



Agenda

Item 2:

Report of activities of the GESEA and Subgroups

GESEA ACTIVITIES UPDATE BY THE URUGUAYAN STATE

(Presented by Uruguay)

SUMMARY

This note presents the state of implementation of the deliverables and progress of the Uruguayan State with respect to the tasks of SG1 and SG2 GESEA.

References

- Conclusion SAM/IG/22-01
- SAM/IG/23 Report Item 2.22
- SAM/IG/24 Report Table 1

1. Background

1.1 The SAM/IG/23 Meeting approved the basic characteristics for the organization of the GESEA, objectives, structure, SG1 and SG2 subgroups with the corresponding coordinators.

1.2 The work plan was also established with the most important issues arising and the list of tasks to be carried out to comply with the planned.

1.3 According to the Approved Work Plan, we then analyze the tasks performed by the Uruguayan State within the framework of the South American Airspace Study and Implementation Group.

2. Analysis

ATS CONTINGENCY PLAN SAM

2.1 The Uruguayan State participated in the GESEA virtual meetings in order to comply with the ATS Contingency Plan to be activated in the event of a partial or total interruption of such air navigation services in an FIR, and a full review of the plans, including letters according to adjacent FIR, ATS coordination and ATFM service performance, is required.

2.2 Uruguay completed the update of the National Contingency Plan, complying with what is required in the Plan Hierarchies of the SAM Region ATM Contingency Framework Plan project.

2.3 Currently and as requested by LN3/24.1-SA5304 Uruguay is working on the analysis and commentary of the proposal of the FRAMEWORK Plan for ATM Contingency of the SAM Region.

STRATEGIC DIRECT ROUTING

2.4 SG1 GESEA agreed to work on implementing rapid impact elements for efficiency on the basis of providing airspace users with additional flight planning, with route options on a larger scale across FIRs, so that planned distances in general are reduced compared to the fixed route network.

2.5 The meeting of the Working Group on Strategic Direct Routing (EDE) was held through 5 virtual sessions in which the Uruguayan State actively participated in the development of an educational video to disseminate the EDE concept for CTAs, pilots and ARO Officers. In addition to developing together with the subgroup, a draft for an EDE Instruction Guide for CTAs.

2.6 Similarly, coordination was initiated for the purpose of implementing the EDE at the time of low air traffic demand based on COVID-19.

CONOPS UPDATING

2.7 Uruguay participates in the WORKING Group on CONOPS, which includes the challenges that regional and global air navigation will address in the five-year period after COVID19 (2021-2025) and formulates the proposed functionalities and implementations to improve efficiency and keep space demand/capacity balanced, supporting the early recovery of civil aviation and restoring connectivity.

2.8 It is aligned with the Global Navigation Plan (GANP sixth edition) and the Block Aviation System Improvement (ASBU) methodology so we are using GANP tools as the basis for the upgrade.

SUPPORT TO VOL.III e-ANP

2.9 Between 24 and 26 August, Uruguay participated virtually in the WORKSHOP ON APPLICATION AND DEVELOPMENT OF THE VOL. III TEMPLATE OF THE E-ANP CAR/SAM INCLUDING KPI FORMULATION FOR THE SAM REGION.

2.10 Initially, the familiarization of the aeronautical community with the Global Air Navigation Plan (GANP) was evaluated, then a first assessment was made of the current context of the provision of air navigation services, their projections, and planning to face medium- and long-term challenges. Subsequently, a first assessment of the collaboration in the areas of Air Navigation was carried out in the context of the Regional Air Navigation Plan.

2.11 An assessment of the main challenges of the SAM region's Air Navigation services was carried out, with a first approximation of the Strategic Objectives for the Implementation of Air Navigation Improvements for the SAM Region.

2.12 Good practices related to the Regional Plans of other ICAO Regions were shared with States, collecting good practices from States in relation to the provision and planning of air navigation services.

2.13 Finally, ICAO documentation was shared that serve as the basis for the preparation of Vol. III of the CAR/SAM e-ANP, with all the activity carried out being extremely productive.

REGIONAL GUIDE ON THE IMPLEMENTATION OF PBN PROCEDURES FOR VISUAL RUNWAYS

2.14 Uruguayan State as a member of SG2 GESEA has participated through the video conference system, in the preparation of the draft of the Regional Guide on the implementation of PBN Procedures for Visual Runway, in order to provide a set of harmonized guidelines to guide States in the process of implementing PBN procedures to visual runways, aimed at aircraft operators, PANS-OPS service providers and ATS service providers.

3 Suggested actions

3.1 The impact of health measures in the Region causes the GESEA to have an impact on the Recovery and Resilience phases of the Regional Strategic Framework for The Recovery of International Air Transport by working on operational and technical measures that address the current situation.

3.2 The Meeting is invited to take note of the information provided by Uruguay as a member of the GESEA.