



Agenda

Item 1: ANS context (ATM/CNS) Global and Regional level. Status review of conclusions

STATUS REVIEW OF CONCLUSIONS ADOPTED BY SAM/IG MEETINGS

(Presented by the Secretariat)

SUMMARY	
<p>The purpose of this working paper is to allow the Meeting to review the status of implementation by SAM States of valid conclusions and pending activities made by the workshops/meetings of the SAM Implementation Group (SAM/IG).</p> <p>At the same time, it contains an analysis on completion of Conclusion SAM/IG/14-9 - Database on PBN Capacity of aircraft and operators.</p>	
Reference	
<ul style="list-style-type: none">• Reports of the workshops/meetings of the SAM Implementation Group (SAM/IG).	
ICAO strategic objectives:	<i>A - Safety</i> <i>B – Air navigation capacity and efficiency</i> <i>E – Environmental protection</i>

1. Background

1.1 The workshops/meetings of the SAM Implementation Group have produced a series of agreements, which translated into conclusions showing the actions to be taken by the Implementation Group and/or by the States, as well as activities assumed by the working groups.

1.2 This working paper contains a review of valid conclusions, as well as pending activities of the workshops/meetings of the SAM Implementation Group SAM (SAM/IG).

2. Discussion

2.1 Previous SAM/IG meetings formulated conclusions and adopted a series of activities aimed at the implementation of various functions to allow the Region to evolve in a sustained manner towards the application of the global ATM concept of operations.

2.2 The COVID-19 health emergency has significantly limited the actions of many States related to:

- a) SAM ATS route network optimisation;
- b) performance-based navigation (PBN) for en-route, terminal and approach operations and implementation-related approvals;

- c) air traffic flow management (ATFM);
- d) CNS system improvements; and
- e) automation.

Summary of the status of implementation of tasks and conclusions

2.3 To show the status of implementation of the conclusions and action taken, an updated list has been developed, shown in **Appendix A** to this working paper. The attached information refers to information available at the Secretariat with reference to each agenda item.

2.4 The list of conclusions and actions includes:

- a) tasks to be carried out and/or the corresponding conclusion in the areas under analysis;
- b) specific tasks leading to the accomplishment of the main task;
- c) expected results of each task;
- d) completion dates;
- e) parties responsible for their implementation;
- f) members who will support the task; and
- g) status of implementation of the task and, when so required for better understanding, an explanatory note on the status of implementation.

2.5 The Meeting should review each task identified and comment on the resulting specific tasks, consider the need for modifying the completion date, and the status of implementation of each task. The Meeting could also complete the table contained in **Appendix B**, which shows the tasks to be completed by the States, for follow-up purposes.

Analysis on completion of Conclusion SAM/IG/14-9 Database on PBN capacity of aircraft and operators

2.6 By communication of 8 July 2020, CARSAMMA inquired the possibility of disassembling the database (DB) on PBN capacity of aircraft maintained by the agency since 2010 at SAM/IG's request, considering that it is necessary to concentrate actions on operational safety issues, as well as the interest in reducing the use of material and human resources in the current context of COVID 19. See the related Conclusion SAM/IG/14-9 below;

3-1	<p>Conclusion SAM/IG/14-9: Aircraft and operator PBN capacity database</p> <p>That the ICAO SAM Office send to SAM States information on the use of the aircraft and operator PBN capacity database, requesting that the aforementioned database be completed by 15 March 2015.</p>	<p>Complete the implementation of the Database on aircraft and operator PBN capacity; and circulate a letter to States requesting to complete the data.</p>	<ul style="list-style-type: none"> a) Web-based application b) Updated database 	SAM/IG/24	RO/TC	RO/FLS	<p>VALID</p> <p>Application development started. Currently under review by ICAO Montreal HQ in order to include it in iSTARS.</p>
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2.7 It would be estimated that the "scenario" or identified problem that gave rise to the fleet DB requirement (PBN capability) has already been extinguished. The solutions proposed for safe, consistent and efficient PBN implementation were:

