



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.	
Reference	
<ul style="list-style-type: none">• Reports of the workshops/meetings of the SAM Implementation Group (SAM/IG).	
ICAO strategic objectives:	<i>A - Safety</i> <i>B – Air navigation capacity and efficiency</i> <i>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
(Updated at SAM/IG/23, May 2019)

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
1. Implementation of performance-based navigation (PBN) in the SAM Region							
1-1	<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>	<p>Determination of the selected air spaces to be optimized with the implementation of PBN</p>	<p>Indicate the selected airspace for redesign or optimisation</p> <p>Report updates</p>	SAM/IG/25	STATES	RO/ATM	VALID


No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
1-2	<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
1-3	<p>Conclusion SAM/IG/22-01: Study Group and Implementation of the SAM Air Space (GEPEA)</p> <p>The Study Group and Implementation of the SAM Air Space (GESEA) be constituted, in accordance with the Terms of Reference approved by the SAM/IG Meeting.</p>	<p>cover the topics related to the Design of Procedures that are mostly treated in the PANSOPS workshops;</p> <p>facilitate more in-depth work on specific and complex issues;</p> <p>provide the best conditions for work outside the meetings, via teleconference; and</p> <p>stimulate the participation of new professionals in the work carried out in the Planning of the SAM Air Space, as well as in the activities related to the PANS OPS.</p>	GESEA constitution	SAM/IG/23	STATES	RO/ATM	VALID
<p>2. Contingency plans and air space efficiency</p>							

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
2-1	<p>Conclusion SAM/IG/23-04: Procedure to be applied in case of radioactive clouds or accidental release of radioactive material</p> <p>That the civil aviation authority and/or ATS authorities, in coordination with meteorological authorities and/or meteorological watch offices, implement procedures related to the production of SIGMETs in order to:</p> <ul style="list-style-type: none"> a) Ensure that their ATS/MET cooperation agreements include the exchange of information on radioactive material in messages exchanged between ATS and MET units; b) Foresee training for ATS staff on procedures related to receiving information from the London VAAC concerning radioactive material; c) Coordinate the inclusion of the accidental release of radioactive material or the presence of radioactive clouds in their contingency plans. 						
3. Standards and procedures for performance-based navigation operations approval							
3-1	<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>	<p>Complete the implementation of the Database on aircraft and operator PBN capacity; and circulate a letter to States requesting to complete the data.</p>	<ul style="list-style-type: none"> a) Web-based application b) Updated database 	SAM/IG/24	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>



No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
4. ATFM implementation							
4-1	<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> <p>SAM/IG/23 Panama acted as observer in the CANSO’ teleconference and has begun coordination to receive training and participate actively in same. Colombia participates in CADENA as member.</p>

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
4-2	<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>	SAM/IG/25	STATES	RO/ATM	VALID
4-3	<p>Conclusion SAM/IG/22-02: Support in the implementation of the intraregional and interregional ATFM</p> <p>That, The States enhance their efforts to:</p> <p>a) promote or optimize the implementation of the ATFM units in the assigned ACCs and that a study of procedures and tests be initiated to join the functions of their units with those of other adjacent States of the SAM Region, and, if such were the case, of the CAR Region; and</p> <p>b) render administrative resources that will facilitate the ATFM functions, including basic and recurrent instruction for operational and supervision personnel.</p>	<p>With the purpose of strengthening the provision of ATFM services and establishing the basis for a multinodal model and/or combined with a centralized function, the benefits of ATFM services should be extended to intraregional and interregional levels.</p>	<p>Support to ATFM</p>	SAM/IG/25	STATES	RO/ATM	<p>VALID</p> <p>In February 2019 Paraguay complied with b)</p>

