

RAAC/17



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

**SEVENTEENTH MEETING OF CIVIL AVIATION
AUTHORITIES OF THE SAM REGION**

RAAC/17

REPORT OF THE ASYNCHRONOUS PHASE

(Virtual, from 16 February to 21 April 2023)

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HISTORY OF THE MEETING

ii-1 PLACE AND DURATION OF THE MEETING

In order to provide more space for bilateral or multilateral meetings among the various attendees, while allowing the Directors of Civil Aviation to conduct a strategic exercise and assess the course of regional aviation after the pandemic, aligned with the IWAF/4 Declaration and with a view to the future (2035), the Meeting has been divided into two phases:

- An asynchronous virtual phase held from February 16, 2023 to April 21, 2023.
- A face-to-face phase that took place from April 11 to 14, 2023 and was held at the facilities of the National Aeronautical and Space Museum of Chile.

ii-2 OPENING CEREMONY AND OTHER MATTERS

The asynchronous session is a phase of the Meeting in which States and Organizations will be able to review and comment on the different working papers proposed prior to the face-to-face Meeting. This will take place in a collaborative environment that allows for remote, transparent and flexible feedback. The Regional Office has prepared a virtual platform that allows the exchange and dialogue on the working papers, so that after the asynchronous phase, it will prepare a summary of these exchanges to be presented to the face-to-face phase of the RAAC17 in order to reach agreements.

The details to access and interact in the platform are included in information paper NI/04.

ii-3 WORKING LANGUAGES

The working languages of the Meeting and of its documentation were Spanish and English.

ii-4 AGENDA

The following agenda was adopted:

- | | |
|-----------------|--|
| Agenda Item 1A: | Current situation and regional priorities |
| Agenda Item 2A: | Follow up to conclusions adopted in previous RACC meetings |
| Agenda Item 3A: | Ratification of international air law treaties |
| Agenda Item 4A: | Initiatives for the Development and sustainability of air transport in the Region (Declaration to promote Connectivity through the Development and Sustainability of Air Transport in the Pan American Region – Vision 2020-2035 and goals of the A41) |
| Agenda Item 5A: | Other business |

ii-5 **ATTENDANCE**

The Virtual Phase Meeting was attended by 43 delegates from twelve States and one territory from the SAM Region, one State from the NAAC Region, as well as from International Organizations. The list of attendees appears on page iii-1.

ii-6 **LIST OF CONCLUSIONES (TO BE COMPLETED AT THE OF THE ASYNCHRONOUS PHASE)**

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RAAC17/02	APPROVAL OF THE CONTINUOUS IMPROVEMENT PROGRAMME TO STRENGTHEN CIVIL AVIATION SYSTEMS OF SAM STATES	1A-4
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LIST OF PARTICIPANTS**ARGENTINA**

1. Paola Tamburelli
2. Monica Scida

BOLIVIA

3. Wendy Mercado

BRASIL / BRAZIL

4. Jorge Avila
5. Marcela Braga Anselmi
6. Ricardo Cosendey

CHILE

7. Patricia de Andraca

ECUADOR

8. Bolivar Rosales

ESTADOS UNIDOS / UNITED STATES

9. Courtney Canales
10. Monica Ditzel

FRENCH GUIANA

11. Ravo Randria

GUYANA

12. Abraham Dorris

PANAMA

13. Carlos Von Seidlitz

PARAGUAY

14. Hugo Zalazar

PERÚ

15. Jorge Dupuich

SURINAME

16. Brian de Souza

URUGUAY

17. Gaetano Battagliese

VENEZUELA

18. Daniela Caraballo

ACILAC

19. Rafael Echevarne

BOEING

20. Alvimar Lucena

CANSO

21. Javier Vanegas

EASA

22. Alfonso Arroyo

IATA

23. Julio Pereira

IATA

24. Julio Pereira

IBAC

25. Kurt Edwards

OACI / ICAO

26. Fabio Rahnemay Rabbani
27. Oscar Quesada Carboni
28. Marcelo Ureña
29. Verónica Chávez
30. Pablo Lampariello
31. Jorge Armoa
32. Fabio Salvatierra
33. Fernando Hermoza
34. Roberto Sosa
35. Javier Puente
36. Francisco Almeida
37. Leonardo Boszczowski
38. Marla Weinstein
39. Rodrigo Ribeiro
40. Diego da Silva
41. Jorge Barrios
42. Jose Peña
43. Francisco Santiago

Agenda Item 1A: Current situation and regional priorities

1.1 Under this agenda item, the following working papers were presented:

- *WP/02 – Regional Air Transport Situation and Forecast – Connectivity and Competitiveness, Secretariat*
- *WP/03 – Strategic Planning Performance Measurement and evaluation mechanism in the SAM Region, Secretariat*
- *WP/04 – Follow up to the implementation of Safety improvements in the SAM States, Secretariat*
- *WP/05 – Follow-up to the implementation of capacity and efficiency improvements to Air Navigation in the SAM States, Secretariat*
- *WP/08 - Follow-up to the implementation of Aviation Environmental Sustainability of the SAM States, Secretariat*
- *WP/12 - Follow up to SAM Regional Projects, Secretariat*
- *WP/13 - Implementation of ICAO Doc 9082 Policies, Secretariat*
- *WP/15 - Green ATM Accreditation Programme – Operational Support Measures for Green Aviation, CANSO*
- *WP/20 - CANSO ATFM Data Exchange Network for The Americas (Cadena) Advancements*
- *WP/21 - Goals and policies of the United States related to sustainable aviation fuels, United States*
- *WP/22 - Development of guidance material for Key Performance Indicators (KPI) applicable to national air navigation plans, Argentina*
- *WP/27 - The opportunities of RAAC authorities for the effectiveness of the ICAO 2023-2025 business plan, Chile*
- *WP/28 - Implementation of PBN (performance based navigation) in Ecuador, its current status and the need to seek new strategies, Ecuador*
- *WP/29 – Implementation of PBCS to support air navigation services in oceanic and/or remote airspaces, Chile*
- *WP/31 - Evaluate technical document on cybersecurity for civil aviation, Chile*
- *WP/32 – Postulation of the Bolivarian Republic of Venezuela as the main communications center for the retransmission of messages from South America to Europe, Venezuela*
- *WP/33 - Chilean experience in relation to the anonymous flight safety reporting system (SARSEV), Chile*
- *WP/34 - Advances in the Regional and Global Evolution of Unmanned Aviation and the need to establish UAS/RPAS Organizations in the States to manage the implementation of these operations, Secretariat*
- *WP/36 – Evolving Travel Facilitation & Passenger Services in the Region, IATA*
- *WP/39 – Recognition of Equivalence, IATA*
- *WP/40 – Adoption of Space-Based ADS-B Technology Based on a Business Case Analysis, IATA*
- *WP/41 - Addressing the rise in Unruly & Disruptive Passenger Incidents On board Flights, IATA*
- *WP/43 - Charges for Airport and Air Navigation Services, IATA*
- *WP/44 – Airport Efficiency Program, IATA*
- *WP/45 – ATFM Strategy for SAM Region, IATA*
- *WP/46 – DCT Routing Strategy for SAM Region, IATA*
- *WP/47 – Follow-up on the implementation of environmental sustainability improvements in aviation in the SAM States, Venezuela*
- *WP/48 - Argentina's Experience with USOAP AMC Activities and Lessons Learned from the Process, Argentina*

- *WP/50 - Wildlife Risk Mitigation Strategies, IATA*
- *IP/03 - Approval of the CAR/SAM Regional Air Navigation Plan Vol. III Initial version, Secretariat*
- *IP/09 - Progress on the proposed improvement process for the update of ATS operational letters of agreement, Argentina*
- *IP/10 - Optimization of longitudinal separation for aircraft in continental airspace, Argentina*
- *IP/11 - Continued optimization of Chile's continental airspace, Chile*
- *IP/12 - Actions taken and planned by Chile to reduce emissions through airspace optimization, Chile*
- *IP/13 - Actions taken by the Chilean in the global campaign to improve NOTAMs, Chile*
- *IP/14 - SRVSOP-OACI trial certification process of the - Calama El Loa aerodrome year 2020-2022, Chile*

WP/02 – Regional Air Transport Situation and Forecast – Connectivity and Competitiveness, Secretariat

1.2 This working paper considered different aspects related to the situation and projection of air transport, connectivity and aviation growth in the SAM Region and also the importance for States to strengthen their cooperation with ICAO in the collection and submission of statistical data.

1.3 In addition, the working paper presented the benefits of air transport liberalization in the Region, as well as the possible actions that governments should take (through ICAO) to promote and support the strong recovery process observed in the SAM Region.

1.4 In this regard, the States noted the importance of ICAO's long-term vision for the liberalization of international air transport, which guarantees the principle of equality of opportunity for States.

1.5 Likewise, they stressed the challenge of seeking the best strategies in coordination with the industry for the recovery of air transport in order to make greater connectivity feasible and jointly prepare them for possible events that could again affect aviation.

1.6 Finally, Chile questioned some points of this working paper in terms of its content.

WP/03 – Strategic Planning Performance Measurement and evaluation mechanism in the SAM Region

1.7 The proposal of this working paper was well received by the States. During the asynchronous phase of the Meeting, the 8 States that commented on the working paper, intended to express their agreement with the content, and recognized the importance of having the means to measure the progress of strategic planning implementation.

1.8 To this end, the Meeting agreed on the following Conclusion:

CONCLUSION RAAC/17-01	MECHANISM FOR MEASURING AND EVALUATING THE PERFORMANCE OF STRATEGIC PLANNING IN THE SAM REGION	
What:	Expected Impact: <input type="checkbox"/> Political/Global	

<p>To instruct the Secretariat to prepare a Mechanism for measuring and evaluating the performance of strategic planning in the SAM Region, which includes objectives, goals and indicators for:</p> <p>a) Governance (including human resource management); b) Innovation; c) Competitiveness; d) Effectiveness of global plans; and e) Environment</p>	<p><input type="checkbox"/> Interregional <input type="checkbox"/> Economical <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why: To develop the capacity to monitor the progress of the strategic vision, evaluate its performance, and identify areas that require priority attention in the coming years.</p>	
<p>When: To be presented for consideration at the RAAC/18 Meeting.</p>	
<p>Who: RAAC/17 Secretariat</p>	

WP/04 – Follow up to the implementation of Safety improvements in the SAM States

1.9 Through this working paper, the Secretariat informed the States on the follow-up to the implementation of safety improvements in the SAM States, based on the guidelines established in the 2019-2022 Edition of the SAM Region Safety Plan (SAMSP).

1.10 The States took note on the performance of the SAM Region in the Effective Implementation (EI) of the eight (8) critical elements of a safety oversight system. On this issue, States were informed that the extension of time frames between audits, as well as the impacts of the COVID-19 pandemic, may be affecting the commitment of some States to make continuous improvement.

1.11 In this regard, and in order to support States to improve their EI and achieve 95% EI by 2030 (Goal 2 of GASP and SAMSP), the SAM Office proposed the RAAC/17 to implement a *Continuous Improvement Programme to Strengthen Civil Aviation Systems of SAM States*, which is presented as **Appendix A** to this part of the report.

