regional route UM671 (coordinated with RO SAM) from AKNEN to ANISE 	Accepted
Fecha Publicación/ Publishing date	Publishing date: April 23, 2020 Effective date: June 18 2020	

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NEW AT 5 -08	Propuesta/Proposal SACO - SCEL 2.3	
States CHILE - ARGENTINA	Remove UA307 and UA306 between SOLER SALVO NIRTA DOZ UMKAL Create RNAV route from SOLER to UMKAL	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> The proposal is in FIR Mendoza. Argentina will analyze the creation of a unidirectional domestic RNAV route from SOLER to UMKAL. Argentina will answer on JUL 10, 2019. 	Pending response from Argentina
Fecha Publicación/ Publishing date	Publishing date: October 10, 2019 Effective date: December 05, 2019	

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NEW AT 5 -09	Propuesta/Proposal SAZN –SCEL 2.4	
States CHILE - ARGENTINA	Create route between Santiago de Chile and Neuquen. ALBAL – MLG – FIR DOZ/EZE – UGAGI NEU	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> This proposal is in Argentine airspace, FIR Mendoza and FIR Ezeiza. Argentina will analyze the creation of a unidirectional domestic RNAV route from ALBAL to MLG and bidirectional between MLG and KOTOG Argentina will analyze viability and will answer no later than July 10, 2019. 	Pending response from Argentina
Fecha Publicación/ Publishing date	Publishing date: October 10, 2019 Effective date: December 05, 2019	

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NEW AT 5 -10	Propuesta/Proposal SCCI – SCBA 2.12	
States CHILE - ARGENTINA	Remove UL670 and UG550 between EGOSA and ROGEL Create route MUNER ECA ROGEL See AT 5-02	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> This proposal is in the Comodoro Rivadavia FIR. Argentina will analyze aircraft movements, communications coverage and viability. Argentina will answer before July 10, 2019 	Pending response from Argentina
Fecha Publicación/ Publishing date	Publishing date: October 10, 2019 Effective date: December 05, 2019	

NEW AT 5 -11	Propuesta/Proposal SCEL – SBGR 2.32	
States CHILE- ARGENTINA - BRASIL	Realign UL531 - UM400 ALBAL ESITO DCT SRC DCT SIKOB	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> This proposal is in Argentine airspace to create a unidirectional domestic RNAV route from ESITO to SIKOB. 	Pending response from Argentina
Fecha Publicación/ Publishing date	Publishing date: October 10, 2019 Effective date: December 05, 2019	

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NEW AT 5 -12	Propuesta/Proposal ver NE/06	
States ARGENTINA - URUGUAY	Replace UA306 with RNAV	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> Path will be extended with UL405 designator from LDS to DOZ at points of the UA306 unidirectional from east to west. The UA 306 between LDS and EZE is eliminated SARGO is eliminated (it is tripled) and replaced by UGIMI and coordinates are maintained. Argentina will answer on July 10, 2019 	Pending response from Argentina
Fecha Publicación/ Publishing date	Publishing date: October 10, 2019 Effective date: December 05, 2019	

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NEW AT 5 -13	Propuesta/Proposal ver NE/07	
States ARGENTINA - URUGUAY	Replace UB555 with RNAV	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> UB555 is eliminated between CRR up to PAR. UL417 extends from PAR to CRR at the same points of the UB555. Bidirectional between PAR and CRR. Argentina will answer on July 10, 2019 	Pending response from Argentina
Fecha Publicación/ Publishing date	Publishing date: October 10, 2019 Effective date: December 05, 2019	

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SUMMARY OF GROUP PACIFIC**PA 5**

- **Participant States attending the meeting:**
 - **Brazil**
 - **Bolivia**
 - **Colombia**
 - **Ecuador**
 - **Panama**
 - **Peru**
 - **Venezuela**
 - **Suriname**

Summary:

- **Analyzed** 16
- **Accepted/feasible** 16
- **Rejected/unfeasible** 00

- **Not analyzed** 00

PA5-01	Proposal:	
Colombia Panama	Previous 4-23 Delete UG447 from SAN ANDRÉS (SPP) to BOGOTÁ (BOG). Create RNAV route SAN ANDRES (SPP) – ARORO – VASIL. Colombia will eliminate route UQ112.	
Analysis/ Agreements	<ul style="list-style-type: none"> • Panama agrees with the proposal. • Colombia agrees with the proposal. • Section POVSO - VASIL – ARORO – SEKMA - SAN ANDRÉS (SPP) unidirectional NW (channels north-east flow) 	ACCEPTED
Publication date	23 April 2020	
Effective date	18 June 2020	

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PA5-02	Proposal:	
Ecuador Colombia	Previous 4-18 Delete UG438 from QUITO (QIT) to CARTAGENA (CTG) Create route RNAV QUITO (QIT) - BOKAN (LIM FIR) – CALI (CLO) – RIO NEGRO (RNG) - CARTAGENA (CTG).	
Analysis/ Agreements	<ul style="list-style-type: none"> • Ecuador agrees with the proposal. • Colombia agrees with the proposal. 	ACCEPTED
Publication date	05 December 2019	
Effective date	30 January 2020	

PA5-03	Proposal:	
Colombia Panama	Previous 4-24 Delete UB689 from SAN ANDRES (SPP) to LETICIA (LET). Create route RNAV from SAN ANDRES (SPP) – KUBEK – RIO NEGRO (RNG) – POVSO – PABON – LETICIA (LET).	
Analysis/ Agreements	Counter-Proposal: <ul style="list-style-type: none"> • Colombia proposes to create a unidirectional route SAN ANDRES (SPP) – KAKOL (LIM FIR) – RIO NEGRO (RNG) SE course (South-east). Section RNAV SAN ANDRES (SPP) – KAKOL – RIO NEGRO (RNG) – EDRAN unidirectional course SE. Section EDRAN – POVSO – PABON – LETICIA (LET) unidirectional course. • Colombia will delete UQ111. • Panamá agrees with Counter-Proposal. NOTE: NW course lead through the proposal PA5-01.	ACCEPTED
Publication date	23 April 2020	
Effective date	18 June 2020	

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PA5-04	Proposal:	
Ecuador Colombia	Previous 4-39 Delete UR564 Extend UN776 from OREGA to GIRARDOT (GIR).	
Analysis/ Agreements	<ul style="list-style-type: none"> • Ecuador agrees with the proposal. • Colombia agrees with the proposal. • Esmeralda - Cali traffic is served with R564. NOTE: Operational agreement Ecuador – Colombia to enrouting traffic through TUMACO (TCO) – GAVUT.	ACCEPTED
Publication date	05 December 2019	
Effective date	30 January 2020	

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PA5-05	Proposal:	
Venezuela Colombia Panama	Previous 4-74 Delete UA553 PUERTO CABELLO (PBL) – TABOGA (TBG). Create route RNAV PUERTO CABELLO (PBL) – SIGAB – LIM FIR – VOVLU – LIM FIR – TABOGA (TBG).	
Analysis/ Agreements	<p>Panama proposes deleting route UA553 section TABOGA (TBG) – ESEDA and create route RNAV keeping trajectory of UA553.</p> <ul style="list-style-type: none"> • Panama, Colombia and Venezuela agree the following route: TABOGA (TBG) – ESEDA – VOVLU – LIM FIR (BARRANQUILLA /MAIQUETÍA) (09°48'47"N/072°58'22"W) – SIGAB - PUERTO CABELLO (PBL). 	ACCEPTED
Publication date	05 December 2019	
Effective date	30 January 2020	