- a) Confirm that more than 80% of aircraft were certified to fly RNAV 5 (by the way, it started with RNP10 in Santiago - Lima corridor). This prerequisite was considered to prevent the implementation of RNAV routes from affecting or re-greedying non-approved RNAV users.
- b) Implement PBN procedures, concerning RNP APCH (and RNP AR if required) at airports. To date, these PBN procedures are seen to coexist with conventional procedures (VOR and up to NDB). Moreover, ILS procedures remain globally, i.e. GBAS is not yet applied massively for precision approximation (there are ionosphere issues and high costs to install and maintain GBAS). Therefore, the implementation of RNP at airports was not as conditioned on the amount of fleet prepared, since the operators visualized the advantages of operating RNP and equipped the aircraft and/or certified it to their AAC. Below are the topics of Certification for this type of operation.
- c) Ensuring that PBN implementation involved building capacities in AAMs to address aircraft + operator approval tasks and plan the support of RO SAM ICAO. SRVSOP boosts this topic very efficiently in SAM Region, with appropriate courses and technical guides.
- d) Avoid risky situations before a non-approved user intends to operate RNP procedures or RNAV routes without certification.

2.8 Item a) and b) above was supported by RLA/06/901, and Item c) was addressed by the SRVSOP. Item d) was a concern for both projects. Both projects worked closely together on the first stage of implementation, at least until 2014.

2.9 The situation since the first activities of implementation of the PBN, however, have changed significantly, as described;

- a) The current fleet is equipped from the factory with avionics for PBN, on various levels, including training aircraft and general aviation, suitable for flight in continental and ocean spaces. On commercial aviation, IATA has provided surveys to its members confirming this fact.
- b) Significant part of the "old" (non-approved PBN) fleet, which was a remnant until 2019, given its costly and inefficient operating characteristic, would be dismissed in this COVID and Post-COVID scenario. IATA does not yet have an official position on this subject.
- c) According to Annex 6 ICAO now only the RNP AR is part of an independent specific Certification process, which involves noting approval in OPSPECS. The rest of the navigation specification (RNAV 5, RNP 1,2,4, RNP APCH, etc.) have been provided as they are only part of the operator's operating manual by checking operational technical requirements. Therefore, remains under AAC surveillance. In this sense, USOAP has PQ s regarding the ability to monitor these operations.
- b) Improvements to the ICAO Flight Plan template since 2012 (Doc 4444), already fully implemented and automated, identify the capabilities of the aircraft in hot air. Circular 353 (2019) significantly improves the information presented in the RNP approach letters. If a pilot executes an APCH RNP procedure not provided for in his Operating Manual, he would be contravening the framework granted by the AAC. There would be no way to do it "by mistake".

Therefore, given the current availability of information on aircraft and operators approved by the AAC, as well as the scope of surveillance by those authorities on PBN operations, it is considered feasible to discontinue the use of the aircraft database and thus finalize the Conclusion SAM/IG/14-9 PBN Capacity Database of aircraft and operators.

3. **Suggested action**

3.1 The Meeting is invited to:

- a) Request the various working groups to analyse the tasks in their areas of expertise, as shown in Appendix A to this working paper, assess each task and its status of implementation, and complete the information as applicable;
- b) request States to complete the list of activities shown in Appendix B, in order to do the corresponding follow-up to those tasks under the responsibility of their respective administrations;
- c) discontinue activities to provide a PBN capacity database and define the completion of Conclusion SAM/IG/14-9;
- d) if necessary, adopt the relevant course of action regarding each task; and
- e) discuss any other issues it may deem appropriate.