1.12 During the analysis of the continuous improvement programme, eleven (11) of the thirteen (13) SAM States expressed their support to the programme with the following considerations:

- One State requested to consider virtual or remote assistance; that planning be at the request of the affected State and that the dates stated in Appendix A be considered TBD (to be determined);
- Another State requested that confidentiality of information be included in the proposed conclusion; and
- Two States requested that the dates of the on-site technical assistance visits be agreed in advance between the Secretariat and these States.

1.13 As of the date of this draft report, two States have not yet commented on the NE and its conclusions.

1.14 The two States that suggested agreeing on dates for on-site technical assistance visits were requested to coordinate with the Secretariat on the dates when these visits could be made. Regarding the confidentiality of the information, the Secretariat will do the corresponding analysis.

1.15 Once RAAC/17 analyzed in the asynchronous phase the **effective implementation improvement (IE) component of the eight critical elements** of WP/04, the Meeting agreed on the following conclusion:

CONCLUSION RAAC17/02	APPROVAL OF THE CONTINUOUS IMPROVEMENT PROGRAMME TO STRENGTHEN CIVIL AVIATION SYSTEMS OF SAM STATES	
<p>¿What?</p> <p>The Seventeenth Meeting of Civil Aviation Authorities of the South American Region (RAAC/17) agrees to:</p> <p>a) to approve the Continuous Improvement Program to Strengthen Civil Aviation Systems of SAM States, in accordance with Appendix XX of this part of the report;</p> <p>b) that the SAM Office Secretariat agree on the dates of the on-site technical assistance visits with those States that requested them;</p> <p>c) encourage States that have not yet commented on the continuous improvement program to participate in the program;</p> <p>a) the results of this and all type of visits to the States are confidential between the States and ICAO; and;</p> <p>d) that once contemplated in the program mission plan, States will remain committed to follow up on the agreed work plan for the improvement of their civil aviation systems.</p>	<p>Expected Impact:</p> <p><input type="checkbox"/> Political/Global</p> <p><input type="checkbox"/> Interregional</p> <p><input type="checkbox"/> Economical</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>	
<p>¿Why?: To enable the SAM States to strengthen their civil aviation systems and achieve the goals established in the SAMSP; National Aviation Safety Plans (NASPs); Regional Air Navigation Plan Vol. III and National Air Navigation Plans of the SAM States that are intended to achieve the implementation of the Basic Building Blocks (BBBs).</p>		
<p>¿When?: <i>Since the approval</i></p>	<p>Status: <input checked="" type="checkbox"/> Válido</p> <p><input type="checkbox"/> Invalid</p> <p><input type="checkbox"/> Finalized</p>	
<p>¿Who?: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> Secretariat <input type="checkbox"/> Other (Please specify):</p>		

1.16 With respect to the **SSP/SMS implementation** component of WP/04, States noted that the holistic implementation of SSP has become a major challenge for SAM States and that it was critical to understand the benefits of implementing an SSP within the structures of each State's aviation agencies and that the integration and collaboration of these agencies and safety management personnel is key to the effective implementation of SSP and SMS.

1.17 States also noted the importance of integrating accident and incident investigation (AIG) bodies within the SSP structure so that States can exercise their functions efficiently in safety management. In addition, AIGs, embedded within Civil Aviation Authorities, deserve attention, support and to be structured in accordance with international standards so that they can proactively fulfill their roles in accident investigation and safety risk management.

1.18 Considering that the SAMSP regional goals call for States to reach the level of maturity *existe* by 2025 and *existe y es eficaz* to be in place and effective by 2028, RAAC/17 agreed to approve the following conclusion:

CONCLUSION RAAC17/03	COMMITMENT TO SUPPORT THE IMPLEMENTATION OF THE SSP/SMS IN THE STATES OF THE MAR REGION	
<p>¿What?:</p> <p>The Seventeenth Meeting of Civil Aviation Authorities of the South American Region (RAAC/17) agrees:</p> <p>a) support the implementation of the SSP/SMS in the States of the MAR Region to achieve the goals set forth in the GASP and SAMSP, taking into account the challenges noted in Paragraph 1.16 of this part of the report; and</p> <p>b) strengthen the AIG agencies that are still within the structure of the CSAs and support the linkage of the independent AIG agencies with the SSP, in accordance with the analysis made in Paragraph 1.17 of this part of the report.</p>	<p>Expected Impact:</p> <p><input type="checkbox"/> Political/Global</p> <p><input type="checkbox"/> Interregional</p> <p><input type="checkbox"/> Economical</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>	
<p>¿Why?: To enable States to meet the SSP goals of the SAMSP and manage their civil aviation systems in an efficient, robust and safety risk management-based manner, contributing to the continuous improvement and sustainment of their safety oversight systems.</p>		
<p>¿When?: <i>Since the approval of the conclusion</i></p>	<p>Status:</p> <p><input checked="" type="checkbox"/> Válido</p> <p><input type="checkbox"/> Invalid</p> <p><input type="checkbox"/> Finalized</p>	
<p>¿Who?: <input checked="" type="checkbox"/> States <input type="checkbox"/> Secretariat <input type="checkbox"/> Other (Specify):</p>		

WP/05 – Follow-up to the implementation of capacity and efficiency improvements to Air Navigation in the SAM States

Includes references to:

- WP28 – Ecuador***
- WP/29 – Chile***
- IP/03 - Secretariat***
- IP/10 - Argentina***
- IP/11 – Chile***
- IP/15 – EASA***

1.19 Working paper (WP/05) "Monitoring the implementation of capacity and efficiency improvements to air navigation in SAM states", exposes the progress of the implementation of improvements in Capacity and Efficiency for Air Navigation, in the topics of ATM and CNS platform, as well as AIM/MET information support, and implementation of improvements in Aerodromes.

1.20 The current priorities of the SAM Region to support air navigation capacity and efficiency initiatives were listed, in the context of the recovery of Aviation after the pandemic, including;

- a) Strengthening flight procedure design (IFPD) services and airspace planning. Promotion of the implementation of the PBN;

- b) Strengthening of ATS services, in terms of aircraft separation, direct routing and UPR routes and the safety framework, through the following enablers:
 - i. Implementation of the AIDC and the AMHS. Management of Flight Plans. Interoperability;
 - ii. Availability of CNS systems that ensure ATS surveillance coverage, including Radar/ADS B data sharing initiatives, for the adjacent airspace between the FIR's, as well as improvements in pilot-controller communications; and
 - iii. Enactment of ATS Contingency Plans.
- c) Promotion of the ATFM Operations Plan and implementation of ATFM services, according to the Phases of the Regional Guide;
- d) Optimization of the AIM, implementation of the electronic AIP and planning for the enablers of the SWIM concept;
- e) Availability of equipment and software for receiving images and meteorological products for AMO and MWO. Implementation of the OPMET exchange and application of the IWXXM. Implementation of QMS in the MET; and
- f) Capabilities building in the States regarding national planning on airport use, aligned with their CAMP and regional goals. Initiatives in selected airports, to implement the A-CDM in a harmonized and scalable manner.

1.21 In addition, the WP/28 paper presented by Ecuador highlights the importance of promoting PBN operations in the field of general aviation, as well as the implementation in domestic airports that is already being developed in a number of States.

1.22 In turn, Papers IP/11 and WP 29 by Chile and IP/10 by Argentina, coincide in highlighting the initiatives for the optimization of airspace, optimized separation of aircraft and the implementation of PBN, recognizing their contribution to capacity and efficiency.

1.23 IP/15 presented by EASA reported on the support that has been received through the EU LAC APP II project, for the implementation of PBN in the Region.

1.24 Likewise, the paper IP/03 lists the challenges of the Region to adopt performance-based planning within the framework of the ANP CAR/SAM Regional Plan, Volume III, and the need to continue generating strengths in the management of KPI indicators of the GANP.

1.25 The efficiency in services and airspaces contributes directly to the recovery of aviation in the Region, in face of the difficult global economic context. Improvements in efficiency and capacity are crucial to drive the restoration of air connectivity in the Region, in line with the commitments of the Declaration of Fortaleza, Brazil.

1.26 The Meeting endorsed the list of priorities identified, and ratified its commitment to the development of GREPECAS projects, and its support for the working groups that carry out improvements for the capacity and efficiency of air navigation. It was urged to continue working in an integrated and cooperative manner with the Industry and stakeholders.

WP/08 - Follow-up to the implementation of Aviation Environmental Sustainability of the SAM State

1.27 The Secretariat presented WP/08 concerning the environmental sustainability of aviation in the SAM Region. States, in their comments and feedback, indicated support for the proposed working paper and the proposed Conclusion (see paragraph 2.14 of the WP/08) but with reservations about observing the sovereignty of States and not compromising with the environment.

1.28 The Secretariat is mindful of the sovereignty of States in making decisions to support ICAO initiatives and commitments, as well as the methodology it considers applying to bring its actions in line with their national legislation and State policies related to the environment.

1.29 The Secretariat intends to work closely with States to establish the best strategies to comply with ICAO's SARPs related to the environment while respecting the sovereignty and autonomy of States to draw up their plans to support ICAO in fulfilling its commitment to environmental protection.

WP/12 - Follow up to SAM Regional Projects

1.30 The Meeting took note of the activities and progress of the three regional projects managed by the Regional SAM Office:

- RLA/99/901 - Regional Safety Oversight Cooperation System (SRVSOP);
- RLA/03/901 - REDDIG Management System and Satellite Segment Administration;
- RLA/06/901 - Assistance for the implementation of a regional ATM system considering the ATM operational concept and the corresponding Communications, Navigation and Surveillance (CNS) technology support.

1.31 In summary, during 2016 and 2017 the three regional projects had a budget implementation of around 90% and an implementation of activities of more than 90%; through them, as of 30 September: 217 assistance missions were organized; in training activities there was a participation of around 1892 people; 680 participants to working meetings; with a total of 236 fellowships issued.

1.32 The evaluations carried out on the level of satisfaction in these three projects maintained an average of 4 out of a maximum of 5, which indicates that the Member States of the Region are satisfied with the performance and objectives of these projects. In addition, Paraguay expressed its satisfaction with how these projects collaborate in the various air navigation implementations.

1.33 These projects are useful tools for the Region that support activities to improve air navigation and safety, and are therefore fundamental to achieving the objectives and goals of the regional priorities in these areas.

WP/13 - Implementation of ICAO Doc 9082 Policies

1.34 This working paper mentions the importance of ICAO Doc 9082, which presents the principles for defining fares, including the mechanism for recovering costs of facilities and service provision from airports and navigation providers and addressed the challenges faced by airlines in the Americas in relation to the review of user charges by airports and navigation service providers.

1.35 In addition, this paper presented the status of implementation of these ICAO policies in South America and highlighted the benefits of implementing the policies, principles and provisions outlined in Doc 9082 and proposed that the Region prioritize their implementation.