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PA5-06	Proposal:	
Venezuela Colombia Panama	Realign and extend route UP549 from TELUR – EKUNA – CUCUTA (CUC) - TABOGA (TBG).	
Analysis/ Agreements	<p>Colombia do not agree with the Proposal</p> <p>Counter-Proposal:</p> <ul style="list-style-type: none"> • Realign UP549 attending Proposal PA5-05 (delete UA553). • Colombia agrees with the Counter-Proposal. • Venezuela agrees with the Counter-Proposal. • Panama is not affected by the Counter-Proposal. • Route agreed: realign and extend UP549 from SANTA BARBARA (STB) – LIM FIR (MAIQUETIA/BARRANQUILLA) (09°28'53N/073°11'04W) – WP (09°41'28"N/073°42'14"W). In this section intercepts route proposed in PA5-05. 	ACCEPTED
Publication date	05 December 2019	
Effective date	30 January 2020	

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PA5-07	Proposal:	
Peru Colombia	Delete UR567 from PUERTO LEGUIZAMO (PLG) to LETICIA (LET) flowless route.	
Analysis/ Agreements	<ul style="list-style-type: none"> • Peru agrees with the proposal. • Colombia agrees with the proposal. 	ACCEPTED
Publication date	05 December 2019	
Effective date	30 January 2020	

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PA5-08	Proposal:	
Panama Colombia Brazil	Versión 4-06 Delete route UA323 from TABOGA (TBG) to MANAUS (MNS). Extend UL423 from AMBALEMA (ABL) to RECIFE (REC). Colombia creates domestic RNAV from DAGUR-POVSO-LIM FIR (NEW).	
Analysis/ Agreements	<ul style="list-style-type: none"> • Panama and Colombia agree deleting UA323. • UL423 cannot be extended due portion VASIL – ILTUR is a unidirectional route, serves SID Bogota. • Coordination is made to create route RNAV from DAKMO – DAGUR – POVSO – DADKA – BRACO – UKEDA – BINAS - MANAUS (MNS) • Colombia will delete route UQ114 section DAKMO – DAGUR (Colombia). • Brazil accepted proposal of creating new route BRACO – RECIFE (REC). After MANAUS (MNS) same points will use of route UZ11 that will be deleted. • Panama will create domestic unidirectional route NW oriented, ARORO – TBG that will serve Río Negro Panama flow. 	ACCEPTED
Publication date	23 April 2020	
Effective date	18 June 2020	

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PA5-09	Proposal:		
Peru Brazil	Previous 4-56 Realign UL306 from SIROS to VADOS.		
Analysis/ Agreements	<ul style="list-style-type: none"> • Peru agrees with the proposal. • Brazil agrees with the proposal. • Route agreed: VADOS - LIM FIR (LIMA/AMAZONICO) – ENVAL – GIKRA - KIGER – SIROS. • Accepted by SURINAM • Pending coordination with Suriname and French Guiana for possible extension. 	ACCEPTED Pending coordination with Suriname and French Guiana for possible extension	
Publication date	23 April 2020		
Effective date	18 June 2020		

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PA5-10	Proposal:		
Colombia Brazil	Previous 4-64 Realign and extend to route UL201 from LONAX to MABMA		
Analysis/ Agreements	<ul style="list-style-type: none"> • Change designator of route UM549 to UL201. Change trajectory in section: ILVIR – BRACO – ROLUT, keeping same trajectory of ROLUT and VUBOM. Route will be bidirectional in all its extension. Colombia extends route UL201 after ILVIR via GEKAR DILAR, deleting UQ108. • Change designator of route UL201 to UM782. Change trajectory in section: LONAX – ABIDE – BUMBA, keeping same trajectory from BUMBA to UKBEV. Route will be bidirectional from LONAX to ASTOB and unidirectional in section and orientation UKBEV – ASTOB. • Change designator of route UM782 to UM549. Change trajectory in section: DADKA-003018N0700216W (LIM FIR)- MULIP, keeping same trajectory of DADKA and EVNES. Route will be unidirectional in section and orientation EVNES – DADKA. UZ33 will be modified in its trajectory and will not reach ABIDE according to proposed changes. 	ACCEPTED	
Publication date	23 April 2020		
Effective date	18 June 2020		

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PA5-11	Proposal:	
Ecuador Colombia Peru Brazil	Previous 4-40 Delete UA566 Realign and extend UM665 from EVRED to MANAUS (MNS)	
	Counter-Proposal: <ul style="list-style-type: none"> • Colombia request keeping trajectory UA566 via LETICIA (LET). Counter-Proposal drafted. • Delete UA566 IQUITOS (IQT) – MANAUS (MNS). • Extend UM665 IQUITOS (IQT) – PABON - MANAUS (MNS) (same trajectory UA566). • Brazil xxxx 	
Analysis/ Agreements	<ul style="list-style-type: none"> • Ecuador is not affected by the Counter-Proposal. • Colombia agrees with the Counter-Proposal. • Brazil agrees with the Counter-Proposal. • Peru agrees with the Counter-Proposal. 	ACCEPTED
Publication date	23 April 2020	
Effective date	18 June 2020	

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PA5-12	Proposal:	
Peru Brazil Bolivia	Version 4-71 Realign and extend UM784 PALIV - ROLUS	
	Counter-Proposal: extend and realign UM784 from WP within FIR LIMA (intersection routes UM414/UN420) – LIM FIR (LIMA/AMAZONICO) – LIM FIR (AMAZONICO/LA PAZ) – ROBOK – PAPEK – LOKOX.	
Analysis/ Agreements	<ul style="list-style-type: none"> • Peru agrees with the Counter-Proposal. • Brasil agrees with the Counter-Proposal. • Bolivia agrees with the Counter-Proposal. 	ACCEPTED
Publication date	23 April 2020	
Effective date	18 June 2020	

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NEW PA5-13	Proposal:	
Argentina Bolivia Peru Ecuador	Proposal presented on 8 March by MARTINAIR. For flights between Ezeiza and Quito. UBSAS – URCOS (URC) – PUCALLPA (PUL) – PASTAZA (PAV) – QUITO (QIT).	
	Counter-Proposal:	
	For flights between Ezeiza and Quito UBSAS – UYUNI – GEKOR – LIM FIR (LA PAZ/LIMA) (16°50'3.1129"S/069°13'9.4337"W) – JULIACA (JUL) – URCOS (URC) – PUCALLPA (PUL) – VUKOK - LIM FIR (LIMA/GUAYAQUIL) – PASTAZA (PAV) – QUITO (QIT).	
Analysis/ Agreements	<ul style="list-style-type: none"> • Peru agrees with the Counter-Proposal. • Ecuador agrees with the Counter-Proposal. • Bolivia agrees with the Counter-Proposal. • Argentina no se ve afectado por Counter-Proposal. 	ACCEPTED
Publication date	05 December 2019	
Effective date	30 January 2020	

NEW PA5-14	New Proposal:	
Peru Bolivia	Version 4-53 Delete conventional route Creating route RNAV Replace route UA573 with RNAV route. Section ILO – ORALO – LA PAZ (PAZ)	
Analysis/ Agreements	<ul style="list-style-type: none"> • Bolivia agrees with the proposal. • Peru agrees with the proposal. 	ACCEPTED
Publication date	05 December 2019	
Effective date	30 January 2020	

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NEW PA5-15	New Proposal:	
Panama Colombia	Creating the route RNAV TABOGA (TBG) – LIM FIR (PANAMA/BOGOTA) – ARMUM – DAGUR	
Analysis/ Agreements	<ul style="list-style-type: none"> • Pending final review of the proposal by Panama and Colombia. • Pending consultation. • Colombia agrees with the proposal. • NOTE: decongest DAKMO point with overflight flow Panama – Brazil 	PENDING
Publication date	TBD	
Effective date	TBD	

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NEW PA5-16	New Proposal: KLM coordinates	
Peru Brazil Venezuela Trinidad & Tobago	Previous 4-88 New RNAV route XXXXX: 0924N06038W-CMA-SGC-LET-VADOS Suggested route will enable flights from northern Europe to arrive more directly to Lima	
Analysis/ Agreements	<ul style="list-style-type: none"> • Peru agrees with proposal • Modification proposed: 0924N06038W 041517N0643942W LET VADOS • Brazil and Venezuela will analyze proposal • Required coordination with Trinidad & Tobago 	ACCEPTED
Publication date	23 April 2020	
Effective date	18 June 2020	