APPENDIX A

STATUS OF IMPLEMENTATION OF CONCLUSIONS AND/OR TASKS EMANATING FROM SAM/IG MEETINGS

(updated SAM/IG/24, November 2019)

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
1. Implementation of performance-based navigation (PBN) in the SAM Region							
1-1	<p>Conclusion SAM/IG/14-6: Projects and/or action plans for PBN redesign of the main South American TMAs</p> <p>That SAM States:</p> <p>a) send the Project and/or Action Plans for PBN redesign of the main TMA(s) selected by their Administration, in order to complete the SAM PBN Project that is contained in Appendix J to this part of the Report, to the SAM Regional Office by 31 December 2014;</p> <p>b) send the corresponding updates to the aforementioned Project and/or Plans to the SAM Regional Office as soon as possible, so as to ensure harmonisation of activities under the SAM PBN Project.</p>	Determination of the selected air spaces to be optimized with the implementation of PBN	<p>Indicate the selected airspace for redesign or optimisation</p> <p>Report updates</p>	SAMI/IG/25	STATES	RO/ATM	<p>VALID</p> <p>NOTE: SAM/IG/24 considered to transfer the activities of this conclusion to GESEA.</p> <p>It is deemed necessary to develop SAM Airspace Concept.</p>
1-2	<p>Conclusion SAM/IG/21-01: Objectives of PBN implementation harmonized at regional and interregional level</p> <p>That SAM States, organisations, users, and stakeholders double efforts to meet regional and interregional performance-based air navigation implementation goals, based on GREPECAS projects, and contemplating the strengthening of national PBN implementation plans so that they include performance indicators and the use of recognised project management tools and methods.</p>	<p>Updating of regional PBN action plans and State action plans.</p> <p>Follow-up to PBN implementation and specific assistance to States.</p>	PBN implementation plans implemented	SAMI/IG/26	STATES	RO/ATM	<p>VALID</p> <p>NOTE: SAM/IG/24 considered to transfer the activities of this conclusion to GESEA.</p> <p>It is deemed necessary to develop SAM Airspace Concept.</p>

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
2. Contingency plans and air space efficiency							
2-1	<p>Conclusion SAM/IG/23-04: Procedure to be applied in case of radioactive clouds or accidental release of radioactive material</p> <p>That the civil aviation authority and/or ATS authorities, in coordination with meteorological authorities and/or meteorological watch offices, implement procedures related to the production of SIGMETs in order to:</p> <ul style="list-style-type: none"> a) Ensure that their ATS/MET cooperation agreements include the exchange of information on radioactive material in messages exchanged between ATS and MET units; b) Foresee training for ATS staff on procedures related to receiving information from the London VAAC concerning radioactive material; c) Coordinate the inclusion of the accidental release of radioactive material or the presence of radioactive clouds in their contingency plans. 	Develop and sign ATS MET cooperation agreements, including information related to radioactive material in exchange messages	ATS MET cooperation agreements signed.	SAM/IG/26	States	RO/ATM RO/MET	VALID

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
2-2	<p>Conclusion SAM/IG/21-02: Consolidation of the implementation of 40NM longitudinal separation minima between adjacent FIRs in the SAM Region and promotion of the Action Plan for the implementation of a 20NM separation</p> <p>That SAM States take action and apply procedures in the ACCs to consolidate the implementation of 40NM longitudinal separation minima and give priority to the execution of the action plan for the implementation of standard 20NM separation minima between adjacent FIRs in SAM continental airspace.</p>	<p>Follow-up to the implementation of the 40NM separation, follow-up to the Action Plan for the implementation of 40 NM separation, follow-up to the Action Plan for the implementation of 20NM minima, and specific assistance to States.</p>	<p>Implementation of 20NM longitudinal separation minima in continental airspace.</p>	SAM/IG/25	STATES	RO/ATM	<p>VALID</p> <p>NOTE: SAM/IG/24 considered to transfer the activities of this conclusion to GESEA.</p> <p>It is deemed necessary to develop SAM Airspace Concept.</p> <p>NOTE - The conclusion was relocated as part of Item 2, airspace efficiency</p>
<p>3. Standards and procedures for performance-based navigation operations approval</p>							
3-1	<p>Conclusion SAM/IG/14-9: Aircraft and operator PBN capacity database</p> <p>That the ICAO SAM Office send to SAM States information on the use of the aircraft and operator PBN capacity database, requesting that the aforementioned database be completed by 15 March 2015.</p>	<p>Complete the implementation of the Database on aircraft and operator PBN capacity; and circulate a letter to States requesting to complete the data.</p>	<p>a) Web-based application b) Updated database</p>	SAM/IG/24	RO/TC	RO/ FLS	<p>VALID</p> <p>Application development started. Currently under review by ICAO Montreal HQ in order to include it in iSTARS.</p>
<p>4. ATFM implementation</p>							