1.36 The States took note of the study presented on the status of implementation of the policies of the ICAO document in the SAM Region and most of the countries have supported it, and highlighted the importance of the fee policy to obtain competitive conditions, boosting local and regional growth. On the other hand, Brazil has mentioned that it understands the difficulties in increasing the level of adherence, mainly in view of the need to reconcile with other regional objectives, in particular the maintenance of loss-making airfields.

WP/15 - Green ATM Accreditation Programme – Operational Support Measures for Green Aviation

1.37 CANSO has presented the Green Accreditation Program for Air Navigation Service Providers. States commented that this is an excellent initiative but that it would be essential to have additional information on the program's structure.

1.38 CANSO has informed that the CANSO GreenATM program has unique objectives and indicators that apply to all equally and not per country. Four categories are evaluated: governance, infrastructure, ATM improvements, and other elements.

1.39 CANSO has offered the development of a virtual workshop explaining the benefits and clarifying any doubts States may have regarding the program.

WP/20 - CANSO ATFM Data Exchange Network for The Americas (Cadena) Advancements***WP/21 - Goals and policies of the United States related to sustainable aviation fuels, United States***

1.40 The United States has reported on its policies and objectives related to developing and deploying sustainable aviation fuels (SAF) in the United States and the Aviation Climate Action Plan (ACAP).

1.41 The working paper reports on the U.S. SAF policy, the action plan to achieve net zero by 2050, and how academia collaborates with particular studies by geographic area.

1.42 The States have mentioned that it is essential to identify all the opportunities for the development and production of SAF both in the region and outside it, considering of vital importance the alliances with developed countries whose expertise can help us to achieve the aspirational goal assumed.

1.43 The States have welcomed the information on the ASCEN project, which has resulted in analytical tools and data to understand the environmental and economic benefits that could be derived from the development of SAF supply chains.

1.44 The States note that the States of Colombia and Ecuador are part of the ASCEN Project and could participate in monitoring the results of Project 93 and study similar research projects in the SAM Region.

WP/22 - Development of guidance material for Key Performance Indicators (KPI) applicable to national air navigation plans, Argentina

1.45 Through this working paper, Argentina has requested that the Meeting instruct the GREPECAS and RASG-PA Groups to prepare guidance material for developing indicators applicable to national air navigation plans.

1.46 In addition, the note requests that the Regional Office, in coordination with GREPECAS, organize dissemination and training activities for the States on the applications available on the iSTARS platform, particularly the Regional Portal.

1.47 The States have mentioned their support for the request of the State of Argentina, and therefore the Meeting agreed to support the recommendations of the working paper.

WP/27 - The opportunities of RAAC authorities for the effectiveness of the ICAO 2023-2025 business plan, Chile

WP/28 - Implementation of PBN (performance based navigation) in Ecuador, its current status and the need to seek new strategies, Ecuador

1.48 Under revision

WP/29 – Implementation of PBCS to support air navigation services in oceanic and/or remote airspaces, Chile

1.49 This working paper, presented by Chile, proposes the implementation of Performance-Based Communication and Surveillance (PBCS) in oceanic and/or remote airspaces, with a regional approach, aiming to increase the efficiency and capacity of the airspace; and the harmonization of capabilities of SAM States with the neighboring regions. In addition, it addresses the development and implementation of the PBCS concept, including a summary of the resolutions and conclusions taken in the different ICAO forums during the last 20 years, recognizing that this implementation must involve all interested parties, including the Regulatory Authority, air navigation service providers, operators, communication and surveillance service providers and aircraft manufacturers. It concludes by emphasizing that coordinated work among all interested parties is necessary to implement the PBCS concept in the SAM Region.

1.50 The Meeting took note of the information presented by Chile in WP29, citing that in the South Atlantic airspace, there are already initiatives for the implementation of PBCS by the States that composed the SAT Group, including Brazil; likewise, in a regional implementation approach, the role of the regional monitoring agency - CARSAMMA would be essential, for an efficient implementation. CARSAMMA has exposed in several forums its capabilities to assume tasks related to the PBCS and has established lines of collaboration with the PARMO agency of the Pacific Ocean; therefore, it is an indispensable stakeholder in implementing the PBCS at the regional level. The meeting recognized the leadership and experience of Chile as a member of the implementation group of the South Pacific - ISPACG that is promoting the PBCS and Brazil as part of the SAT; and called the SAM States to take advantage of these experiences to create synergies that promote the PBCS in the Region

WP/31 - Evaluate technical document on cybersecurity for civil aviation

1.51 This working paper presented by Chile, has the objective to submit to the RAAC/17 a proposal for a technical document containing the general cybersecurity fundamentals on the basis of which networks and systems used for the provision of regulated aeronautical services must be designed, installed and operated in a secure manner, to serve as a guide for SAM States to establish a regulatory framework on this matter.

1.52 During the asynchronous meeting, the support for the Working Paper in relation to cyberattacks was evident, showing the willingness of different actors to collaborate in the documentation and policies developed by the Chilean State.

1.53 CANSO emphasized that cyber-attacks have become a growing threat worldwide, as a result of the increase in digitization and interconnectivity systems and the role of ICAO in addressing this emerging threat through resolution A39-19 "Addressing cybersecurity in civil aviation" during the 39th ICAO Assembly. In this sense, CANSO has promised to support the works that are agreed upon, even sharing the guide in Spanish.: [Air Traffic Management Cybersecurity Policy Template - CANSO](#).

1.54 The importance of developing regulatory frameworks on the matter was highlighted, but it was also emphasized that each State must have the necessary flexibility for its application. In this context, it is recommended that the Working Paper be presented to the ICAO Cybersecurity Expert Panel, of which Chile is a member, thus demonstrating the commitment and cooperation between different nations and organizations in the fight against cyberattacks and the protection of civil aviation.

1.55 After the discussions and comments of the States, it is proposed that the Meeting adopt the conclusion proposed in the working paper:

CONCLUSION RAAC 17/04	CREATION OF A TECHNICAL DOCUMENT AS BASIS FOR INCLUDING IN NATIONAL CIVIL AVIATION SECURITY PROGRAMMES (NCASPS) AND OTHER RELEVANT NATIONAL PROGRAMMES APPROPRIATE PROVISIONS TO PROTECT CRITICAL SYSTEMS, INCLUDING HARDWARE AND SOFTWARE, AGAINST CYBERATTACKS AND INTERFERENCE	
That: a) Become aware of the technical document on cybersecurity for aviation presented by Chile, analysing and evaluating the possibility of adapting to the reality of their States; and b) recommend that the Working Paper be presented to the ICAO Cybersecurity Expert Panel, of which Chile is a member.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational	
Why: To face the threat of cyber-attacks against civil aviation and increase the technical reference documentation to handle the issue.		
When: At short and medium term	Status: Proposal	
Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:		

WP/32 – Postulation of the Bolivarian Republic of Venezuela as the main communications center for the retransmission of messages from South America to Europe

1.56 Venezuela presented this working paper informing that on February 23, 2023, the AMHS interconnection (P1) between the AMHS COM centers of Caracas and Madrid was established as operational. In the presented working paper, Venezuela postulate to be the main COM Center for the retransmission of messages from the SAM Region to EUR Region.

1.57 In this regard, the Meeting noted that, in the period from April 24 to 27, 2023, the Fourth Workshop/Meeting of Supervisors/Operators of AMHS COM Centers of the SAM Region (COM/AMHS/4) will be held at the Regional Office in Lima, which will address, among other issues, the routing of aeronautical messages (intraregional and interregional).

WP/33 - Chilean experience in relation to the anonymous flight safety reporting system (SARSEV)

WP/34 - Advances in the Regional and Global Evolution of Unmanned Aviation and the need to establish UAS/RPAS Organizations in the States to manage the implementation of these operations

1.58 With regard to WP/34, eleven (11) States supported and considered as paramount the creation within the organization (CAA) of an unmanned aviation entity with a sufficient number of competent inspectors and investigators to drive national regulatory development, certifications, authorizations, risk-based surveillance and safety management system for UAS/RPAS operations.

1.59 The Meeting also considered that the suggested structure should be evaluated on a case-by-case basis by States, considering their current civil aviation governance structure.

1.60 In response to a question from a State as to what would be the agency in charge of UAS/RPAS, in addition to the competencies needed for the required personnel, the Secretariat responded that depending on the size and complexity of the UAS/RPAS operations envisaged in each State, it is suggested to establish the units or areas in charge of the implementation of these operations, immersed in the current structures of the safety agencies and of the design and production agencies for those States that envisage being design and production States.

1.61 Regarding the competencies of the UAS/RPAS inspectors, the Secretariat informed that these are contemplated in Section 8 of the UAS CONOPS planning of the SAM Region and therefore the State that asked the question proposed the creation of a regional project so that the region can advance in all the tasks contemplated in the UAS CONOPS by 2023.

1.62 Welcoming the State's proposal, the MAR Office developed and submitted a project to obtain the necessary funds to support the States in the short term activities and the initiation of the medium term activities of the UAS CONOPS. The project will consist of four sub-projects that will allow for the development of regulations; guidance material for UAS/RPAS inspectors and industry; profiles, roles (functions and responsibilities) and competencies for UAS/RPAS inspectors; instructional programs and plans; and training courses for UAS/RPAS inspectors. This project was designed to address beyond visual line of sight (BVLOS) operations in the specific category; emerging operations with manned electric vertical take-off and landing (eVTOL) aircraft; emerging autonomous cargo operations with small aircraft; and finally will initiate the regulatory development of the first LAR RPAS based on the RPAS standards and recommended methods of the various related Annexes.

1.63 The Meeting also noted that the training to be provided to UAS/RPAS inspectors should include Accident Investigation Authorities (AIA) investigators to acquire the necessary skills in investigating UAS/RPAS related occurrences.

1.64 Considering that unprecedented technological and operational change in the civil and commercial fields is expected in the short to medium term (5 to 10 years), RAAC/17 agreed to approve the following recommendation:

RECOMMENDATION RAAC17/05	ESTABLISHMENT OF UAS/RPAS AGENCIES IN THE CIVIL AVIATION ADMINISTRATIONS AND ACCIDENT AND INCIDENT INVESTIGATION AUTHORITIES OF THE SAM STATES	
<p>¿What?:</p> <p>The Seventeenth Meeting of Civil Aviation Authorities of the South American Region (RAAC/17) agrees to:</p> <p>a) Recommend to the SAM States to establish UAS/RPAS agencies in Civil Aviation Administrations and Accident Investigation Authorities (AIA) with a sufficient number of competent inspectors and investigators.</p>	<p>Expected Impact:</p> <p><input type="checkbox"/> Political/Global</p> <p><input type="checkbox"/> Interregional</p> <p><input type="checkbox"/> Economical</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>	

¿Why?: To enable States to regulate UAS/RPAS operations, grant authorizations and certifications, and conduct risk-based surveillance (RBS) and unmanned aviation accident and incident investigations.	
¿When?: <i>Upon approval of the recommendation</i>	Status: <input checked="" type="checkbox"/> Valid <input type="checkbox"/> Invalid <input type="checkbox"/> Finalized
¿Who?: <input checked="" type="checkbox"/> States <input type="checkbox"/> Secretariat <input type="checkbox"/> Other (Specify):	

WP/36 – Evolving Travel Facilitation & Passenger Services in the Region

1.65 This working paper presents the current situation in the air travel industry in the Region of the Americas, focusing on recovery and the impact on airport infrastructure. As traffic exceeds 2019 levels, the pressure on services such as immigration, customs and security increases, evidencing staff shortages and lengthy, manual processes at some airports. IATA suggests the evolution of regulatory frameworks and the application of modern technologies to improve the effectiveness, efficiency and safety of air transport. In addition, it urges governments to adopt solutions in the short and medium term, guaranteeing the scheduling of adequate personnel and reviewing their regulatory frameworks to allow the evolution of processes and improve the passenger experience in the region.