SUMARIO DEL GRUPO CARSAM
SUMMARY OF GROUP CARSAM



• **Participantes/Participants:**

- **Jamaica**
- **Panama**
- **Puerto Rico - FAA**
- **Colombia**
- **Venezuela**
- **Brasil**
- **Suriname**
- **Perú**
- **COCESNA (teleconference)**

Sumario/Summary:

- **Analizadas/Analyzed** 32
- **Aceptadas-viables/Accepted-feasible** 29
- **Rechazadas -inviables/Rejected-unfeasible** 03

- **No analizadas/not Analyzed** 06

CS 5 -01	Propuesta/Proposal	
Trinidad y Tobago Antigua y Barbuda Barbados Martinique Guadalupe Guyana	Suprimir ruta UA632 y crear nueva ruta RNAV Delete route UA632 and create new RNAV route	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • No participan de la reunión los Estados involucrados • Involved States not participate in the meeting 	NO ANALIZADO/ NOT ANALYZED
Fechas/Dates		

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CS 5 -02	Propuesta/Proposal	
Trinidad y Tobago Guyana Suriname Brasil	Anterior 4-51 Suprimir ruta UA555 y reemplazar con RNAV Previous 4-51 Delete UA555 and replace with RNAV	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Surinam/Brasil de acuerdo con misma trayectoria de UA555 • Suriname/Brasil agree with the same trajectory of UA555 • Requiere coordinación con Guyana Francesa, Guyana y Trinidad y Tobago no se encuentran en la reunión • Coordination with French Guiana and Trinidad & Tobago is required 	PENDIENTE/ PENDING
Fechas/Dates		

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CS 5 -03	Propuesta/Proposal	
Trinidad & Tobago Guyana Suriname Brasil	<p>Anterior 4-51 Extender UM786 de ADAMS (BGI) hasta BELEM (BEL). Suprimir el tramo KALEP hasta CAYENNE FELIX EBOUE (CYR). Guyana Francesa debe crear tramo de ruta doméstica entre CYR y KALEP, de ser necesario.</p> <p>Previous 4-51 Extend UM786 from ADAMS (BGI) to BELEM (BEL). Delete KALEP to CAYENNE FELIX EBOU (CYR). If necessary French Guiana will add domestic route from CYR to KELEP.</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Brasil/Surinam de acuerdo • Brasil/Suriname agree Requiere coordinación con Guyana Francesa, Guyana y Trinidad y Tobago no se encuentran en la reunión • Coordination with French Guiana, Guyana and Trinidad & Tobago is required (not attending the meeting) 	PENDIENTE/ PENDING
Fechas/Dates		

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CS 5 -04	Propuesta/Proposal	
Barbados Antigua y Barbuda Guyana Suriname	<p>Suprimir ruta UA312 y crear ruta RNAV manteniendo la misma trayectoria.</p> <p>Delete UA312 and add RNAV route keeping same trajectory.</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Surinam de acuerdo / Suriname agree • Pendiente coordinación con resto de Estados /Coordination with the involved States is required 	PENDIENTE/ PENDING
Fechas/Dates		

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CS 5 -05	Propuesta/Proposal	
Puerto Rico Trinidad y Tobago Guyana Guiana Francesa Suriname Brasil	Anterior 4-45 Suprimir UG449 desde ANADA hasta BELÉM (BEL) Crear una ruta RNAV desde ANADA hasta BELÉM (BEL) mejorando su trayectoria y reduciendo la distancia.	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Brasil/Surinam de acuerdo nueva ruta RNAV XXXXX mantiene misma trayectoria que UG449 • Pendiente consulta con Guyana Francesa • Puerto Rico (FAA) propone suprimir G449 desde ANADA hacia el norte dentro de su FIR, se superpone con Y294, adicionalmente: <ol style="list-style-type: none"> 1. modifica Y294 terminándola en GESSO (segmentos al norte de GESSO se mantienen) 2. Se crea ruta RNAV 10, L467 (designador es de NACC) GESSO-ANNER-ANADA (ANNER es un punto existente, pero se debe incluir en L467). Coordenadas: GESSO, PR FIX (lat. 17°29'37.76"N., long. 065°46'42.88"W.) ANNER, PR FIX (lat. 16°14'12.09"N., long. 064°56'34.78"W.) ANADA, WP (lat. 15°00'00.00"N., long. 064°08'46.49"W.) • Brazil/Suriname agree same trajectory of UG449 • Pending coordination with French Guiana • Puerto Rico (FAA) proposes to eliminate G449 north of ANADA within San Juan's airspace (it overlaps Y294), in addition: <ol style="list-style-type: none"> 1. Modify Y294 by ending it at GESSO (segments north of GESSO will remain). 2. Establish L467 (NACC designator) from GESSO to ANNER to ANADA. ANNER is an existing FIX but needs to be added to L467 as a Waypoint. Coordinates: GESSO, PR FIX (lat. 17°29'37.76"N., long. 065°46'42.88"W.) ANNER, PR FIX (lat. 16°14'12.09"N., long. 064°56'34.78"W.) ANADA, WP (lat. 15°00'00.00"N., long. 064°08'46.49"W.) 	<p style="text-align: center;">ACEPTADA/ ACCEPTED De ANADA hacia el norte</p> <p style="text-align: center;">PENDIENTE/ PENDING De ANADA hacia BEL</p>
Fechas/Dates	<p style="color: red;">Fecha efectiva 05 diciembre 2019 en espacio de San Juan</p> <p style="color: red;">Effective date 05 December 2019 within San Juan's airspace</p>	

CS 5 -06	Propuesta/Proposal	
Trinidad y Tobago Martinique Grenada St. Vincent St. Lucia Guyana	Anterior 4-59 Suprimir UA324 desde TIMEHRI GEORGETOWN (TIM) hasta MARTINIQUE (FOF). Crear ruta RNAV manteniendo su trayectoria.	
	Previous 4-59 Delete UA324 from TIMEHRI GEORGETOWN (TIM) to MARTINIQUE (FOF). Add RNAV route maintaining same trajectory.	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> Estados involucrados no participan de la reunión Involved States not participate in the meeting 	NO ANALIZADO/NOT ANALYZED
Fechas/Dates		

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CS 5 -07	Propuesta/Proposal	
Panamá Colombia Venezuela Trinidad y Tobago	Anterior 4-08 Eliminar la ruta UA552 desde San Andrés (SPP) hasta Piarco (POS). Crear ruta RNAV regional bidireccional desde San Andrés (SPP) hasta Piarco (POS), mejorando trayectoria.	
	Previous 4-08 Delete UA552 from San Andres (SPP) to Piarco (POS). Add regional bidirectional RNAV route from San Andres (SSP) to Piarco (POS) improving trajectory.	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> Panamá, Colombia y Venezuela de acuerdo mejorando trayectoria: <ul style="list-style-type: none"> ALPON-ORTIZ-PBL-MIQ-MEGIR Colombia implantara ruta RNAV local ORTIZ-BAQ-ALPON Independientemente de respuesta de Trinidad y Tobago tramo ALPON-MEGIR se implementa en fechas acordadas Panama/Colombia/Venezuela agree to improve trajectory: <ul style="list-style-type: none"> ALPON-ORTIZ-PBL-MIQ-MEGIR Colombia will create RNAV route: ORTIZ-BAQ-ALPON Regardless reply from Trinidad & Tobago, segment ALPON-MEGIR will be implemented on agreed dates. 	ACEPTADA/ACCEPTED Tramo ALPON-MEGIR PENDIENTE/PENDING MEGIR-POS
Fechas/Dates	Publica/publish: 05 diciembre 2019 /05 December 2019 Efectiva/effective: 30 enero 2020 /30 January 2020	

