



## ICAO SOUTH AMERICAN REGIONAL OFFICE

### MNEMONIC RECORD

<b>Sixth Meeting of Air Navigation Directors</b>	
<p><b>Regional strategy for the implementation of the national air navigation plans of the States based on the CAR/SAM Regional Air Navigation Plan, the SAM Air Navigation Plan based on Performance (SAM-PBIP) and the GANP</b></p>	<p>Strategy designed to support the States of the SAM Region in the implementation of their national air navigation plans based on the CAR/ SAM Regional Air Navigation Plan, the SAM Air Navigation Plan based on Performance (SAM-PBIP) and the GANP. The strategy designed aims to achieve improvements in the provision of air navigation services based on the ASBU: <i>Aviation System Block Upgrade</i>, the implementation of the ASBU BBB (Basic Building Blocks), and on the following objectives delineated in the SAM-PBIP:</p> <ul style="list-style-type: none"> <li>✓ improvement in the implementation of PBN; in the route segments, arrivals/departures and approach;</li> <li>✓ improvement in the implementation of the ATFM;</li> <li>✓ decrease of duplicate 5LNC point codes;</li> <li>✓ improvement in the management of regional route designators;</li> <li>✓ improvement in the minimum longitudinal separation of aircraft, in continental space</li> <li>✓ implementation of the A-CDM;</li> <li>✓ LHD events decrease;</li> <li>✓ consolidation of AMHS interconnections; and</li> <li>✓ automation of flight plan management;</li> <li>✓ acceleration of the implementation of the AIS Transition Roadmap to the AIM;</li> <li>✓ Improvements in the implementation of MET requirements (staff competencies, QMS/MET, weather warnings, etc);</li> <li>✓ Improvements in automation ATS systems and communication and surveillance systems</li> </ul>
<p><b>Activities carried out by the SAM Region related to this strategy and the improvement of air navigation</b></p>	<ul style="list-style-type: none"> <li>✓ The Civil Aviation Authorities of South America, at its Thirteenth Meeting (RAAC/13) held in Bogotá, Colombia, from 4 to 6 December 2013, declared their commitment to achieve, among others, the following goals for the Air Navigation area, until 2016: <ul style="list-style-type: none"> <li>➤ <b>Performance-based navigation (PBN) terminal</b> Compliance with the goals established in resolution A37-11 of the ICAO Assembly in relation to vertical guidance (APV) procedures, 90% of IFR thresholds implanted in international airports</li> <li>➤ <b>PBN en route</b> 71% of Regional SAM RNAV-5 routes implemented.</li> <li>➤ <b>TMA Airspace</b> 63% of international aerodromes with standardized instrument output PBN and 47% with normalized PBN instrument arrival.</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>➤ <b>CDO</b> 40% of international aerodromes/terminal control areas (TMA) with continuous descent operation (CDO).</li> <li>➤ <b>CCO</b> 40% of international aerodromes/TMAs with continuous climb operation (CCO).</li> <li>➤ <b>ATFM</b> 100% of area control centers (ACCs) providing the service of air traffic flow management (ATFM) through positions FMP or units FMU.</li> <li>➤ <b>AIM</b> 100% of required elements (roadmap Aeronautical Information Services (AIS) to the Aeronautical Information Management (AIM)) of PHASE I.</li> <li>➤ <b>AMHS interconnection</b> 100% of interconnections of the ATS Message Treatment System (AMHS) at the regional level, implemented.</li> <li>➤ <b>Interconnection of automated systems (exchange of data communications between ATS facilities (AIDC))</b> 100% interconnections of automated systems</li> <li>➤ <b>Implementation of national IP networks</b> 80% of the States with implementation of national IP communications networks.</li> </ul> <p>✓ The SAM Region, through the Meetings of the SAM Implementation Group (SAMIG), the MET, AIM and AGA meetings, carries out implementations that are objects of the goals of the Declaration of Bogotá, as well as the requirements included in the amendments to ICAO Annexes related to Air Navigation (Annex 2, 3, 4, 10, 11, 12, 14 and 15).</p> <p>✓ Additionally, the SAM region works with the States to prepare and update their National Air Navigation Plans, applying the ASBU methodology to align them to the CAR/SAM e-ANP and to the GANP.</p>
<p><b>Current situation of the SAM Region in air navigation management</b></p>	<p>The SAM Region is currently working with the forums of the different Navigation areas to implement improvements in the provision of air navigation services in the context of the GANP and of the SAM-PBIP.</p>
<p><b>Objective of the meeting</b></p>	<p>During the Sixth Meeting of Air Navigation Directors, guidance will be provided for the SAM States to prepare their National Navigation Plans and alienate them to the CAR/SAM e-ANP and to the GANP. Likewise, the implementations in the air navigation area will be reviewed in the context of the SAM-PBIP.</p>
<p><b>Nature of the event</b></p>	<p>The Meeting has a character of revision and orientation regarding the planning and implementation of the national air navigation plans of the States.</p>
<p><b>Competences that the event will generate</b></p>	<p>Acquisition of knowledge and tools that will allow the personnel in charge of the safety management of the States, to continue the planning and implementation of their national air navigation plans.</p>

<p><b>Participants' profile</b></p>	<ul style="list-style-type: none"> <li>✓ Air Navigation Directors</li> <li>✓ Staff in charge of the management of air navigation services</li> <li>✓ Authorities in charge of the Planning of Air Navigation Services</li> </ul>
<p><b>Next steps in the development of the strategy</b></p>	<p>Start of planning and implementation of the following goals by the SAM States:</p> <ul style="list-style-type: none"> <li>✓ Elaboration of the III Volume of the CAR/SAM eANP, based on version 2019 of the GANP.</li> <li>✓ Formulation and application of performance indicators for the implemented GANP elements.</li> <li>✓ Promoting the updating and implementation of National Air Navigation Plans.</li> <li>✓ Strengthening of the instrument flight procedure design service (IFPD) in the States.</li> <li>✓ Complete implementation of RNAV-5, on routes (regional and domestic) of the upper airspace.</li> <li>✓ Consolidation of the minimum separation of 40 NM between aircraft in continental space, and transition to the minimum separation of 20 NM.</li> <li>✓ Operational connection between ATFM nodes, and multimodal application of ATFM initiatives.</li> <li>✓ Implementation of the IWXXM and Space Meteorology</li> <li>✓ Improvements in the provision of meteorological warning messages</li> <li>✓ Implementation of Phase 2 of the Transition Roadmap from AIS to AIM</li> <li>✓ Implementation of the PANS-AIM.</li> <li>✓ Implementation of the certification of the international aerodromes reported in the ANP</li> <li>✓ Review, by States, of initiatives for the implementation of the Master Plans in international aerodromes. Review, by States, of initiatives for the implementation of Collaborative Decision Making at the airport level in selected aerodromes</li> </ul> <p>Note.- For planning purposes, the States will describe in their national air navigation plans, the methodology they will use to achieve the objectives described therein.</p>
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