1.66 During the asynchronous meeting, various States and organizations expressed their support for the IATA Working Paper, recognizing the need to urgently review and make available the necessary personnel for immigration, security and customs processes at airports. The importance of reviewing and developing current passenger processing procedures, including the regulatory framework, and implementing technological solutions to improve the passenger experience and strengthen national security was highlighted. However, it was mentioned that the States have sovereignty to decide on the increase of their airport personnel, considering that this solution might not be viable for all due to economic difficulties and costs involved.

1.67 There was support for the adoption of technological instruments, such as biometric solutions and API and PNR systems in order to streamline processes and improve the experience in air transport. However, there were comments regarding the importance of taking into account commercial reality, the study of costs and benefits, and ensuring fair, adequate, transparent and equitable competition when implementing such solutions.

1.68 The Secretariat emphasized that Annex 9 – Facilitation already establishes the need for implementation of API and PNR systems, supported by an appropriate legal and administrative framework. The SAM Regional Office committed to supporting the States and IATA in activities aligned with the proposals of the Working Paper.

1.69 After the discussions and comments of the States, the adoption of the following conclusion was proposed to the Meeting:

CONCLUSION RAAC 17/06	FACILITATION EVOLUJTION
What?: Urge SAM States to: a) Recognize the need to urgently review the number of staff needed at immigration, security, and customs processes at airports, especially during peak airport operations.	Expected impact: <input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental

b) Recognize the need to review and evolve the current regulatory framework and passenger processing procedures, including the use of risk-based passenger screening differentiation. c) Develop a roadmap for the implementation of technological solutions based on biometrics to improve passenger experience and strengthen national security.	<input checked="" type="checkbox"/> Technical/Operational
Why: To prepare for the increase in the number of passengers, raising the level of security and improving the travel experience of passengers.	
When: At medium and long term	Status: Proposal
Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

WP/39 – Recognition of Equivalence

1.70 The objective of this working paper is to stress the importance and challenges for the implementation of a recognition of equivalence programme. For that purpose, States need to consider within the planning and development of such programmes the particularities of the region, as well as the need for the support and recognition of third-party States so to capture all benefits of a RoE Programme.

1.71 During the asynchronous discussion, working paper WP/39 had four (4) comments supporting its content and one (1) expressing reservation. It should be noted that the topic proposed by the RoE Programme has the same concept as that discussed in WP/17, so there may have been more positions that are favourable to the development of the topic due to its advantages and for a better passenger experience.

CONCLUSION RAAC 17/07	
RECOGNITION OF EQUIVALENCE	
That: a) consider the implementation of OSS in their States, ensuring passenger security and promoting efficiency in airport processes; b) participate in the validation process of other States through the exchange of relevant information for the validation process within the OSS concept;	Expected impact: <input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational

<p>c) consider measuring passenger data on international transfer flights at their main airports in such a way as to assess the benefits that they may have in the validation of the OSS in their State, especially the reduction of minimum transfer times on flights validated, the best passenger travel experience and economic savings from the implementation of the concept;</p> <p>d) involve the industry, airports and airlines in decision-making regarding the operational aspects to take into account for the implementation of the OSS, to ensure that the operation is as efficient as possible in compliance with the requirements of aviation security;</p> <p>e) participate in the activities promoted by the SAM Regional Office to support States in the generation of aviation security and facilitation competencies, and seek any necessary support when necessary;</p> <p>f) address the opportunity of implementing a RoE Programme, by establishing appropriate partnerships to enable aviation security and travel experience enhancements;</p> <p>g) establish priorities such as closer government-to-government and industry cooperation to reduce the long-term challenges of extraterritorial measures, the universal implementation of ICAO's Chicago Convention, Annex 17 global standards, and the enhancement of information sharing to support sound risk assessments;</p> <p>h) to continue supporting the work that is being done by the Recognition of Equivalence Working Group through the ICAO Regional AVSECFAL Group in the development of a regional roadmap for RoE implementation; and</p> <p>i) to involve the industry in the decision-making process with respect to those operational aspects considered for the implementation of a RoE programme to ensure an efficient RoE rollout.</p>	
<p>Why: In order to complete OSS implementation in the SAM Region.</p>	
<p>When: At the short and the medium term</p>	<p>Status: In process</p>
<p>Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other :</p>	

WP/40 – Adoption of Space-Based ADS-B Technology Based on a Business Case Analysis

1.72 With respect to this working paper, submitted by IATA, the Meeting was informed that for the implementation of ADS-B surveillance by an air navigation service provider (ANSP), there are two possibilities: implementation of an ANSP's own (ground) infrastructure or contracting the services of a certified surveillance information provider, which has implemented an infrastructure by means of low orbit satellites.

1.73 The Meeting also noted that, at present, in remote oceanic areas there are two possibilities available: ADS-C (contract) and ADS-B (broadcast), the former being a data link position reporting technique (updating information every 10 to 15 minutes); on the contrary, ADS-B is an effective aeronautical surveillance technique, providing information updates in seconds.

1.74 Two situations may occur in the case of adoption of ADS-B Satellite by an ANSP responsible for an oceanic remote area: no increase in the tariff for the provision of air navigation services or an increase in the tariff by the ANSP, which should be guided by the provisions of Doc 9082.

1.75 Considering that, according to IATA, "Jet fuel represents almost 30% of the airline's operating expenses". (IATA - Fuel), and "Total user charges for air navigation and airport services share 5-6% of the airline's total cost." (IATA - Air Navigation Service Charges), it is interesting for airlines and other aircraft operators to provide surveillance by ADS-B Satellite, even with an increase in the tariff, for having conditions to perform more direct flights, with better occupation of airspace, allowing fuel savings in air operations and less emission of gases into the atmosphere, in addition to increasing the operational safety of air operations.

WP/41 - Addressing the rise in Unruly & Disruptive Passenger Incidents On board Flights

1.76 This working paper from IATA, notes that post-pandemic recovery in civil aviation brought an even larger increase in disruptive incidents on flights. South America has shown leadership in adopting measures in this regard, but to face this threat it is necessary for States to ratify the Montreal Protocol 2014 and take additional urgent actions to improve security and guarantee a smooth experience for passengers and protect the public. crew.

1.77 During the asynchronous meeting, Uruguay's approval and adherence to the agreement in 2018 was mentioned, and the importance of complementing criminal proceedings with civil and administrative sanctions was highlighted, in accordance with ICAO Manual Doc. 10117. Some participants did not provide comments, while others requested more time for in-depth analysis. In general, there was support for the Working Paper and it was suggested that the adoption of sanction measures could be carried out through changes in the penal code, the development of awareness campaigns, and the inclusion of detailed references on unacceptable behaviors and their consequences in the conditions of carriage of air operators.

1.78 The Secretariat thanked IATA for addressing the issue of disruptive passengers in WP41 and recalled that the AVSEC/FAL Regional Group has discussed the matter, and that a workshop was held last November in coordination with LACAC where experiences were shared and identified key areas that require attention. In relation to the Montreal Protocol of 2014, the Secretariat encouraged States that have not yet ratified it to do so as soon as possible, highlighting its importance in strengthening international cooperation in preventing and punishing illegal and disruptive acts on board aircraft. . The Regional Office reiterated its commitment to support States in the implementation of legislation and administrative sanctions regime, following the guidelines established in the Manual on the legal aspects of the behavior of unruly or disruptive passengers (Doc. 10117). The list of States that have signed or ratified the Protocol was presented as an attachment to the comments on the electronic platform of the meeting.

1.79 After the discussions and comments of the States, the adoption of the following conclusion was proposed to the Meeting:

CONCLUSION	
RAAC 17/08	UNRULY PASSENGERS
That; Urge all SAM States to review their approach to deter disruptive and disruptive behaviour in their flights, urging them specifically to: a) Ratify the Montreal Protocol 2014 (MP14) to remove jurisdictional gaps; b) complement criminal prosecutions with a civil and administrative penalties regime as outlined in ICAO Manual Doc. 10117 to ensure that enforcement mechanisms are available appropriate to the severity of unruly and disruptive passenger incidents; and c) ensure that travellers are aware of unruly and prohibited conducts on-board flights and the legal and other sanctions that are in place as per Standard 6.45 in Annex 9- <i>Facilitation</i>	Expected impact: <input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational
Why: To reduce the number of incidents related to disruptive and/or disruptive passengers on flights.	
When: At short and medium term	Status: Proposal
Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

WP/43 - Charges for Airport and Air Navigation Services

1.80 States agree with the diagnosis that adherence to the key pricing principles is partial and understand the difficulties in increasing the level of adherence, mainly in view of the need to reconcile with other regional objectives, in particular the maintenance of loss-making airfields.

1.81 However, it should be considered that Brazil does not support proposed action (b) of this working paper. ANAC Brazil assesses that the increase in airport charges to recover losses at airports, including those resulting from the COVID-19 pandemic, is in line with the principle of cost-based pricing.

WP/44 – Airport Efficiency Program

1.82 Through this working paper, IATA presented a proposal to implement an Airport Efficiency Program with the objective of optimizing the use of airport infrastructure, as well as enhancing the benefits of the implementation of new en route and TMA airspace concepts. Several concepts/tools were presented for this purpose, among others, runway occupancy time reduction, reduced separation minimums, omnidirectional departures.

WP/45 – ATFM Strategy for SAM Region

1.83 Through this note, IATA outlined the strategic vision for the implementation of the ATFM service for the SAM Region. The need to include ATFM mechanisms to facilitate coordination and response

in cases of degradations affecting ATS capacity was highlighted. CANSO endorsed the Note presented and presented the support by the CADENA initiative (see details in NE 20) during a recent event in FIR Panama. The States outlined the studies and initiatives being developed by the Working Groups, including the implementation of the cross-border ATFM and the development of an ATFM Portal. It was emphasized that ATFM implementation must be interoperable, and requires a collaborative and joint work environment between States, ANSPs, airlines and industry.

WP/46 – DCT Routing Strategy for SAM Region, IATA (FH)

1.84 This working paper presented a proposed Direct Routing Strategy (DCT) for the SAM Region, based on elements of the GANP listed FRTO B0/1 and FRTO B1/1, applying the implementation of Strategic Direct Routing (SDS) and/or User Preferred Routes (UPR) as a transition to achieve Free Route Airspace (FRA). The work being developed by the CIIFRA Group (CANSO-IATA-ICAO) and the contribution of the implementation to the reduction of CO2 emissions was highlighted. A set of objectives for the period 2023-2027 was proposed, and risks and challenges in this implementation were pointed out. The Meeting endorsed the deployment of the FRTO module in the planning contained in Volume III of the RAC/SAM PNA.