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
4-1	<p>Conclusion SAM/IG/24-01: ATFM services implemented in the SAM States provide for the development of the Daily Plan - PDA and coordinated the means and procedures for distribution or publication in repositories or websites on a regular basis, designating its focal points responsible for implementing this initiative. In addition, an agile procedure for developing ATFM Regional Teleconferences is studied and defined, with the goal of progressively achieving a daily periodicity.</p>	<p>Develop PDA, coordinating its dissemination with SAM regional ATFM dependencies and CAR if applicable.</p> <p>Sign or update ATFM agreement letters to formalize the exchange and its processes.</p> <p>Study media for ATFM teleconferences</p>	<p>PDA exchanged between SAM region dependencies and CAR if applicable</p>	<p>SAM/IG/ 26</p>	<p>States / ATFM Focal Points</p>	<p>RO/ATM</p>	<p>VALIDA</p>
4-2	<p>Conclusion SAM/IG/23-01: Implementation of ATFM measures in accordance with Doc 9971, and coordination in case of ATS contingencies</p> <p>That, SAM States prioritise the provision of the following for their ATS and ATFM services:</p> <ul style="list-style-type: none"> a) Strengthen the functions of the flow management positions (FMPs) or units (FMUs), providing them with the prerogatives for coordinating and supporting ATS services; b) Define the profile and skills of the ATFM staff, and provide programmes for initial and recurrent training for the Staff; 	<p>To meet the provisions of ICAO Doc 9971 and the SARPs contained in Annex 11</p>	<p>Support to ATFM and ATC</p>	<p>SAM/IG/25</p>	<p>States</p>	<p>RO/ATM</p>	<p>VALID</p>

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
	<p>c) Mandate that ATFM measures are strictly based on the Doc. 9971 to face situations generating capacity/demand imbalance, especially in cases of ATS capacity degradation caused by unforeseen events;</p> <p>d) Establish instructions and supervision H24, ensuring that ATFM measures has the less impact for international flights, and all ATFM measures are agreed with adjacent ATFM or ACC dependencies;</p> <p>e) Mandate the correct application of the ATFM process, from the ATM planning phase to the phase of operations analysis and performance control; and</p> <p>f) Exclude the use of NOTAM of Flow Control to deal with situations of demand/capacity unbalance, with the only exception of the initial response that an ACC may require in the first 12 hours of ATS contingency.</p>						
<p>5. Operational implementation of new ATM automated systems and integration of the existing systems</p>							
<p>5-3</p>	<p>Conclusion SAM/IG/19-2: Implementation of procedures to mitigate the duplication/multiplicity of scheduled commercial flight plans</p> <p>In order to implement procedures to mitigate the duplication/multiplicity of scheduled commercial flight plans, States:</p> <p>a) should establish AFTN address XXXXZPZX, corresponding to the ARO/AIS Offices, as the only address for receiving flight plans.</p> <p>b) could use as a reference the AIC model developed by Peru, shown in Appendix G to this agenda item, when filing the flight plan directly to the ACC FDP.</p>	<p>a) establish AFTN address XXXXZPZX as the only address for receiving flight plans</p> <p>b) develop AIC</p>	<p>Singe address Implemented</p> <p>AIC developed</p>	<p>SAM/IG/26</p>	<p>States</p>	<p>RO/CNS y RO/ATM</p>	<p>VALID</p> <p>To date, Uruguay and Peru have implemented the procedure. Brazil, Ecuador and Venezuela have begun the procedure</p>