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
4-4 	<p>Conclusion SAM/IG/23-01: Implementation of ATFM measures in accordance with Doc 9971, and coordination in case of ATS contingencies</p> <p>That, SAM States prioritise the provision of the following for their ATS and ATFM services:</p> <ul style="list-style-type: none"> a) Strengthen the functions of the flow management positions (FMPs) or units (FMUs), providing them with the prerogatives for coordinating and supporting ATS services; b) Define the profile and skills of the ATFM staff, and provide programmes for initial and recurrent training for the Staff; c) Mandate that ATFM measures are strictly based on the Doc. 9971 to face situations generating capacity/demand imbalance, especially in cases of ATS capacity degradation caused by unforeseen events; d) Establish instructions and supervision H24, ensuring that ATFM measures has the less impact for international flights, and all ATFM measures are agreed with adjacent ATFM or ACC dependencies; e) Mandate the correct application of the ATFM process, from the ATM planning phase to the phase of operations analysis and performance control; and f) Exclude the use of NOTAM of Flow Control to deal with situations of demand/capacity unbalance, with the only exception of the initial response that an ACC may require in the first 12 hours of ATS contingency. 	<p>To meet the provisions of ICAO Doc 9971 and the SARPs contained in Annex 11</p>	<p>Support to ATFM and ATC</p>	<p>SAM/IG/25</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
5. Operational implementation of new ATM automated systems and integration of the existing systems							
5-1	<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>	Provision of facilities for the staff in charge of the operational implementation of AIDC by the aeronautical authorities of the States	Facilities for the staff in charge of the operational implementation of the AIDC implemented	SAM/IG/28	States	ICAO Secretariat	<p>VALID</p> <p>The lack of support by aeronautical authorities to AIDC focal points in the implementation process is still evident.</p>
5-2	<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>	Designation of ADS B focal points	ADS B focal points designated	SAM/IG/24	States	RO/CNS	<p>VALID</p> <p>To date, the following States have designated focal points: Argentina, Bolivia, Brazil, Chile, Colombia, Uruguay Venezuela; Ecuador and Perú</p>
5-3	<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</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>	SAM/IG/26	States	RO/CNS y RO/ATM	<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
	<p>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>						
5-4	<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> <p>a) operate AIDC for a period of time to obtain the skills required for use thereof;</p> <p>b) monitor AIDC operation, recording errors made during the reporting, coordination and transfer stages;</p> <p>c) conduct statistical measurements based on the results of b), in order to identify the most frequent errors;</p> <p>d) based on the results of c), take the necessary action to mitigate errors; and</p> <p>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.</p>	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>
5-5	<p>Conclusion SAM/IG/22-03: Interoperability Task Force (GT Interop)</p> <p>That, to create an Interoperability Task Force</p>	With the main objective of guarantee the interoperability	Creation of GT interop	SAM/IG/23	SAM Region States	ICAO SAM Office	VALID

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
	(GT Interop) to address the issue in the SAM Region, providing States with guidance on the processes for interconnecting systems already implemented or to be acquired.	among the automated systems used by the areas of AIM, MET, ATM, ATFM, and CNS.					
5-6	<p>CONCLUSIÓN SAM/IG/23-02: Estandarización de la sintaxis y formato de los mensajes ACK y REJ para FPL</p> <p> That: The States, through their AIM and CNS Focal Points, form a sub-working group within the INTEROP WG to:</p> <ul style="list-style-type: none"> a) Study the existing formats of ACK and REJ messages of FPL used by the States, evaluating the advantages and disadvantages of each, and the compatibility with user systems (airlines). b) Propose a regional and interregional standard to establish a unique and optimal ACK and REJ message format for FPLs. 	To promote the standardization of the syntax of ACK and REJ messages in order to prevent incompatibility in the future	SAM Standardization Regional Guide	SAM/IG/26	SAM Region States	ICAO SAM Office	VALID
5-7	<p>CONCLUSION: SAM/IG/23-03: Adaptation of AMHS terminals of aeronautical meteorology users</p> <p> That, pursuant to the standard requiring the implementation of the exchange of OPMET messages in IWXXM GML format by 5 November, States should:</p> <ul style="list-style-type: none"> a. Adjust AMHS terminals of aeronautical meteorology users so that they may transmit and receive OPMET messages in IWXXM GML format 	To meet the provisions of amendment 78 to ICAO Annex 3	Perform the tests and submit results	SAM/IG/26	SAM Region States	ICAO SAM Office	VALID