WP/47 – Follow-up on the implementation of environmental sustainability improvements in aviation in the SAM States

1.85 Venezuela, through this working paper, recommended that the States work together to develop technological innovations that reduce CO2 emissions in favor of international environmental sustainability.

1.86 It mainly suggested promoting actions to facilitate access to new technologies and promoting the exchange of good practices and experiences that contribute to improving efficiency in reducing CO2 emissions.

1.87 The States supported the recommendation included in the working paper and expressed their willingness to work together through exchanging knowledge on environmental practices in aviation that seek to promote sustainable and environmentally friendly aviation.

WP/48 - Argentina's Experience with USOAP AMC Activities and Lessons Learned from the Process

WP/50 - Wildlife Risk Mitigation Strategies

IP/03 - Approval of the CAR/SAM Regional Air Navigation Plan Vol. III Initial version

1.88 The Secretariat informed the Meeting of the process of preparation of Volume III of the Regional Air Navigation Plan CAR/SAM (e-ANP CAR/SAM), as well as the approval of version "0" of the same document, at the Twentieth Meeting of the Regional Planning and Execution Group of the Caribbean and South American Regions (GREPECAS/20).

1.89 The Meeting took note of the information and invited the States to provide their contributions to feed the referred volume of the e-ANP CAR/SAM.

IP/13 - Actions taken by the Chilean in the global campaign to improve NOTAMs

1.90 Chile reported on the actions carried out in the context of the Global NOTAM Campaign. It noted that it had implemented a management goal associated with systematic reviews to continuously monitor and maintain quality and verify that the deadlines for publication of NOTAMs are met.

1.91 The States acknowledged the work done by Chile for the reduction of old and very old NOTAMs. It recalled that the SAM Region was recognized as the best performer in supporting the campaign during the PIRG Report to the Air Navigation Commission.

APPENDIX A

CONTINUOUS IMPROVEMENT PROGRAMME TO STRENGTHEN CIVIL AVIATION SYSTEMS OF SAM STATES

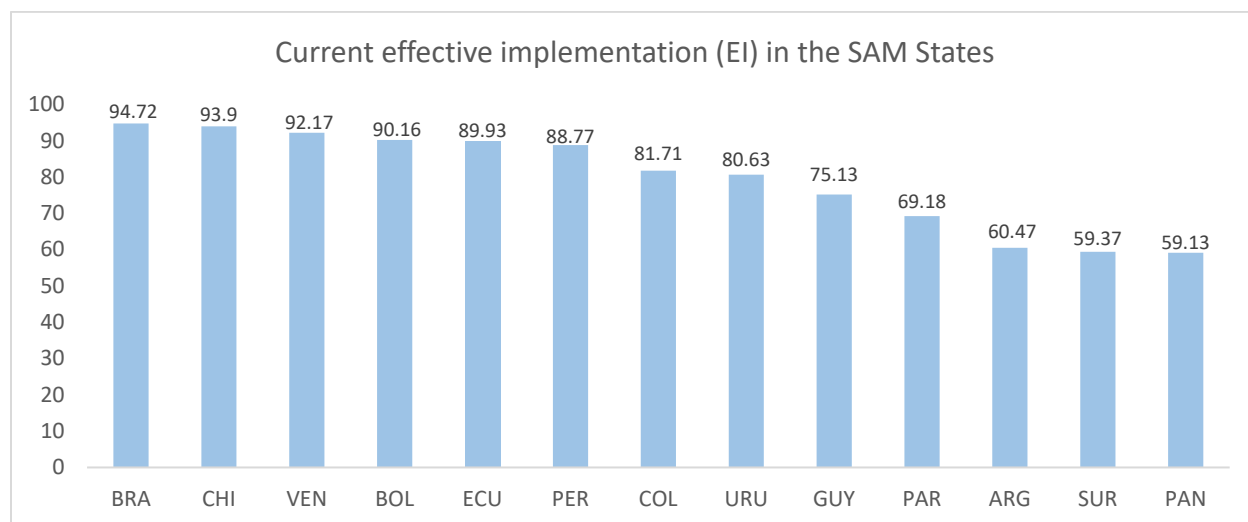
1. Introduction

Goal 2 of the Global Aviation Safety Plan (GASP) and the SAM Region Safety Plan (SAMSP), Edition 2023-2025, calls on all States to strengthen their safety oversight capabilities in accordance with the following milestones concerning effective implementation (EI): 75% by 2024; 85% by 2026 and **95% by 2030**.

This goal is aimed at individual States and seeks to strengthen their safety oversight capabilities. It also calls on States to make progress in the implementation of the eight critical elements (CE) and to address the institutional challenges they face in the implementation of a safety oversight system.

In order to support SAM States in strengthening their civil aviation and safety oversight systems, it is necessary to implement a continuous improvement programme so that States may gradually achieve EI goals within the established timeframe. For those States that have already achieved the set targets, the programme would give them the opportunity to verify the sustainability of their civil aviation and safety oversight systems over time.

The figure below shows the EI status of the eight (8) CEs in SAM States.



In order for SAM States to have clear guidance on where to direct their efforts and resources and gradually achieve Goal 2 and its associated SAMSP targets, the table below shows progressive milestones.

EI improvement indicators and targets

States with effective implementation (EI):	% improvement of effective implementation (EI)				
	2022	2024	2026	2028	2030
Below 65% Group 1	EI = 70%	EI = 75%	EI = 85%	EI = 90%	EI = 95%
Between 65 and 74.99% Group 2	EI = 75%	EI = 80%	EI = 85%	EI = 90%	EI = 95%
Between 75 and 80% Group 3	EI = 80%	EI = 85%	EI = 90%	EI = 95%	EI = 95%
Above 80% Group 4	EI = 85%	EI = 90%	EI = 95%	EI = 95%	EI = 95%

2. Objective

The objective of this programme is to provide ongoing technical assistance to SAM States to help them strengthen their civil aviation and safety oversight systems and achieve the targets set out in the GASP and SAMSP.

3. Scope

The programme is primarily geared to those States that have difficulty in implementing an effective civil aviation and safety oversight system and need support to achieve the GASP and SAMSP goals. However, this programme is also recommended for States that have achieved GASP and SAMSP goals but have not received a full audit under the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) for more than 5 years.

The programme will cover the protocol questions (PQs) of the USOAP CMA, but may be extended to the PQs of the SSP through the maturity level matrices.

4. Phases of the programme

The programme comprises the following phases:

Phase 1	High-level commitment of States <ul style="list-style-type: none"> • Establishment of a strategy to achieve Goal 2 and its associated GASP and SAMSP targets. • High-level meetings - Director General (DG) level or, if requested by the DG, ministerial level • Increased interaction between the technical areas of the States and the SAM Office
Phase 2	Technical assistance missions for the corresponding analysis <ul style="list-style-type: none"> • On-site missions to analyse the protocol questions (PQs) in all audit areas • Reporting
Phase 3	Development of the work plan

	<ul style="list-style-type: none"> • Joint development of the work plan: SAM States/experts • Submission of the work plan by the States
Phase 4	Implementation and follow-up of the work plan <ul style="list-style-type: none"> • Implementation of the work plan by States • Virtual follow-up of the work plan by the SAM Office using the PRO SAM 001 methodology
Phase 5	Sustainability of civil aviation and safety systems <ul style="list-style-type: none"> • Implementation of a system that allows States to sustain civil aviation and safety systems over time

PRO SAM 001: Procedure to monitor and support the completion of corrective action plan (CAPs) and the review of priority protocol questions (PPQs) of SAM States

5. Description of phases

Phase 1: High-level commitment of States

The strategy proposed in this programme aims to provide concrete solutions to States' problems in order to develop a sustainable air transport system with all the appropriate elements for its proper functioning, such as primary aeronautical legislation, specific operating regulations, infrastructure, procedures, qualified and competent human resources, risk-based oversight activities, and resolution of safety issues. However, successful implementation requires political will and commitment from States.

The first Phase of this programme is normally under the direct responsibility of the Regional Director of the ICAO South American Office, due to its motivation in fostering political will and commitment at the highest level of governments, in support of the Director General of the Civil Aviation Authority of each State. Therefore, this Phase seeks a high-level commitment from SAM States as an essential element to ensure success and also to determine which States require (or not) the assistance of the SAM Office and have (or do not have) the political will and commitment to provide resources to their civil aviation administrations and thus be able to prioritise technical assistance.

Phase 2: Technical assistance missions for the corresponding analysis

Face-to-face technical assistance missions will be scheduled in order to conduct the corresponding analysis of the situation in each State, and be able to design a support strategy.

Phase 3: Development of the work plan

The work plan will be developed by State experts together with the experts in charge of technical assistance.

The development of the work plan will allow the SAM Office and States to determine the level of effort and resources required for its implementation.

Phase 4: Implementation and follow-up of the work plan

The implementation of the work plan is key to the success of the programme and thus the commitment of the States will be sought for this phase of the programme.

The follow-up of the work plan will be carried out by the SAM Office through PRO SAM 001.

Phase 5: Sustainability of civil aviation and safety systems

Once the work plan has been completed, States must ensure the sustainability of what has been achieved. To this end, the implementation of a system to maintain the levels of effective implementation achieved over time will be recommended.

6. Mission schedule and start of the programme

The mission schedule is based on the current USOAP CMA audit cycle of each State and its EI percentage. Accordingly, States with a longer cycle and lower EI would receive the first technical assistance missions.

2023			
State	Type and date of last audit Audit cycle	% effective implementation (EI)	Tentative date for the technical assistance mission and start of the programme
1. Venezuela	<ul style="list-style-type: none"> CSA: January 2009 More than 14 years 	92.17	24 - 28 april
2. Paraguay	<ul style="list-style-type: none"> CSA: May 2009 More than 13 years 	69.18	31 july - 04 august
3. Guyana	<ul style="list-style-type: none"> CSA: February 2007 More than 16 years 	75.13	06 - 10 november

2024			
State	Type and date of last audit Audit cycle	% effective implementation (EI)	Tentative date for the technical assistance mission and start of the programme
4. Panama	<ul style="list-style-type: none"> CMA: August 2015 More than 7 years 	59.13	19 - 23 february
5. Uruguay	<ul style="list-style-type: none"> CSA: December 2008 More than 14 years 	80.63	06 - 10 may
6. Chile	<ul style="list-style-type: none"> CSA: May 2008 More than 14 years 	93.9	12 - 16 august
7. Colombia	<ul style="list-style-type: none"> CSA: June 2017 and April/May 2022 More than 5 years in LEG, ORG, PEL, OPS, AIR, ANS Nearly one (1) year in AIG and AGA 	81.71	11 - 15 november

2025			
State	Type and date of last audit Audit cycle	% effective implementation (EI)	Tentative date for the technical assistance mission and start of the programme
8. *Suriname	<ul style="list-style-type: none"> • CSA: December 2009 • More than 13 years 	59.37	10 - 14 february
9. Peru	<ul style="list-style-type: none"> • CMA: October 2014 • More than 8 years 	88.77	12 - 16 may
10. Bolivia	<ul style="list-style-type: none"> • CMA: October 2019 • More than 3 years 	90.16	11 - 15 august

- Although ***Suriname** has an audit cycle of more than 13 years, it was scheduled for the technical assistance mission in 2025 as it has just started a regional technical assistance project to strengthen its civil aviation system with the participation of the SAM Office and ICAO Headquarters.
- **Argentina** has not been considered for technical assistance missions because it received a CMA audit in June/July 2022 and an ICVM on 13-17 February 2023. At present, it is developing and implementing its CAPs. However, an on-site mission is recommended when it notifies the completion of its CAPs in order to subsequently start the virtual CAP follow-up programme using the PRO SAM 001 methodology.
- **Brazil** and **Ecuador** have not been considered either for technical assistance missions as they will receive CMA audits in June and September of this year, respectively. In addition, Brazil will receive an SSP initial assessment (SSPIA) in May this year. For the aforementioned States, it is proposed to use the information from the respective audits to continue the virtual follow-up of the CAPs, using the PRO SAM 001 methodology.