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
5-4	<p>Conclusion SAM/IG/21-03: Activities required in the AIDC pre-operational phase to reduce migration times to the operational phase</p> <p>That SAM States currently in the AIDC pre operational phase, in order to reduce time in this phase and migrate to the operational phase:</p> <ul style="list-style-type: none"> a) operate AIDC for a period of time to obtain the skills required for use thereof; b) monitor AIDC operation, recording errors made during the reporting, coordination and transfer stages; c) conduct statistical measurements based on the results of b), in order to identify the most frequent errors; d) based on the results of c), take the necessary action to mitigate errors; and e) report the results obtained in c) and d) and disseminate the lessons learned at events, teleconferences and AIDC implementation meetings of the SAM Region, so that they may serve as a reference for other AIDC implementations. 	<p>Follow-up and coordination via teleconferences and meetings</p>	<p>AIDC operational connection completed</p>	<p>December 2019</p>	<p>States</p>	<p>RO/CNS and RO/ATM</p>	<p>VALID On 18 August 2018, operational AIDC was established between Lima ACC - Guayaquil ACC and also between Iquique ACC-Lima ACC</p>
5-7	<p>CONCLUSION: SAM/IG/23-03: Adaptation of AMHS terminals of aeronautical meteorology users</p> <p>That, pursuant to the standard requiring the implementation of the exchange of OPMET messages in IWXXM GML format by 5</p>	<p>To meet the provisions of amendment 78 to ICAO Annex 3</p>	<p>Perform the tests and submit results</p>	<p>SAM/IG/26</p>	<p>SAM Region States</p>	<p>ICAO SAM Office</p>	<p>VALID</p>

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
	November, States should: <ul style="list-style-type: none"> <li data-bbox="281 391 724 496">a. Adjust AMHS terminals of aeronautical meteorology users so that they may transmit and receive OPMET messages in IWXXM GML format <li data-bbox="281 496 724 602">b. Implement the necessary AMHS interconnections in order to facilitate the transmission and reception of OPMET messages in IWXXM GML format <li data-bbox="281 602 724 691">c. States in a position to do so should conduct OPMET message exchange trials in IWXXM GML format 						

Updated FH / 20 Nov 2020

APPENDIX B

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

(Updated SAM7/IG/24 – November 2019)

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES/ REMARKS
<p>Conclusion SAM/IG/13-9 - IATA safety event indicators for SAM States</p> <p>Encourage States to develop, jointly with operators, Secretariat and other ATM community stakeholders deemed relevant, the methodology allowing the use of the data on safety events and indicators registered by airlines through IATA, in order to identify and mitigate any potential risk to operations, setting goals, priority areas and action plan.</p>	YES	O/G	YES	YES		YES	YES		NO	NO	O/G	NO	O/G	YES	<p>Bolivia: First contact made with IATA</p> <p>SAM/IG/23. IATA provided data with FDX tool. Person in contact is Mr. Julio Pereira.</p> <p>From this meeting Colombia will contact M. Pereira to access the information on safety events and indicators registered by airlines through IATA. Paraguay expressed interest.</p> <p>Guyana will contact Mr. Pereira for information.</p> <p>Peru: teleconference will be schedule with IATA to get information.</p>
<p>Conclusion SAM IG/14-18 - Exception in the insertion of alternate aerodromes</p> <p>That:</p> <p>a) Airlines operating to the United States that will apply exceptions to the insertion of the alternate aerodrome, insert "ZZZZ" in box 16 of the FPL and specify ALTN//NIL in box 18.</p> <p>b) States include such procedures in the respective AIPs.</p>	b) YES	b) NO	YES	b)NO	b)O/G	b)O/G	b)O/G	b)O/G	b)N/A	b)O/G	b) YES	b)O/G	b)O/G	b)NO	<p>The recommendation of the NAM/CAR/SAM AIDC/4 meeting of April 2018 also promotes the implementation of the exception.</p> <p>SRVSOP LAR 121.2585 and ICAO Annex 6 provide for the exception when filling the ALTN DEST</p> <p>Bolivia will not apply LAR 121.2585.</p>