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
	b. Implement the necessary AMHS interconnections in order to facilitate the transmission and reception of OPMET messages in IWXXM GML format c. States in a position to do so should conduct OPMET message exchange trials in IWXXM GML format						
6. 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)							
6-1	<p>Conclusion SAM/IG/13-1: Alignment of the national air navigation plans with the ICAO Global Air Navigation Plan (GANP) and SAM Performance-Based Air Navigation Implementation Plan (PBIP)</p> <p>That SAM States amend their national air navigation plans, with the aim of aligning them with the new ICAO Global Air Navigation Plan (GANP, 4th Edition) and SAM Performance-Based Air Navigation Implementation Plan (PBIP) approved at the thirteenth meeting of Civil Aviation Authorities of the SAM Region (RAAC/13), and present any progress made in October 2014, at the SAM/IG/14 meeting.</p>	<p>Amend the air navigation national plans to have them aligned with the new ICAO Global Air Navigation Plan.</p>	<p>National air navigation plans aligned with ASBU</p>	SAM/IG/24	SAM States	ICAO SAM Office	<p>VALID</p> <p>Bolivia, Brazil, Chile, Colombia, France and Venezuela have reported the completion of its national plans aligned with the ASBU.</p> <p>The PNAI of Chile is presented as reference document of the SAM/IG/21 meeting</p> <p>SAM/IG/23 analyzed the tasks to develop Vol III of e-ANP</p>
6-2	<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>Designate focal points</p>	<p>Focal point</p>	01/08/2014	States	RO/ATM	<p>VALID</p> <p>The Secretariat sent letter SA280 on 12 June 2014.</p> <p>SAM/IG/23: the meeting was informed on the need to update focal points and</p>

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
	a) The ICAQ SAM Regional Office will send a State letter in early June 2014, requesting the nomination of a national focal point; and 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.						specialist (ATM-CNS-MET-AIM-AGA/AOP) for drafting Vol III of Regional e-ANP. The Secretariat will send a State letter on this regard.

APPENDIX B

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

(Updated at SAM/IG/23, May 2019)

Note: Conclusion SAM/IG/14-13 already implemented, has been remove

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	YES	YES	YES	YES	O/G	YES	NO	O/G	O/G	O/G	O/G	O/G	YES	<p>Peru foresees completion in 2019. PNNA will be presented SAM/IG/24</p> <p>Paraguay foresees completion in December 2018</p> <p>Suriname is drafting its first N-ANP</p> <p>Uruguay is preparing the first draft of its National Plan</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) Bolivia presented its N-ANP in the SAM/IG/23</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</p>	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	<p>Information from Guyana and Panama still pending.</p> <p>SAM/IG/23: the meeting was informed on the need to update</p>

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES/ REMARKS
<p>the drafting of the new regional electronic air navigation plan (e-ANP):</p> <p>a) The ICAO SAM Regional Office will send a State letter in early June 2014, requesting the nomination of a national focal point; and</p> <p>b) SAM States will officially inform by 1 August 2014 the name of the designated focal point, and provide a brief resumé, telephone number and electronic mail of the incumbent.</p>															<p>focal points and specialist (ATM-CNS-MET-AIM-AGA/AOP) for drafting Vol III of Regional e-ANP. The Secretariat will send a State letter on this regard.</p> <p>Compliance after SAM/IG/23 is considered pending by States</p>
<p>Conclusion SAM/IG/13-9 - IATA safety event indicators for SAM States</p> <p>Encourage States to develop, jointly with operators, Secretariat and other ATM community stakeholders deemed relevant, the methodology allowing the use of the data on safety events and indicators registered by airlines through IATA, in order to identify and mitigate any potential risk to operations, setting goals, priority areas and action plan.</p>	YES	O/G	YES	YES		YES	YES		NO	NO	O/G	NO	O/G	YES	<p>Bolivia: First contact made with IATA</p> <p>SAM/IG/23. IATA provided data with FDX tool. Person in contact is Mr. Julio Pereira. From this meeting Colombia will contact M. Pereira to access the information on safety events and indicators registered by airlines through IATA. Paraguay expressed interest.</p>
<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>		O/G							YES				O/G		<p>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.</p>

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES/ REMARKS
Conclusion SAM/IG/14-17 - Updating of FASID Table CNS4 That SAM States send to the Secretariat at the ICAO SAM Office the updated FASID Table CNS4 by 15 December 2014.	YES	YES	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
Conclusion SAM IG/14-18 - Exception in the insertion of alternate aerodromes That: a) Airlines operating to the United States that will apply exceptions to the insertion of the alternate aerodrome, insert “ZZZZ” in box 16 of the FPL and specify ALTN//NIL in box18. b) States include such procedures in the respective AIPs.	b) YES	b) NO	YES	b)NO	b)O/G	b)O/G	b)O/G	b)O/G	b)N/A	b)O/G	b) YES	b)O/G	b)O/G	b)NO	The recommendation of the NAM/CAR/SAM AIDC/4 meeting of April 2018 also promotes the implementation of the exception. SRVSOP LAR 121.2585 and ICAO Annex 6 provide for the exception when filling the ALTN DEST Bolivia will not apply LAR 121.2585. ICAO will be notified through correct channels. Argentina is publishing the application in its AIP, as reported at the SAMIG/21. SAMIG/23 informed; Panama does not apply the procedure.