Documentation

For on-site technical assistance missions and for virtual follow-up through PRO SAM 001, the 2020 USOAP CMA audit protocols will be used.

Methodology

On-site missions will be announced through an official State letter from the SAM Office one month in advance, once this programme has been approved. The letter will be accompanied by the plan of activities indicating the composition of the mission team and the details of the experts, including their name and e-mail address.

Teams for face-to-face technical assistance missions will consist of experts from all audit areas. Team leaders will be designated to coordinate mission planning and activities with the national continuous monitoring coordinators (NCMCs) of the States.

The missions will have an opening and a closing session. The opening session will provide information on the activities to be carried out, while the closing session will present the results of the mission, recommendations and next steps to be taken.

In the face-to-face missions, the experts will review the PQs with their counterparts and request objective evidence for each issue being reviewed, and may at the same time offer recommendations for the improvement of the PQs, *e.g.* to improve requirements, procedures, programmes, mechanisms, equipment, systems, etc.

Once the work plan has been submitted by the States, follow-up will take place virtually using the PRO SAM 001 methodology, which consists of holding monthly virtual meetings to analyse the progress made by the States in completing the work plan.

Relationship between this programme and ICAO USOAP CMA activities

The results of this programme will bear no relationship with the USOAP CMA.

To avoid conflicts with USOAP CMA activities, the experts in charge of technical assistance missions will not issue judgmental values or ratings on PQ compliance, such as satisfactory or unsatisfactory, but will instead offer only recommendations for improvement of the issues observed.

The information generated on the basis of this programme will be confidential and for the use of the SAM Office and the States involved only. This information will not be shared with any ICAO programme, other Regions or regional bodies outside the SAM Office, SRVSOP and ARCM.

Brief description of PRO SAM 001: Procedure to monitor and support the completion of corrective action plans (CAPs) and the review of priority protocol questions (PPQ) of SAM States

The PRO SAM 001 is a SAM Office procedure that was developed to support States in completing their CAPs and reviewing priority protocol questions (PPQs). To this end, States were divided into four (4) groups. Each group is supervised by a regional officer with safety functions and qualified in USOAP CMA activities.

Monthly meetings are normally scheduled for States to present their progress, either on the CAPs or on the self-assessment of priority protocol questions (PPQs).

During the monthly meetings, the needs of States are identified and technical assistance activities in specific areas are coordinated.

Once the situation in each State is known through on-site technical assistance missions, and the respective work plan is submitted, PRO SAM 001 would serve as a tool for Phase 4 on implementation and follow-up of the work plan.

If necessary, face-to-face follow-up missions could be scheduled by mutual agreement between the SAM Office and the States to verify progress and provide on-site assistance.

- END -

Agenda Item 2A: Follow up to conclusions adopted in previous RACC meetings

2.1 Under this agenda item, the following working paper was presented:

- *WP/09 – Follow up to the conclusions adopted by previous RAAC meetings*

2.2 The Meeting reviewed the 19 valid conclusions up to the RAAC/16 Meeting, considering the following five conclusions as completed: 11/1, 13/5, 15/4, 16/2 and 16/3. As part of the review, Conclusion 16/5 was considered superseded by 15/5.

2.3 After reviewing by the meeting, fourteen conclusions were considered still valid: 9/5, 11/1, 12/4, 12/9, 14/1, 15/1, 15/2, 15/3, 15/6, 15/7, 16/1, 16/4, 16/5 and 16/6.

2.4 It is important to mention that the meeting recommended reviewing the target date for valid conclusions, since some of them, although they remained valid, the date had already expired. Following this recommendation, all target dates have been reviewed and updated according to the conclusion progress. To show these changes, a revised WP/09 was published.

Agenda Item 3A: Ratification of International Air Law Treaties

3.1 Under this agenda item, the following papers were presented:

- *WP/10 – Ratification of International Air Law Treaties, Secretariat*
- *IP/16 - Guidance on Sustainable Aviation Fuels (SAF) Promotion Policies*

WP/10 – Ratification of International Air Law Treaties, Secretariat

3.2 This working paper highlighted the benefits of some international air law treaties and urged those States in the South American Region (SAM) that have not ratified these treaties to do so.

3.3 To this end, summaries of the provisions and benefits of six international air law instruments were provided, as well as information regarding the ratification process and an overview of the resources available to assist States with ratification.

3.4 In this regard, States noted the importance of ratifications of international treaties for the development of air transport in the Region, particularly those instruments related to the Chicago Convention, and urged all to adhere. The States also emphasized that they are involved in the ratification process of these treaties, following the legal legislative process in their countries.

IP/16 - Guidance on Sustainable Aviation Fuels (SAF) Promotion Policies

3.5 EASA presented two information papers on EASA's activities related to SAF as well as guidance material on Sustainable Aviation Fuels Promotion Policies.

3.6 The Meeting thanked EASA for sharing their experiences and guidance, and indicated that they will be useful tools for States in designing the strategy and policy on Production and Use of SAF.

Agenda Item 4A: Ratification of International Air Law Treaties

4.1 Under this agenda item, the following working paper was presented:

- *WP/06 - Aviation Security Activities, Secretariat*
- *WP/07 - Air Transport Facilitation, Secretariat*
- *WP/11 - Summary of the A41 resolutions for the SAM Region, Secretariat*
- *WP/14 – PBN implementation in France: a return of experience, France*
- *WP/17 – Strategy for the Implementation of the One Stop Security Concept (OSS), Secretariat*
- *WP/18 - Commitment to promote Gender Equality and Women’s Development in Aviation, Uruguay*
- *WP/19 - CAPSCA Programme in Air Transport, Secretariat*
- *WP/23 – Promotion of CORSIA scheme verification bodies in the SAM Region, Argentina*
- *WP/24 – Promotion of projects for the development of sustainable aviation fuels, Argentina*
- *WP/25 - Implementing the light-sport aircraft category as a means of a safe and sustainable development of the small aircraft industry in the SAM Region, Brazil*
- *WP/26 – Approval of a standardized model relating to implementation of electronic license, Brazil*
- *WP/30 – Chile's experience in the development and implementation of the Civil Aviation Master Plan (CAMP), Chile*
- *WP/37 - The Industry Position on Environmental Taxes, IATA*
- *WP/38 - Member States’ Role in Supporting the Energy Transition to Sustainable Aviation Fuels (SAF), IATA*
- *WP/42 – Mixed Passenger Terminal Concept, IATA*
- *WP/49 – Development of Regionally Harmonized Standards and Provisions for the Safe and Efficient Integration of UAS and New Entrants, IATA*

WP/06 – Aviation Security Activities

4.2 This working paper, presents relevant information on the Aviation security (AVSEC) activities in the SAM Region that competent authorities in these areas should consider in order to comply with the provisions of Annex 17 – Security. Its objective is to encourage the States of the Region to consider and promote Aviation Security in the recovery of International Civil Aviation after the Pandemic and to update its Strategic Plan aligning it with the roadmap (living document) of the GASeP. The issues analysed in the Working Paper were the following:

- ICAO Assistance: Aviation Security Improvement Plan (ASIP) and iPack
- ICAO/LACAC AVSEC/FAL Regional Group
- Enhance Regional Coordination for the implementation of GASeP
- Promote the exchange of voluntary reports between the industry and the aeronautical authority, as a tool for quality control and OSS and SeMS implementation
- Future approach for the digitization of Air Cargo
- One-stop security (OSS)

4.3 Taking into account that this working paper (WP06) addresses various activities related to

aviation security, the asynchronous discussion on WP/06 generated a number of supportive comments from the States. These included:

- support to facilitation of air transport,
- strengthening of professional capacity in the different States,
- support through the contribution of experts for the implementation and improvement of the activities in the States,
- support to the One Stop Security (OSS) strategy,
- remarks on the GASeP as a framework rather than the primary focus of security requirements, and
- endorsement of the USAP audit programme.

4.4 After the discussions and comments from the States, the adoption of the following conclusion was proposed:

CONCLUSION RAAC 17/09	ACTIVITIES ON AVIATION SECURITY
<p>That:</p> <p>The ICAO South American States be committed to:</p> <p>a) contribute with their experts to support other States in the Implementation of ASIPs, and States benefiting from an ASIP to support with their experts and the necessary facilities for the creation of capacities of their personnel, and to request the continuation of their ASIPs and, if necessary, request a new ASIP;</p> <p>b) States that have not yet requested an Aviation Security iPack , request the package since it is highly beneficial, not only for the States but also for regional standardization;</p> <p>c) actively participate in the Meetings of the AVSEC/FAL/RG/ICAO/LACAC Regional Group and, to actively contribute with their experts in this regional group working groups;</p> <p>d) work in coordination with other entities within common territory to actively promote the digitalization of air cargo in order to improve security, competitiveness and efficiency in international trade through air transport;</p> <p>e) continue to support with its experts, and contribute with its experiences and needs as a State to adjust the strategic plan of the AVSEC/FAL regional group to the guidelines and objectives of the GASeP, to strengthen international collaboration in aviation security, including the areas of harmonization of aviation security principles, approaches and measures; information exchange;</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input checked="" type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Technical/Operational</p>

<p>innovation and better use of aviation security related technology, as well as aviation security training and capacity development;</p> <p>f) assess the importance of implementing a SeMS in States, and look for mechanisms, for example through contributions from ISD-SEC and/or through Regional technical cooperation, to support the development of the capacities of the Member States and a proposal to strengthen and harmonise the security culture throughout the Region; and</p> <p>g) take note of the efforts for the implementation of the One stop security (OSS) in the region, and consider participating in the validation processes, ensuring security levels and improving the efficiency of air operations.</p>	
<p>Why: In order to inform the AVSEC activities carried out in the Region since RAAC 16, and request the support of the SAM Region to continue with the planned activities</p>	
<p>When: At short and medium term</p>	<p>Status: Postponed</p>
<p>Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

WP/07 – Air Transport Facilitation

4.5 This working paper presents aspects of facilitation in the context of the recovery from COVID-19 and the conclusions of the High-Level Conference on COVID-19 (HLCC 2021) and associated outcomes of the Forty-first Session of ICAO Assembly (A41). Its objective is to encourage the States of the Region to consider and promote facilitation within the framework of air transport as a fundamental tool for the recovery of International Civil Aviation. The following were the issues analysed in this working paper:

- Post-COVID-19 pandemic facilitation operational measures
- Step up national coordination and international cooperation
- Foster digital data sharing to facilitate seamless, contactless processes during the COVID-19 pandemic and beyond
- Future approaches to manage sustainable health-related facilitation measures that enhance passenger experience and promote implementation monitoring
- Public Health Corridor – PHC

4.6 Discussion during the asynchronous phase received comments in line with the actions carried out by States at international conferences on facilitation, particularly at the High Level Conference on COVID-19 (HLCC 2021). The States demonstrated their commitment to collaborate to advance the actions suggested by the Working Paper. The relevance of CAPSCA as a coordinating entity for initiatives,

such as the implementation of PHC, was highlighted. In addition, the need to develop training programmes for facilitation experts was emphasized.