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CS 5 -08	Propuesta/Proposal	
Trinidad y Tobago Venezuela	Anterior 4-60 Suprimir ruta UA561 y crear ruta RNAV manteniendo misma trayectoria. Previous 4-60 Delete UA561 and add RNAV route keeping same trajectory.	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Trinidad y Tobago no participa en la reunión • Trinidad and Tobago not attending the meeting 	NO ANALIZADO/ NOT ANALYZED
Fechas/Dates		

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CS 5 -09	Propuesta/Proposal	
Venezuela Trinidad y Tobago	Anterior 4-72 Suprimir UA55 desde MARTINIQUE (FOF) hasta MAIQUETIA (MIQ). Crear ruta RNAV desde MARTINIQUE (FOF) hasta MAIQUETIA (MIQ) manteniendo su trayectoria. Previous 4-72 Delete UA551 from MARTINIQUE (FOF) to MAIQUETIA (MIQ). Add RNAV route keeping same trajectory.	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Trinidad y Tobago no participa en la reunión • Trinidad and Tobago not attending the meeting 	NO ANALIZADO/ NOT ANALYZED
Fechas/Dates		

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CS 5 -10	Propuesta/Proposal	
<p>Trinidad y Tobago Venezuela Colombia Ecuador Puerto Rico</p>	<p>Previous 4-07 Delete UA550 between POINTE A PITRE (PPR) and BIVAN. Add RNAV route between POINTE A PITRE (PPR) and BIVAN improving trajectory. Coordinate with CAR. If necessary Venezuela and Colombia will create domestic route. Suggestion to Colombia: Delete UQ104.</p>	
<p>Análisis/Acuerdos Analysis / Agreements</p>	<ul style="list-style-type: none"> • Trinidad y Tabago no presente en reunión. • San Juan objeta esta propuesta porque GEECE es un punto de coordinación en su límite FIR con Piarco y es usado para rutas UL776/Y421/Y331, y al ser añadida la nueva ruta se afectarían los procedimientos. Por lo tanto, se requiere mayor coordinación. • Ecuador solicita extender tramo RNAV de BIVAN – GUAYAQUIL (GYV). • Colombia, Venezuela y Ecuador acuerdan suprimir UA550 de PBL a GYV y reemplazar con nueva RNAV. • Cambios de PBL a PPR pendiente de coordinación con Trinidad y Tobago <ul style="list-style-type: none"> • Trinidad and Tobago attending the meeting • San Juan objects to this route at the moment because GEECE is a coordination point on their FIR boundary with Piarco and is used on UL776/Y421/Y331 and adding it to the new route would affect existing procedures. Therefore, more coordination is needed • Ecuador requires extension of section RNAV BIVAN – GUAYAQUIL (GYV). • Ecuador/Colombia/Venezuela agree to delete UA550 from PBL to GYV and replace with new RNAV route. • Changes from PBL to PPR pending of coordination with Trinidad & Tobago. 	<p>ACEPTADA/ ACCEPTED Tramo GYV- PBL</p> <p>PENDIENTE/ PENDING Section PBL-PPR</p>
<p>Fechas/Dates</p>	<p>Publica/publish: 05 diciembre 2019 /05 December 2019 Efectiva/effective: 30 enero 2020 /30 January 2020</p>	

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CS 5 -11	Propuesta/Proposal	
Jamaica Curazao Venezuela Trinidad y Tobago	<p>Anterior 4-70 Suprimir UA511 desde SANGSTER (SIA) hasta ADAMS (BGI). Crear nueva ruta RNAV desde SANSSTER (SAI) hasta ADAMS (BGI).</p> <p>Previous 4-70 Delete UA511 from SANGSTER (SIA) up to ADAMS (BGI). Add RNAV route from SANSSTER (SAI) up to ADAMS (BGI).</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Jamaica y Venezuela de acuerdo • Pendiente coordinación Curacao y Trinidad y Tobago • Jamaica/Venezuela agree • Pending coordination with Trinidad and Tobago, and Curacao 	PENDIENTE/ PENDING
Fechas/Dates		

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CS 5 -12	Propuesta/Proposal	
Curazao Venezuela/ Trinidad y Tobago	<p>Crear nueva ruta RNAV desde LETEX hasta PIARCO (POS). El flujo de Jamaica a Piarco utilizaba ruta UA511 desde SANSTER (SIA) hasta GUTIM, luego UL337 hasta PIARCO (POS) para un total de 1100 NM. Con la nueva ruta se reduciría a 1075 NM.</p> <p>Add new RNAV route from LETEX up to PIARCO (POS) Flow from Jamaica to Piarco used UA511 from SANSTER (SIA) up to GUTIM, then UL337 until PIARCO, total 1100 NM. New route will reduce to 1075 NM.</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Venezuela de acuerdo • Curacao no participa en reunión • Venezuela agree • Curacao not attending the meeting 	NO ANALIZADO/NOT ANALYZED
Fechas/Dates		

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CS 5 -13	Propuesta/Proposal	
Curazao Venezuela Puerto Rico	<p>Suprimir ruta UA516 desde CURAZAO (PJG) HASTA MILOK y crear ruta RNAV manteniendo su trayectoria.</p> <p>Delete UA516 from CURAZAO (PJG) up to MILOK and add RNAV route keeping same trajectory.</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Venezuela de acuerdo • Puerto Rico propone eliminar A516 MILOK y que la nueva ruta XXXXX RNAV 10 continúe de MILOK hasta RKDIA. Puerto Rico implanta nueva ruta 05 DECEMBER 2019. El punto RKDIA en espacio aéreo de Nuevo York. • La nueva ruta RNAV mantendrán los mismos WP de la ruta A516. • Pendiente coordinación con CURACAO para implantar tramo VOR PJG-ACORA • Venezuela agree • Puerto Rico proposes delete A516 MILOK and create new XXXXX RNAV 10 route from MILOK to RKDIA. Effective date within Puerto Rico’s airspace 05 DECEMBER 2019. RKDIA within New York airspace, coordination made by FAA. • The new RNAV 10 route from MILOK to RKDIA will maintain all significant points that currently exist on A516. • Coordination pending with CURACAO for segment VOR PJG - ACORA 	<p>ACEPTADA/ ACCEPTED Tramo MILOK-RKDIA</p> <p>PENDIENTE/ PENDING PJG-ACORA - MILOK</p>
Fechas/Dates	Efectiva/effective: 05 diciembre 2019 / 05 December 2019	

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CS 5 -14	Propuesta/Proposal	
Rep- Dominicana Curacao Venezuela	Anterior 4-90 Suprimir UA554 desde MAIQUETIA (MIQ) hasta POKAK. Extender UL216 desde MAIQUETÍA (MIQ) hasta POKAK.	
	Previous 4-90 Delete UA554 from MAIQUETIA (MIQ) up to POKAK. Extend UL216 from MAIQUETIA (MIQ) up to POKAK.	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • VENEZUELA propone que la extensión de la UL216 mejore trayectoria: MIQ ILKIT POKAK • Segunda opción mantener puntos y trayectoria de UA554 en la RNAV • Pendiente coordinación con CURACAO • Venezuela proposes to improve trajectory of UL216: MIQ-ILKIT-POKAK • As an alternative UL216 extension will keep the same points and trajectory of UA554 • Coordination with Curacao is pending 	PENDIENTE/ PENDING
Fechas/Dates		