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES/ REMARKS
<p>Conclusion SAM/IG/15-08: Provision of facilities for the staff in charge of the operational implementation of the AIDC by the aeronautical authorities of the States</p> <p>That the Aeronautical Authorities of the SAM Region States involved in the implementation of the AIDC systems interconnection, in order to comply with the requirements of the Bogota Declaration in this regard, provide the necessary facilities for the staff designated for the implementation of this activity, especially the focal points, could carry out the work within the time specified in the schedules of activities listed in Appendix C of this agenda item.</p>	O/G	N/A	YES	O/G	YES	YES	N/A	N/A	YES	O/G	YES	N/A	YES	YES	VALID
<p>Conclusion SAM/IG/16-01: Model amendment to the letter of operational agreement on AIDC between two centres</p> <p>That SAM States, when implementing AIDC between adjacent ATS units, make the corresponding amendments to the letters of operational agreement using as a model the amendment to the letter of operational agreement between the Lima ACC and the Guayaquil ACC for the operation of AIDC, shown in Appendix A to this agenda item.</p>	O/G	NA	O/G	O/G	YES	YES	O/G	NA	YES	O/G	YES	NA	O/G	O/G	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. Panama and Colombia are making arrangements to sign an agreement.
<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		YES			O/G	O/G	YES		O/G	YES	*See information in PANS-OPS workshop States to report on implementation of conclusions at SAM/IG/19 The objectives of the conclusion are being met. Follow-up being conducted in SAM/IG/19 table. Table was updated at SAMIG/21.

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES/ REMARKS
															Colombia proposes the conclusion be assumed by tasks of GESEA SG2.
Conclusion SAM/IG/18/03: Designation of ADS B focal points That, in order to coordinate regional ADS B planning and implementation activities in the SAM Region, the States designate focal points and send the information to the ICAO South American Office no later than 30 December 2016.	YES	YES	YES	YES	YES	YES	NO	NO	YES	YES	YES	NO	YES	YES	
Conclusion SAMIG/19-02: Implementation of procedures to mitigate duplication/multiplicity of scheduled commercial flight plans In order to implement procedures to mitigate the duplication/multiplicity of scheduled commercial flight plans, States: a) should establish AFTN address XXXXZPZX, corresponding to ARO/AIS Offices, as the only address for receiving flight plans. b) could use as a reference the AIC model developed by Peru, shown in Appendix G to this agenda item, when filing the flight plan directly to the ACC FDP.	a) O/G b) O/G	NO	a) O/G b) O/G	a) O/G b) O/G	a) O/G b) O/G	a) YES b) O/G	NO	NO	a) YES b) O/G	a) O/G b) O/G	a) YES b) YES	NO	a) O/G b) NO	a) YES b) O/G	SAMIG/23 informed: Panama has established a single address, and is deploying trials with COPA. Ecuador delegates responsibility of FLP presentation to air operators. Venezuela is working with the single address SVMIZPZX Bolivia is under the automation process and do not generate duplicity/multiplicity of flight plans
Conclusion SAM/IG/21-01: Regional and interregional harmonised PBN implementation goals 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.		O/G		O/G		O/G			O/G	O/G	O/G		O/G	YES	Bolivia: implementation foreseen by June 2020 Peru: In 2018 eight (8) key performance indicators (KPI) has been implemented and applied to ATFM and A-CDM. It is foreseen to extend those indicators to PBN in 2019. Venezuela inserted indicators

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES/ REMARKS
<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>		YES		YES		YES				O/G	O/G		YES	YES	<p>Bolivia cannot implemented 40nm separation minima with its current communications system. Improvement to the VHF network foreseen for 2019.</p> <p>Peru foreseen the implementation of 20NM with Amazonico ACC in 2019.</p> <p>Ecuador will fix date on ATSRO/10 meeting, for testing with Peru in VAKUD 20NM</p> <p>Colombia: during ATSRO/10 meeting (Bogota) will analyse the implementation of 20NM separation.</p>

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES/ REMARKS
<p>Conclusion SAM/IG/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. 	NA	NA					NA	NA		NA		NA	NA	O/G	<p>Brazil, Chile, Colombia, Ecuador, Panama and Peru have activities to sign operational letters of agreement</p> <p>SAM/IG/23: Venezuela has foreseen tests for August or September 2019 and for October 2019 to subscribe an agreement at least with Colombia</p>