4.7 After the discussions and comments from the States, the adoption of the following conclusion was proposed:

CONCLUSION RAAC 17/10	AIR TRANSPORT FACILITATION
<p>That:</p> <p>The ICAO South American States carry out the following measures:</p> <p>a) Take note of the importance of facilitation during and beyond the COVID-19 pandemic;</p> <p>b) Establish actions to strengthen the area of facilitation in the States, especially the effective implementation of the NATFP and NATFC;</p> <p>c) Urge the civil aviation authorities to update their organizational charts, and develop training programmes on Facilitation for relevant personnel and take advantage of ICAO Facilitation Courses;</p> <p>d) Analyse the report of the High-Level Conference on COVID-19 and make proposals that can promote and strengthen collective initiatives for the harmonization of measures in the States of the SAM Region;</p> <p>e) Comply with the Standards and Recommended Practices of Annex 9 regarding the implementation of passenger data exchange systems, in coordination with the relevant authorities, and seek to use the data using risk management, in order to achieve the necessary security with the minimum of inconvenience to passengers and for the release or dispatch of merchandise.</p> <p>f) Actively participate in the CAPSCA Group and collaborate in the development of an implementation strategy for the CART recommendations together with the recommendations of the Public Health Authorities in their States, the recommendations of the High-Level Conference on COVID-19 and with the ICAO Electronic Bulletin - EB 2023/6 from 16 January 2023; and</p> <p>g) States that have not yet requested iPacks on PHC and FAL are encouraged to request this iPacks. These are extremely beneficial for their States and for Regional standardization.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input checked="" type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Technical/Operational</p>

Why: In order to inform the FAL activities carried out in the Region since RAAC 16, and request support from the SAM Region to continue with the planned activities	
When: At the short and medium term	Status: Postponed
Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

WP/11 - Summary of the A41 resolutions for the SAM Region

4.8 The Secretariat has presented the Resolutions of the 41st ICAO Assembly that could generate action requirements for the States of the SAM Region.

4.9 The States welcomed the working paper and indicated that it presents an overview of relevant results of the 41st ICAO Assembly, which should be taken into account by the Member States according to the reality of each one of them.

WP/14 – PBN implementation in France: a return of experience

4.10 This working paper details cases of operational safety incidents due to human error in the altimetry setting during the execution of Baro VNAV approaches. In that sense, a mitigation option is proposed for these incidents, through the implementation of satellite-based augmentation - SBAS, which simultaneously provides lateral guidance and vertical guidance to execute precision landings. It was remarked that SBAS is a cost-efficient alternative to ground-based augmentation - GBAS, because it avoids the costs of installation and certification of stations at the airport.

4.11 It was reported that, in the SAM Region, research and trials have been carried out regarding SBAS and GBAS, however, it has not been possible to declare the viability of this technology to be applied in PBN precision approach procedures. In 2016, the Seminar/workshop for the implementation of infrastructure to support PBN and GNSS precision approach was held at the SAM Regional Office. The Summary of this event presents conclusions and recommendations on the studies carried out so far, in the following link:

<https://www.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2016-GBAS&t=1>

4.12 The Meeting agreed that the information presented was very relevant. ICAO's EURNAT European Aviation System Planning Group (EASPG) has decided to prepare an ICAO OPS EUR Bulletin on the vulnerabilities of Baro VNAV approaches. The Meeting recommended that the Technical Groups of the SAM Region be informed about the aforementioned Bulletin, and begin the collection of background information on safety occurrences generated by the incorrect altimetry setting for PBN operations, and even for conventional operations.

WP/17 - Strategy for the implementation of the One Stop Security Concept (OSS)

4.13 This working paper presents the importance and challenges for the implementation of the One Stop Security (OSS) concept in the region, as part of the strategy contained in the Declaration to promote connectivity through the development and sustainability of air transport in the Pan-American

region for the years 2020-2035. The reduction of costs associated with the security inspection of transfer passengers and their luggage and the reduction of the minimum connection time at airports are essential for the competitiveness and development of air transport in the Region.

4.14 During the asynchronous meeting, it was noted that equivalent measures need not be prescriptively identical. In addition, it was considered that the meetings of the AVSEC/FAL regional group were an adequate space to discuss this topic and the search for data in each State was supported for a better evaluation of the potential implementation of the Programme. Panama's experience in terms of unilateral agreements was mentioned and the importance of compliance with the guidelines for recognition of equivalence in security measures was emphasized, such as the formalization of a MoU, validation processes and constant collaboration between States. The advantages of the programme and the important need to provide economic resources to allow the participation of the States in the OSS were also underlined, as well as the need to seek its implementation in the shortest possible time.

4.15 In conclusion, it was agreed to continue working together to advance in the development and implementation of the programme, with the aim of improving aviation security in the region.

4.16 The United States noted that they had the authorization to implement six OSS programmes and were evaluating airports in the region as possible candidates. Likewise, they reinforced the benefits of OSS and the need for a robust implementation of Annex 17. In addition, they offered to share their experience on the subject with the region.

WP/18 - Commitment to promote Gender Equality and Women's Development in Aviation

4.17 This working paper 18, presents a study carried out by ICAO SAM and Dinacia Uruguay, in collaboration with INUMET, Puertas del Sur and DINACIA, focused on analysing gender equality in the Uruguayan aviation sector. The initiative seeks to comply with UN Sustainable Development Goal 5, which promotes gender equality and the empowerment of women and girls, with a goal of 50-50 balance in professional and leadership positions by 2030 and monitors the Conclusion GREPECAS/20/09. Using UN Women's WEP gender gap analysis tool, policies and practices related to leadership, workplace and community were assessed. The results indicated that DINACIA and INUMET are in the initial stages of recognizing the importance of gender equality, while the Airport Concessionaire reached an intermediate level in progress towards gender equality.

4.18 The comments made at the asynchronous meeting on the Working Paper presented by Uruguay show general support for the initiative. They highlight the importance of having an express commitment from senior management to achieve gender equality in the aviation sector, both nominally and qualitatively. Countries like the United States, Chile and Venezuela support projects that promote gender equality in aviation and applaud Uruguay's efforts in this regard, showing their willingness to collaborate on the subject.

CONCLUSION RAAC 17/11	PROMOTION OF GENDER EQUALITY AND WOMEN'S DEVELOPMENT IN AVIATION	
<p>That:</p> <p>SAM States, in support of the gender equality policies, be committed to:</p> <p>a) Consult the relevant resources to strengthen the approach that guarantees non-discrimination and equal opportunities</p> <p>b) Review the results for a team to discuss strengths and opportunities, develop an action plan and start generating a Gender KPI.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Technical/Operational</p>	
<p>Why: Promote gender equality and women's development by supporting UN Sustainable Development Goal 5</p>		
<p>When: At short and medium term</p>	<p>Status: In process</p>	
<p>Who: <input type="checkbox"/> Coordinator <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>		

WP/19 – CAPSCA Programme in Air Transport

4.19 This working paper presents to the Meeting the importance of the exchange of information and collaboration with the public health authorities to strengthen health security in the States. In addition, efforts to control public health threats require all stakeholders to adapt to new challenges to continuously improve respective coordination and collaboration, taking into account the conclusions of the High Level Conference on COVID-19 (HLCC). 2021).

4.20 Its objective is to encourage the States of the region to consider and promote the activities of the ICAO CAPSCA Programme in the framework of air transport as a fundamental tool for the recovery of international civil aviation.

CONCLUSION RAAC 17/12	CAPSCA PROGRAM IN AIR TRANSPORT	
<p>That:</p> <p>Considering that there were no objections, regarding the actions proposed in this WP, SAM States are invited to:</p> <p>a) Take note of the importance of the CAPSCA Program for the confrontation of States after the COVID-19 pandemic;</p> <p>b) urge the Civil Aviation Authorities to develop training programs for experts on the subject of the CAPSCA Program and actively participate in all its activities, including the Regional and Global Meetings;</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input checked="" type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Technical/Operational</p>	

<p>c) analyse the report of the High-Level Conference on COVID-19 and make proposals that can promote and strengthen collective initiatives for the harmonization of measures in the States of the SAM Region, give initiatives on how the CAPSCA Program should be strengthened;</p> <p>d) actively participate in the CAPSCA Group and collaborate in the development of an implementation strategy for the CART recommendations together with the recommendations of the Public Health Authorities in their States, the recommendations of the High-level Conference on COVID-19, 19 and, with the ICAO Electronic Bulletin - EB 2023/6, 16 January 2023;</p> <p>e) States that have not yet applied for PHC iPacks are encouraged to do so, as they are highly beneficial for their States and for Regional standardization, and to implement their public health corridors bilaterally, multilaterally, or regionally; and</p> <p>f) States are encouraged to request technical assistance from ICAO to verify their Emergency Plans in the event of a Public Health Emergency of International Interest.</p>	
<p>Why: To inform CAPSCA activities in the Region since RAAC/16 Meeting, and to request support for the planned activities.</p>	
<p>When: At the short and medium term</p>	<p>Status: Proposed</p>
<p>Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

WP/23 – Promotion of CORSIA scheme verification bodies in the SAM Region

4.21 Argentina has submitted the working paper related to the concern, shared with all States, about the non-existence of CO₂ emission reporting verification agencies in the SAM Region.

4.22 The States appreciated the working paper and agreed that the non-existence of verification bodies to verify annual emission reports of air operators, as established in Part II, Chapter 2, 2.4.1.1, of Annex 16, Vol. IV - CORSIA generates an additional cost to air operators.

4.23 The proposal to establish Working Groups to address this situation is welcomed by States. Also, an State has mentioned that Civil Aviation Authorities could establish verification systems to supplement this requirement.

4.24 The Secretariat has clarified that, concerning the establishment of Working Groups to address the issue of Certifying Agencies, it should be considered, in the States, to establish, first of all, a

link with the Management Systems Certifying Agencies and work in strategic alliances so that these Agencies establish sustainable lines of business, and with that purpose, to be able to have professionals qualified in the certification of emissions reports in accordance with the ISO 14064-3:20061 standard and the relevant requirements of Appendix 6, Section 3 of Annex 16, Vol. IV - CORSIA.