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CS 5 -15	Propuesta/Proposal	
Curacao Venezuela Trinidad y Tobago	<p>Anterior 4-77 Suprimir UA563 desde CURAZAO (PJG) hasta PIARCO (POS). Crear ruta RNAV desde CURAZAO (PJG) hasta PIARCO (POS). Si es necesario Venezuela creará ruta doméstica.</p> <p>Previous 4-77 Delete UA563 from CURAZAO (PJG) to PIARCO (POS). Add RNAV route from CURAZAO (PJG) to PIARCO (POS). If necessary Venezuela will add a domestic route.</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Venezuela de acuerdo/ Venezuela agree • Pendiente coordinaciones con Curacao y Trinidad y Tobago/ Pending coordination with Curacao and Trinidad & Tobago <p>Venezuela implementará RNAV domestica mejorando trayectoria: BONAX SIRAS MEGIR mientras se espera análisis de Curacao y Trinidad y Tobago. UA563 se mantiene hasta respuesta de T&T y CUR</p> <p>Venezuela will create a new domestic RNAV route improving trajectory: BONAX SIRAS MEGIR while analysis of Curacao and Trinidad & Tobago is being made. Route UA563 remains while coordination will finish</p>	<p>ACEPTADA/ ACCEPTED Nueva RNAV BONAX-MEGIR</p> <p>PENDIENTE/ PENDING Enlaces PJG- BONAZ y MEGIR-POS</p>
Fechas/Dates	<p>Publica/publish: 05 diciembre 2019 /05 December 2019 Efectiva/effective: 30 enero 2020 /30 January 2020</p>	

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CS 5 -16	Propuesta/Proposal	
Rep. Dominicana Curacao Venezuela	<p>Anterior 4-66 Suprimir UA315 desde MAIQUETIA (MIQ) hasta PIGBI. Crear RNAV desde MAIQUETIA (MIQ) hasta PIGBI.</p> <p>Previous 4-66 Delete UA315 from MAIQUETIA (MIQ) to PIGBI. Add RNAV route from MAIQUETIA (MIQ) to PIGBI.</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Venezuela de acuerdo • Pendiente coordinación Rep. Dominicana y Curacao • Apoya oficina Regional NAM • Venezuela agree • Pending coordination with Rep. Dominicana and Curacao • Regional NAM Office supports 	<p>NO ANALIZADO/ NOT ANALYZED</p>
Fechas/Dates		

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CS 5 -17	Propuesta/Proposal	
Curacao Venezuela Puerto Rico	<p>Anterior 4-15 Suprimir toda la ruta UG431 desde SCAPA hasta ENPUT. Coordinar con CAR crear ruta RNAV regional bidireccional desde SCAPA hasta ENPUT.</p> <p>Previous 4-15 Delete UG431 from SCAPA to ENPUT. Coordinate with CAR to add regional bidirectional RNAV route from SCAPA to ENPUT.</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Venezuela de acuerdo • Pendiente coordinación con Curacao • Puerto Rico propone eliminar G431 de SCAPA hacia el norte en la FIR SAN JUAN, implantando nueva RNAV de SCAPA a JOSHE. • Puerto Rico implantará en DEC 05 2019. Segmento en San Juan será RNP 10 / RNAV 10. RO NACC proveerá el designador ICARD. <ul style="list-style-type: none"> • Venezuela agrees • Pending coordination with Curacao • Puerto Rico proposes deleting G431 from SCAPA to the north at FIR SAN JUAN, implementing new RNAV from SCAPA to JOSHE. • Puerto Rico will implement in DEC, 05 2019 the RNAV segment in San Juan's airspace, it will be RNAV 10. RO NACC will provide ICARD route designator. 	<p>ACEPTADA/ ACCEPTED</p> <p>SCAPA - JOSHE</p> <p>PENDIENTE/ PENDING</p> <p>ENPUT - SCAPA</p>
Fechas/Dates	Efectiva/effective: 05 diciembre 2019 /05 December 2019 within Puerto Rico's FIR	

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CS 5 -18	Propuesta/Proposal	
<p>Cuba Jamaica Curacao Venezuela</p>	<p>Anterior 4-20 Suprimir UG442 entre CAYO LARGO (UCL) y MAIQUETIA (MIQ) Crear ruta RNAV entre CAYO LARGO (UCL) y MAIQUETIA (MIQ), trayectoria mejorada. Después de ARUBA (ABA) será UNIDIRECCIONAL sentido ARUBA (ABA) hacia MAIQUETIA (MIQ). Mantiene unidireccional desde ARUBA (ABA) hacia MAIQUETIA (MIQ).</p> <p>Previous 4-20 Delete UG442 between CAYO LARGO (UCL) and MAIQUETIA (MIQ) Add RNAV route between CAYO LARGO (UCL) and MAIQUETIA (MIQ), improving trajectory. After ARUBA (ABA) will be UNIDIRECCIONAL. From ARUBA (ABA) to MAIQUETIA (MIQ). Maintaing unidireccional from ARUBA (ABA) to MAIQUETIA (MIQ).</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Venezuela de acuerdo • Jamaica de acuerdo y propone que la nueva ruta RNAV sea UCL-AMBIN-MIQ • Pendiente coordinación Cuba y Curacao • Venezuela agrees • Jamaica agrees and proposes that the new route RNAV is UCL-AMBIN-MIQ • Pending coordination between Cuba and Curacao 	PENDIENTE/ PENDING
Fechas/Dates		

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CS 5 -19	Propuesta/Proposal	
Jamaica Colombia Venezuela Brasil	<p>Anterior 4-25. Suprimir la ruta UR640 desde MANLEY (MLY) hasta MANAUS (MNS) Existe ruta RNAV UM409 con la misma trayectoria entre MARACAIBO (MAR) y VUMPI, de VUMPI existe ruta RNAV UL795 que serviría para vuelos hacia MANAUS (MNS). Coordinar con CAR extender ruta UM409 de MARACAIBO (MAR) hasta MANLEY manteniendo misma trayectoria de UR640.</p> <p>Previous 4-25. Delete UR640 from MANLEY (MLY) to MANAUS (MNS). The route UM409 has the same trajectory between MARACAIBO (MAR) y VUMPI. From VUMPI is UL795 going to MANAUS (MNS). Coordinate with CAR to extend UM409 from MARACAIBO (MAR) to MANLEY keeping same trajectory than UR640.</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • UM 409 se extiende de MAR a MLY en reemplazo de UR640. • Jamaica de acuerdo • Colombia de acuerdo • Venezuela de acuerdo • Brasil de acuerdo, realinea UL795 para incluir WP GIKRA <ul style="list-style-type: none"> • UM 409 is extended from MAR to MLY replacing UR640 • Jamaica agrees • Colombia agrees • Venezuela agrees • Brazil agrees, realign UL795 to include WP GIKRA 	ACEPTADA/ ACCEPTED
Fechas/Dates	Publica/publish: 23 abril 2020/23 April 2020 Efectiva/effective: 18 junio 2020/18 June 2020	

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CS 5 -20	Propuesta/Proposal	
Curacao Colombia	<p>Anterior 4-21 Suprimir UG444 Crear ruta RNAV desde LENOM-LIM FIR-IROTI-DOBLI. En DOBLI se conecta con UL342.</p> <p>Previous 4-21 Delete UG444 Add RNAV route from LENOM-LIM FIR-IROTI-DOBLI. After DOBLI connect to UL342.</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Pendiente coordinación con Curacao para eliminar UG444 • Colombia implanta nueva RNAV doméstica: SELAN-UGOSA-PIE-ELABU • Independientemente de la respuesta de Curacao Colombia estaría lista a implementar en fecha acordada • Pending coordination with Curacao to eliminate UG444 • Colombia implements new domestic RNAV: SELAN-UGOSA-PIE-ELABU • Regardless of the response of Curacao, Colombia is ready for the implementation in the date agreed 	PENDIENTE/ PENDING
Fechas/Dates	<p>SI ES ACEPTADO/ IF ACCEPTED</p> <p>Publica/publish: 05 diciembre 2019 /05 December 2019</p> <p>Efectiva/effective: 30 enero 2020 /30 January 2020</p>	

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CS 5 -21	Propuesta/Proposal	
Jamaica /Colombia	<p>Anterior 4-14 Suprimir UG430 desde SANGSTER (SIA) hasta PUERTO LEGUIZAMO (PLG). Extender UL341 de SANGSTER (SIA) hasta PUERTO LEGUIZAMO (PLG) en las trayectorias de rutas UQ105 y UW23 Coordinar con CAR suprimir UG430 de SANGSTER (SIA) a TANIA</p> <p>Previous 4-14 Deleted UG430 from SANGSTER (SIA) to PUERTO LEGUÍZAMO (PLG). Extend UL341 SANGSTER (SIA) to PUERTO LEGUIZAMO (PLG) on paths of routes UQ105 and UW23. Coordinate with CAR deleting UG430 from SANGSTER (SIA) to TANIA</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Colombia y Jamaica acuerdan modificar propuesta creando dos rutas RNAV paralelas: <ul style="list-style-type: none"> ○ PLG-GIR-MQU-ATANA-UGALU-CTG-KILER-EPSIM, unidireccional rumbo norte entre PLG-GIR y entre CTG-EPSIM ○ PUTUL-HANCK-XXXXX-LIM FIR- -AKPEK-DAGUR-PULTU unidireccional rumbo sur, Colombia propone que esta propuesta sea la modificación y extensión de ruta UL305 • Colombia elimina rutas RNAV domestica UQ121 y UQ115 (tramo UGREP-KILER) • Colombia and Jamaica agreed to modify the proposal creating two parallel RNAV routes: <ul style="list-style-type: none"> ○ PLG-GIR-MQU-ATANA-UGALU-CTG-KILER-EPSIM unidirectional north course between PLG-GIR and between CTG-EPSIM ○ PUTUL-HANCK-XXXXX-LIM FIR -AKPEK -DAGUR-PULTU unidirectional South course, Colombia suggests that this proposal be the modification and extension of route UL305 • Colombia deletes domestic RNAV routes UQ121 and UQ115 (portion UGREP-KILER) 	ACEPTADA/ ACCEPTED
Fechas/Dates	<p>Publica/publish: 23 abril 2020/23 April 2020 Efectiva/effective: 18 junio 2020/18 June 2020</p>	

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CS 5 -22	Propuesta/Proposal	
Jamaica Panamá Colombia	<p>Anterior 4-68 Suprimir UG448 desde GRAN CAYMAN (CGM) hasta SAN ANDRES (SPP). Crear ruta RNAV desde GRAN CAYMAN (GCM) hasta SAN ANDRES (SPP) y continuar trayectoria hasta ANRAX límite de FIR entre Colombia y Ecuador (a requerimiento de JAMAICA en ATSRO/9).</p> <p>Previous 4-68 Delete UG448 from GRAN CAYMAN (CGM) to SAN ANDRES (SPP). Add RNAV route from GRAN CAYMAN (GCM) to SAN ANDRES (SPP) and continue trajectory until ANRAX (Border between Colombia and Ecuador). Required by JAMAICA in ATSRO/9.</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Panamá y Jamaica de acuerdo en crear ruta RNAV desde GCM a SPP • Panama and Jamaica agree to create an RNAV route from GCM to SPP 	ACEPTADA/ ACCEPTED
Fechas/Dates	<p>Publica/publish: 10 octubre 2019 /10 October 2019 Efectiva/effective: 05 diciembre 2019 /05 December 2019</p>	

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CS 5 -22A	Propuesta/Proposal	
Jamaica Panama	<p>Nueva ruta RNAV de ATUVI a TINPA solo en NORTH BOUND</p> <p>New RNAV route from ATUVI to TINPA NORTH BOUND ONLY</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Fue aceptada en concepto sin embargo requiere mayor análisis y coordinación por parte de Panamá y Jamaica • Panamá revisará en actual LOA en un esfuerzo por eliminar la restricción entre ARNAL y DAGUD • This was accepted in concept however more analysis and coordination is needed between Panama and Jamaica • Panama will review current LOA in an effort to remove the restriction between ARNAL and DAGUD 	<p>PENDIENTE/ PENDING</p> <p>Panamá analiza solución ATUVI o VOR GCM hacia UGUIPI o ANRAX</p> <p>Panama analyses solution ATUVI or VOR GCM to UGUIPI or ANRAX</p>
Fechas/Dates		

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CS 5 -23	Propuesta/Proposal	
Panama COCESNA	<p>Anterior 4-05 Suprimir UA321 de DANUL a BUSMO Sugerir a CAR extender ruta UL333 de DANUL hasta SAN ANDRES (SPP), manteniendo la trayectoria de la UA321. Extender ruta UN420 desde BUSMO hasta SAN ANDRES (SPP) por el norte. Extender y realinear ruta UN420 desde BUSMO hasta Rio Branco (RCO) por el sur.</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • COCESNA y Panamá de acuerdo en reemplazar UA321 por extensión de RNAV UN420 de BUSMO hasta DANUL • Realineación BUSMO RCO ver propuesta 23 A • COCESNA and Panama agreed to replace UA321 by extension of RNAV UN420 from BUSMO to DANUL • Realigning BUSMO RCO see proposal 23 A 	ACEPTADA/ ACCEPTED
Fechas/Dates	<p>Publica/publish: 10 octubre 2019 /10 October 2019 Efectiva/effective: 05 diciembre 2019 /05 December 2019</p>	

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CS 5 -23A	Propuesta/Proposal	
Colombia Perú Brasil	<p>Extender y realinear ruta UN420 desde BUSMO hasta Rio Branco (RCO) por el sur.</p> <p>Extend and realign route UN420 from BUSMO to Rio Branco (RCO) to the South.</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Colombia propone realinear UN420 BUSMO-PULTU-RCO. • Perú no acepta propuesta, se mantiene BUSMO-LIMPO. • En vista que no progresa propuesta entre Colombia y Perú, Perú propone realinear UN420 desde nuevo WP en intersección UN420/UM414 hasta RCO. • Brasil acepta propuesta de Perú de nuevo punto hacia EGBAK-RCO. • Colombia proposes realigning UN420 BUSMO-PULTU-RCO. • Peru rejects the proposal. BUSMO-LIMPO remains. • In view that no progress is made between Colombia and Peru proposal, Peru proposes realigning UN420 from new WP in UN420/UM414 hasta RCO. • Brazil agrees with Peru's proposal of new point to EGBAK-RCO. 	ACEPTADA/ ACCEPTED
Fechas/Dates	<p>Publica/publish: 23 abril 2020/23 April 2020</p> <p>Efectiva/effective: 18 junio 2020/18 June 2020</p>	

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CS 5 -24	Propuesta/Proposal	
Panamá COCESNA	<p>Anterior 4-68 Suprimir ruta UA322 desde SAN ANDRES (SPP) hasta EL COCO (TIO). Crear ruta RNAV desde SAN ANDRES (SPP) hasta EL COCO (TIO) manteniendo su trayectoria.</p> <p>Previous 4-68 Delete UA322 from SAN ANDRES (SPP) to EL COCO (TIO). Add RNAV route from SAN ANDRES (SPP) to EL COCO (TIO) keeping same trajectory.</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Teleconferencia con COCESNA • Panamá propone que la nueva ruta RNAV sea unidireccional sentido SW SPP-TIO • COCESNA, solicita mantener bidireccional por mayor flexibilidad en la gestión de sus entradas y salidas. • Panamá acepta se mantenga bidireccional • Teleconference with COCESNA • Panama proposes that the new RNAV route be unidirectional SW course SPP-TIO • COCESNA requests keeping it bidirectional for more flexibility in the management of its entrances and exists • Panama agrees to keep it bidirectional 	ACEPTADA/ ACCEPTED
Fechas/Dates	<p>Publica/publish: 10 octubre 2019 /10 October 2019 Efectiva/effective: 05 diciembre 2019 /05 December 2019</p>	