4.25 Additionally, about the proposal that Civil Aviation Authorities establish verification systems to meet this requirement, the Secretariat highlighted that to install verification systems and replace the requirement of verification by a certifying agency, the first step is that States must include this process in their national regulation of Annex 16, Vol. IV - CORSIA. In addition, ICAO must be notified of this difference concerning the Reference Annex, published on the e-FOD platform, and reflected in the State's AIP in Section GEN 1.7 and mention the alternative methods the State will apply to comply with this requirement. The Secretariat intends to work closely with States to establish the best strategies to comply with ICAO's SARPs related to the environment while respecting the sovereignty and autonomy of States to draw up their plans to support ICAO in fulfilling its commitment to environmental protection.

WP/24 – Promotion of projects for the development of sustainable aviation fuels

4.26 The Secretariat thanks for the working paper presented by Argentina. About the proposal, the States expressed their support for having a space to disseminate the science, technology, and regulations on the production and use of SAF.

4.27 The Secretariat informed the States that the ICAO Environment Office, through the ACT-SAF Program, carries out a monthly webinar program to disseminate the technical aspects related to SAF. The Region could promote these identical webinars for the States and generate virtual forums to share factors related to SAF regulations and technology.

4.28 In addition, strategic alliances can be established with industry and the States to promote technical visits to SAF production plants and companies that create the production technology.

WP/25 - Implementing the light-sport aircraft category as a means of a safe and sustainable development of the small aircraft industry in the SAM Region

WP/26 – Approval of a standardized model relating to implementation of electronic license

4.29 Through this working paper, Brazil informed the Meeting about the implementation of an electronic version of the licenses issued to Brazilian civil aviation professionals and the feasibility of sharing this solution with the States of the ICAO SAM Region, ensuring an optimized use of their resources and a faster way of exchanging technical information related to licenses by each State. In this regard, Brazil proposed a conclusion for the consideration of the SAM States.

4.30 On this matter, the SAM Office together with the Operations Section at ICAO Headquarters have organized a one (1) hour webinar to be held during the week of May 8 of this year. The following topics will be addressed *in the webinar*:

- ✓ Current and future EPL tools based on the provisional solution;
- ✓ State of the long-term solution: What does it contain and what does not; and
- ✓ What would be needed in terms of data to be shared according to the current proposal for the long-term solution.

WP/30 – Chile's experience in the development and implementation of the Civil Aviation Master Plan (CAMP)

4.31 The Meeting noted the information presented by Chile in Working Paper 30 regarding the experience in the development and implementation of the Civil Aviation Master Plan. The NE identifies the main objectives of the Master Plan, highlighting four fundamental axes: 1) Air Connectivity, 2) Operational Safety, 3) Institutional Strengthening, and 4) Environmental Protection. The experience shared by Chile on the challenges and opportunities for improvement identified in the development of the civil aviation Master Plan is of great value for other States of the SAM region, as was recognized by the Meeting.

WP/37 – The Industry Position on Environmental Taxes

4.32 IATA proposed to the States through this working paper, to promote the non-proliferation of Environmental Taxes.

4.33 The States indicated that ICAO promoted the CORSIA scheme, in order to avoid different measures for environmental protection,

4.34 States are aware of the impact of new taxes or fees on the costs of air operations and that a high percentage of these costs are transferred to airline tickets, which could discourage air transport. For this reason, they agree that it is advisable to prevent the creation of taxes.

4.35 However, States are also aware that it is within the power of national governments to create new taxes on commercial and economic activities, including aviation.

4.36 Additionally, domestic aviation is excluded from the scope of CORSIA, and IATA is requested to clarify whether the proposal is for international aviation or includes domestic flights.

WP/38 - Member States' Role in Supporting the Energy Transition to Sustainable Aviation Fuels (SAF)

4.37 IATA, through this working paper, has presented the aviation industry's view on the actions needed for member states to develop Sustainable Aviation Fuels policies.

4.38 States have indicated that there is a need for innovative policies to develop and deploy SAFs and that there are challenges to developing and deploying SAFs and procedures to drive their advancement.

4.39 However, the States have indicated that no actions can be defined concerning the study note because they refer to paragraphs 3.3, 3.4, and 3.5, which do not contain.

WP/42 – Mixed Passenger Terminal Concept

4.40 This working paper proposes a shift of paradigm to accommodate a mix of outgoing passengers, both national and international, using the same infrastructure as the passenger terminal and allowing significant CAPEX and OPEX savings for the airports, with impacts on airport charges.

4.41 In this sense, IATA proposes that States have a holistic vision of passenger processing requirements and the use of technology for the control and identification of passengers, as can be seen in airports in the United States and Mexico.

4.42 During the asynchronous discussion, it was mentioned that the WP should be studied in more detail and with all the areas involved to obtain more information, and the importance of separating national and international flights in different terminals was also highlighted. The Secretariat takes note of these points of view and will include them in the final report.

WP/49 – Development of Regionally Harmonized Standards and Provisions for the Safe and Efficient Integration of UAS and New Entrants

4.43 This working paper, presented by IATA, highlights that the rapid proliferation of UAS for commercial use requires safe and efficient integration of existing operational airspace. There is also a need to develop standards that allow states to establish harmonized standards. The industry can contribute to this process building

4.44 It was reported that the SAM Region is already pushing the integration and harmonization of regulations for UAS and RPAS. The harmonization of requirements for operations with electric vertical take-off/landing (eVTOL) aircraft will also be considered within the set of Latin American Regulations (LAR).

4.45 With the support of the State and SRVSOP focal points, the first editions of the Operations Concepts (CONOPS) for Unmanned Aircraft Systems (UAS) and UAS Air Traffic Management (UTM) have been developed, as well as the LAR UAS 100 and 101 covering UAS operations for the open category. The LAR UAS 102 for UAS operations in the specific category is currently under development.

Agenda Item 5A: Other business

5.1 Under this agenda item, the following working paper was presented:

- *WP/16 – Comprehensive Air Traffic System Global Council (CATS Global Council), CANSO*
- *WP/35 – Advancing Accessibility for all, IATA*
- *WP/51 - Economic Outlook and the Value of Aviation, IATA*
- *IP/07 – Initial Concept of Operations for an Info-Centric National Airspace System. United States*
- *IP/08 - Electronic Flight Bag Training Initiative for the ICAO South American Region, United States*

WP/16 – Comprehensive Air Traffic System Global Council (CATS Global Council)

5.2 CANSO presented this working paper on the roadmap drawn up by the Global Council of the "Complete Air Traffic System" (CATS) that sets out key activities to achieve the Future Skies Vision by 2045. The Secretariat highlighted that the Global Air Navigation Plan (GANP) is the ICAO's modernization plan for air traffic management. The Executive Committee of the 41st Assembly expressed in its Report (ICAO Doc 10183) the invitation to Industry to submit the contents of the aforementioned Roadmap through the appropriate ICAO mechanisms for the update of the GANP.

WP/35 - Advancing accessibility for all

5.3 IATA presented this working paper on the growing importance of people with disabilities and the elderly in the demand for air travel. The United Nations Convention on the Rights of Persons with Disabilities (CRPD) and the need for international cooperation to improve accessibility in transport, including people with disabilities and the elderly. IATA supports ICAO and its member states in the development of policies for more accessible air transport and requests a specific work programme based on the resolution adopted at the 41st Assembly, which promotes a coherent regulatory approach in global accessibility.

5.4 During the asynchronous phase of RAAC/17, the participants expressed their support for collaboration between States, industry and associations of persons with disabilities to improve air travel conditions for persons with disabilities in all countries, including developing countries. The importance of recognizing the needs of different passengers, especially those with disabilities and/or limited mobility was highlighted, and States were urged to comply with the accessibility standards set out in Annex 9. Some countries, such as Peru, mentioned their legislation in support of inclusion and accessibility. Participants also supported the development of a dedicated work programme to generate globally recognized regulatory guidance on accessible air transport, driving a consistent regulatory approach to global accessibility.

CONCLUSION RAAC 17/13	INCLUSION AND REDUCTION OF BARRIERS TO AIR TRANSPORT FOR PERSONS WITH DISABILITIES AND THE ELDERLY	
<p>That:</p> <p>SAM States carry out the following activities:</p> <p>a) Support collaboration between States, industry, and disability associations to improve the air travel conditions of persons with disabilities in every country, including developing countries; and</p> <p>b) build on the resolution passed at the 41st Assembly and support ICAO with the development of a robust and long-term accessibility strategy and work plan with the aim of reaching access in all countries.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Technical/Operational</p>	
<p>Why:</p> <p>To reduce barriers for people with disabilities and the elderly and prepare for the increase in passengers in these conditions in the coming years.</p>		
<p>When: At short and medium term</p>	<p>Status: In process</p>	
<p>Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>		

WP/51 – Economic Outlook and the Value of Aviation

5.5 This working paper showed an economic overview, the current situation, the projection of air transport connectivity and aviation growth in the SAM Region, as well as the possible actions that governments should take (through ICAO) to promote and support the strong recovery process observed in the SAM Region.

5.6 In this way, the States supported the working paper and took note of the information. They also stressed the challenge of seeking the best strategies in coordination with the industry for the recovery of air transport in order to make greater connectivity feasible and jointly prepare them for possible events that may again affect aviation.

IP/07 – Initial Concept of Operations for an Info-Centric National Airspace System. United States

Under review.

IP/08 - Electronic Flight Bag Training Initiative for the ICAO South American Region, United

5.7 Through this information paper and a video, the United States of America informed RAAC/17 that its Federal Aviation Administration (FAA) and the ICAO South American Regional Office

(SAM) partnered to provide specialized electronic flight bag (EFB) training to safety inspectors in the SAM Region and that this approach can serve as a model for future technical training in the Region.

5.8 In December 2022, the FAA began training nineteen (19) aviation safety inspectors (ASIs) from twelve (12) Civil Aviation Authorities (CAAs) in South America: Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Suriname and Uruguay.

5.9 The ICAO SAM office organized EFB seminars on January 18 and 25, 2023. The seminars began with a presentation that reflected the training course to include EFB functionality, technical feature requirements and the role of the ASI in authorizations. It also included best practices, lessons learned and FAA operational experiences. A total of 19 ASIs completed the online training and participated in the webinars.

5.10 The EFB training course delivered provided technical expertise to the SAM ASIs as part of their continuing professional development. It can be considered as practical on-the-job training (OJT) Level 1. It is the responsibility of the inspector's CAAs to link this FAA training to the CAA's own regulatory system through practical OJT Levels 2 and 3.

5.11 The SAM Office expressed its appreciation for the support provided by the FAA to the SAM Region States and kindly requested to continue this partnership in the interest of improving safety in South America.

5.12 Currently, the SAM Office and the FAA are organizing the delivery of the following Governmental Safety Inspector (GSI) virtual courses in English language to be scheduled starting in October 2023:

- GSI Air Service Operator Certification GSI course;
- GSI Airworthiness GSI Course;
- GSI Personnel Licensing Course; and
- GSI Air Cargo Certification Course.