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CS 5 -25	Propuesta/Proposal	
Panamá COCESNA	<p>Previous 4-86 De la propuesta UAL: BTO-ANSON o conectividad BTO-TBG. Mejoramiento del flujo UL207 en conexión con CPE-BZE. UL208/A766 alterna. Evitando el clima.</p> <p>Previous 4-86 FROM UAL PROPOSAL: BTO-ANSON OR BTO-TBG CONNECTIVITY. UL207 FLOW IMPROVEMENT IN CONJUNCTION WITH CPE-BZE. UL208/A766 ALTERNATE. WEATHER AVOIDANCE.</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Panamá no acepta propuesta • COCESNA vía teleconferencia indica que como alternativa implementara ruta BONITO ANSON, elimina UA754 y extiende UM208 BONITO ANSON • Panamá de acuerdo contrapropuesta • Panama rejects the proposal • COCESNA (via teleconference) informs that will implement the route BONITO ANSON as an alternative. Eliminates UA754 and extends UM208 BONITO ANSON • Panama agrees with the counter-proposal. 	<p>ACEPTADA CONTRAPROPUESTA/ NEW PROPOSAL ACCEPTED BY COCESNA</p>
Fechas/Dates	<p>Publica/publish: 10 octubre 2019 /10 October 2019</p> <p>Efectiva/effective: 05 diciembre 2019 /05 December 2019</p>	

CS 5 -26	Propuesta/Proposal	
Panamá COCESNA Colombia	<p>Suprimir ruta UR505 desde SAN ADRES (SPP) hasta ARLEN. Crear ruta RNAV directo desde SAN ANDRES (SPP) hasta MANAGUA (MGA) mejorando su trayectoria. NICARAGUA creará una SID para el flujo de salida de MANAGUA/EL SALVADOR.</p> <p>Delete UR505 from SAN ANDRES (SPP) to ARLEN. Add RNAV route from SAN ANDRES (SPP) up to MANAGUA (MGA) improving trajectory. Nicaragua will add a SID for flow MANAGUA / EL SALVADOR</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • COCESNA vía teleconferencia, acepta propuesta y propondrá a Nicaragua que la inferior también se convierta en RNAV. • COCESNA y Panamá de acuerdo en nueva ruta RNAV del espacio aéreo superior sea directa en entre SPP y MGA • Via teleconference COCESNA agrees with the proposal and will suggest Nicaragua that the lower also become RNAV. • COCESNA and Panama agree with new RNAV route in the upper airspace be direct between SPP and MGA. 	ACEPTADA/ ACCEPTED
Fechas/Dates	<p>Publica/publish: 10 octubre 2019 /10 October 2019 Efectiva/effective: 05 diciembre 2019 /05 December 2019</p>	

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CS 5 -27	Propuesta/Proposal	
Panamá COCESNA	<p>Anterior 4-81 Propuesta original Modificada Suprimir UB690 desde SAN ANDRES (SPP) hasta el COCO (TIO). Crear nueva ruta RNAV desde SAN ANDRES (SPP) hasta el COCO (TIO) manteniendo trayectoria, pero UNIDIRECCIONAL sentido EL LIMON (LIO) hacia SAN ANDRES (SPP).</p> <p>Previous 4-81 Original proposal modified Delete UB690 from SAN ANDRES (SPP) to COCO (TIO). Add RNAV route from SAN ANDRES (SPP) to COCO (TIO) keeping UNIDIRECTIONAL trajectory from LIMON (LIO) to SAN ANDRES (SPP)</p>	
Análisis/Acueros Analysis / Agreements	<ul style="list-style-type: none"> • Panamá y COCESNA de acuerdo en suprimir UB690 y crear nueva ruta RNAV con la misma trayectoria y bidireccional • Panama and COCESNA agree to delete UB690 and create a new RNAV route on the same trajectory bidirectional 	ACEPTADA/ ACCEPTED
Fechas/Dates	<p>Publica/publish: 10 octubre 2019 /10 October 2019 Efectiva/effective: 05 diciembre 2019 /05 December 2019</p>	

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CS 5 -28	Propuesta/Proposal	
Panamá COCESNA	<p>Anterior 4-67 Suprimir UA317 desde MANAGUA (MGA) hasta TABOGA (TBG). Extender a ruta UP790 desde TABOGA (TBG) hasta MANAGUA (MGA).</p> <p>Previous 4-67 Delete UA317 from MANAGUA (MGA) to TABOGA (TBG). Extend UP790 from TABOGA (TBG) up to MANAGUA (MGA)</p>	
Análisis/Acueros Analysis / Agreements	<ul style="list-style-type: none"> • Panamá no acepta • COCESNA no acepta • Panama rejects proposal • COCESNA rejects the proposal 	No ACEPTADA/ NOT ACCEPTED
Fechas/Dates		

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CS 5 -29	Propuesta/Proposal	
Panamá COCESNA	<p>Suprimir la ruta UG440 tramo LIBERIA (LIB) hasta TABOGA (TBG) Crear ruta RNAV desde TABOGA (TBG) hasta LIBERIA (LIB).</p> <p>Delete UG440 from LIBERIA (LIB) to TABOGA (TBG). Add RNAV route from TABOGA (TBG) to LIBERIA (LIB).</p>	
Análisis/Acueros Analysis / Agreements	<ul style="list-style-type: none"> • Panamá no acepta • COCESNA no acepta • Panama rejects proposal • COCESNA rejects the proposal 	NO ACEPTADA/ NOT ACCEPTED
Fechas/Dates		

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CS 5 -30	Propuesta/Proposal	
Panamá COCESNA	<p>Anterior 4-69 Suprimir UA502 desde TABOGA (TBG) hasta COTOS. Si es necesario Panamá creará una ruta doméstica.</p> <p>Previous 4-69 Delete UA502 from TABOGA (TBG) to COTOS. If necessary Panama will add a domestic route.</p>	
Análisis/Acueros Analysis / Agreements	<ul style="list-style-type: none"> • Panamá no acepta • COCESNA no acepta • Panama rejects proposal COCESNA rejects the proposal 	NO ACEPTADA/ NOT ACCEPTED
Fechas/Dates		

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CS 5-31	Propuesta:	
COCESNA Ecuador	<p>Anterior 4-41 Suprimir UZ30 desde DORLA hasta GUAYAQUIL (GYV). Extender UL207 desde DORLA hasta GUAYAQUIL (GYV) manteniendo la misma trayectoria.</p> <p>Previous 4-41 Delete UZ30 from DORLA to GUAYAQUIL (GYV). Extend UL207 from DORLA to GUAYAQUIL (GYV) keeping same trajectory</p>	
Análisis/Acuerdos	<ul style="list-style-type: none"> • Ecuador acepta la propuesta. • COCESNA acepta la propuesta. • Ecuador agrees with the proposal • COCESNA agrees with the proposal 	ACEPTADA/ ACCEPTED
Fechas/Dates	<p>Publica/publish: 05 diciembre 2019 /05 December 2019 Efectiva/effective: 30 enero 2020 /30 January 2020</p>	

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CS 5-32	Propuesta:	
COCESNA Ecuador Perú	<p>Crear ruta RNAV desde ALSAL hasta ARNEL conectando a CENAMER con LIMA en vuelo más directo. Propuesta por CENAMER. COCESNA coordinará con MEXICO para extender hasta IZTEPEQ (IZT).</p> <p>Create RNAV route from ALSAL to ARNEL connecting CENAMER with LIMA in more direct flight. Proposed by CENAMER. COCESNA coordinates with MEXICO to extend to IZTEPEQ (IZT).</p>	
Análisis/Acuerdos	<ul style="list-style-type: none"> • Ecuador acepta la propuesta. • COCESNA acepta la propuesta. • COCESNA remitirá coordenadas de nuevo LIM FIR • Ecuador agrees with the proposal • COCESNA agrees with the proposal • COCESNA will send the new LIM FIR coordinates 	ACEPTADA/ ACCEPTED
Fechas/Dates	<p>Publica/publish: 05 diciembre 2019 /05 December 2019 Efectiva/effective: 30 enero 2020 /30 January 2020</p>	

NEW CS 5 -33	Propuesta/Proposal	
Puerto Rico / Venezuela	Eliminar G432, implantar RNAV Delete G432, implement new RNAV.	
Análisis/Acuerdos Analysis / Agreements	<p>Venezuela y San Juan acuerdan utilizar la N779 ya que es una extensión de la ya existente ruta RNAV (UN779) en el espacio aéreo de Maiquetía. La ruta RNAV 10 en el espacio aéreo de San Juan será:</p> <p>ARMUR, PR FIX (lat. 15°32'36.00"N., long. 066°38'06.00"W.) CRSTL, PR FIX (lat. 16°17'55.31"N., long. 066°34'41.23"W.) ALASK, PR WP (lat. 16°50'12.92"N., long. 066°32'15.09"W.) JOSHE, PR WP (lat. 18°14'32.52"N., long. 066°30'03.54"W.)</p> <p>Venezuela and San Juan agreed to use N779 since this is an extension of an existing RNAV route (UN779) in Maiquetia's airspace. The RNAV 10 route in San Juan's airspace will be:</p> <p>ARMUR, PR FIX (lat. 15°32'36.00"N., long. 066°38'06.00"W.) CRSTL, PR FIX (lat. 16°17'55.31"N., long. 066°34'41.23"W.) ALASK, PR WP (lat. 16°50'12.92"N., long. 066°32'15.09"W.) JOSHE, PR WP (lat. 18°14'32.52"N., long. 066°30'03.54"W.)</p> <p>•</p>	ACEPTADA/ ACCEPTED
Fechas/Dates	Efectiva/effective: 05 diciembre 2019 /05 December 2019	

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<p>NEW CS 5 -34</p>	<p>Propuesta/Proposal</p>	
<p>Puerto Rico Venezuela</p>	<p>Eliminar A300 y reemplazarla con una nueva ruta RNAV 10 que conecte SVZM con KIKER Eliminate A300 and replace with new RNAV 10 route that connects SVZM with KIKER</p>	
<p>Análisis/Acuerdos Analysis / Agreements</p>	<p>Puerto Rico y Venezuela acordaron utilizar M423 ya que es una extensión de la ya existente ruta RNAV (UM423) del espacio aéreo de Maiquetía. La nueva ruta RNAV 10 será: LENNT, OA WP (lat. 21°16'01.83"N., long. 067°07'56.13"W.) PLING, WP (lat. 19°59'31.82"N., long. 066°47'52.57"W.) RAYAS, OA FIX (lat. 15°41'16.30"N., long. 065°29'18.84"W.) KIKER, OA WP (lat. 15°05'54.14"N., long. 065°17'41.45"W.)</p> <p>Puerto Rico and Venezuela agreed to use M423 because it is an extension of an existing RNAV route (UM423) which already exists in Maiquetia’s airspace. The new RNAV 10 route will be: LENNT, OA WP (lat. 21°16'01.83"N., long. 067°07'56.13"W.) PLING, WP (lat. 19°59'31.82"N., long. 066°47'52.57"W.) RAYAS, OA FIX (lat. 15°41'16.30"N., long. 065°29'18.84"W.) KIKER, OA WP (lat. 15°05'54.14"N., long. 065°17'41.45"W.)</p>	<p>ACEPTADA/ ACCEPTED</p>
<p>Fechas/Dates</p>	<p>Efectiva/effective: 05 diciembre 2019 /05 December 2019</p>	

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NEW CS 5 -35	Propuesta/Proposal	
/Jamaica/ Colombia/Brasil	<p>Jamaica propone realinear UL417 desde IROTI – LIM FIR – BEMOL, además convertir unidireccional norte.</p> <p>Jamaica proposes realign UL417 from IROTI – LIM FIR – BEMOL, and make it northbound traffic only</p>	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Colombia acepta propuesta de Jamaica. • Se mantiene trayectoria UL417 segmentos IROTI – RCO- PUPSI. • Colombia y Brasil concuerdan en hacerla unidireccional norte de VOR RCO a IROTI, de VOR RCO al sur se mantiene bidireccional. • Jamaica de acuerdo. Colombia/Jamaica acordaran punto XXXXX LIM FIR. • Colombia agrees with proposal of Jamaica. • Trajectory UL417 segments IROTI – RCO – PUPSI; no changes. • Colombia and Brazil agreed to make unidirectional north bound from VOR RCO to IROTI, from VOR RCO to the south remains bidirectional. • Jamaica agrees. Colombia/Jamaica will agree waypoint XXXXX LIM FIR. 	ACEPTADA/ ACCEPTED
Fechas/Dates	<p>Publica/publish: 23 abril 2020/23 April 2020</p> <p>Efectiva/effective: 18 junio 2020/18 June 2020</p>	

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NEW CS 5 -36	Propuesta/Proposal	
/Jamaica/ Colombia/Brasil	Kingston propone realinear y convertir UA301 desde NEFTU en RNAV 5 para facilitar el tráfico hacia el sur solamente: NEFTU EMABU BAQ Kingston proposes realign and convert UA301 from NEFTU into RNAV 5 to facilitate southbound traffic only: NEFTU EMABU BAQ	
Análisis/Acuerdos Analysis / Agreements	<ul style="list-style-type: none"> • Jamaica y Colombia acuerdan realinear y extender ruta UL542 RNAV EMABU-LIM FIR- VOR BAQ-DAGAN y continua misma actual trayectoria UL542 sentido sur hasta VOR RCO. • Colombia, Jamaica y Brasil acuerdan que UL542 realineada será unidireccional rumbo sur EMABU - VOR RCO • Oficial ATM NACC informa; Cuba acepta. • Jamaica and Colombia agree realigning and extending route UL542 RNAV EMABU-LIM FIR-VOR BAQ-DAGAN and to continue current trajectory UL542 south course until VOR RCO. • Colombia, Jamaica and Brazil agree UL542 be realigned unidirectional south course EMABU – VOR RCO. • Official ATN NACC reports; Cuba agrees. 	ACEPTADA/ ACCEPTED
Fechas/Dates	Publica/publish: 23 abril 2020/23 April 2020 Efectiva/effective: 18 junio 2020/18 June 2020	

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Agenda Item 3: Other business

3.1 Under this agenda item, the Meeting reviewed the following paper:

- IP/02 - *GANP – Doc 9750, sixth edition, and development of performance indicators* (presented by the Secretariat).

3.2 It was noted that the ICAO GANP (sixth edition) website was open to users and should be broadly publicised by States. The website contained a catalogue of performance goals, and presented an initial set of indicators (and their respective metrics) for each of the eleven performance areas (KPA's). Visit the link:

<https://www4.icao.int/ganportal/ASBU/PerformanceObjective>

3.3 These performance indicators were still being enhanced in terms of their description and practical use. However, it was noted that the SIMS (Safety Information Monitoring System) initiative, shown in the ICAO website (<https://portal.icao.int>), was already monitoring vertical performance at several airports of the Region, focusing on continuous descent operations (CDOs) and missed approaches captured through ADS-B.

3.4 It was noted that Project RLA/06/901 had scheduled a “Workshop on the identification and implementation of performance indicators for air navigation systems in the SAM Region”, at the Regional Office on 5-9 August 2019. The workshop would be facilitated by an expert from ICAO Headquarters in Montreal.

Letters of operational agreement

3.5 Argentina informed that will arrange with the concerned ACC the resulting operational letters of agreement (LOA ATS) updates from the optimization of airspace, anticipating the subscription before the dates of publication of AIP amendment.

3.6 In the same sense, States agreed to manage advance review of their LOA ATS, so they are in force on the effective date of implementation of the agreed routes.

3.7 Colombia and Peru subscribed during the Workshop/meeting an updating to the operational agreement between Bogota ACC and Lima ACC including the use of AIDC as means for coordination primary ATS.