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES/ REMARKS
															<p>ICAO will be notified through correct channels.</p> <p>Argentina is publishing the application in its AIP, as reported at the SAMIG/21.</p> <p>SAM/IG/23 informed; Panama does not apply the procedure.</p>
<p>Conclusion SAM/IG/16-01: Model amendment to the letter of operational agreement on AIDC between two centres</p> <p>That SAM States, when implementing AIDC between adjacent ATS units, make the corresponding amendments to the letters of operational agreement using as a model the amendment to the letter of operational agreement between the Lima ACC and the Guayaquil ACC for the operation of AIDC, shown in Appendix A to this agenda item.</p>	O/G	N/A	O/G	O/G	YES	YES	O/G	O/G	YES	O/G	YES	N/A	O/G	O/G	<p>At present, the model amendment to the letter of operational agreement on AIDC is being used by Colombia, Ecuador, Panama and Peru. The remaining States will use it when their operational letters of agreement are amended to include AIDC. Panama and Colombia are making arrangements to sign an agreement.</p> <p>Guyana has capability and has started arrangements with Piarco and proposes begin conversation with Brazil.</p>
<p>Conclusion SAM/IG/18-01: PANS-OPS recommendations for harmonising instrument procedures in the SAM Region</p> <p>That SAM States implement and apply, as soon as possible, the recommendations of the PANS-OPS group, shown in Appendix B* to this part of the report, with a view to harmonising instrument procedures and the associated processes, and enhance safety.</p>	O/G	O/G	O/G	O/G		YES			O/G	YES	YES		O/G	YES	<p>*See information in PANS-OPS workshop States to report on implementation of conclusions at SAM/IG/19</p> <p>The objectives of the conclusion are being met.</p> <p>Follow-up being conducted in SAM/IG/19 table.</p> <p>Table was updated at SAMIG/21.</p>

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES/ REMARKS
															Colombia proposes the conclusion be assumed by tasks of GESEA SG2. Send conclusion to GESEA for asses feasibility of migrating task to GESEA' PTA.
<p>Conclusion SAMIG/19-02: Implementation of procedures to mitigate duplication/multiplicity of scheduled commercial flight plans</p> <p>In order to implement procedures to mitigate the duplication/multiplicity of scheduled commercial flight plans, States:</p> <p>a) should establish AFTN address XXXXZPZX, corresponding to ARO/AIS Offices, as the only address for receiving flight plans.</p> <p>b) could use as a reference the AIC model developed by Peru, shown in Appendix G to this agenda item, when filing the flight plan directly to the ACC FDP.</p>	a) O/G b) O/G	NO	a) O/G b) O/G	a) YES b) YES	a) O/G b) O/G	a) YES b) O/G	NO	a) O/G b) O/G	a) YES b) O/G	a) O/G b) O/G	a) YES b) YES	NO	a) O/G b) NO	a) YES b) O/G	<p>SAMIG/23 informed: Panama has established a single address, and is deploying trials with COPA.</p> <p>Ecuador delegates responsibility of FLP presentation to air operators.</p> <p>Venezuela is working with the single address SVMIZPZX</p> <p>Bolivia is under the automation process and do not generate duplicity/multiplicity of flight plans</p> <p>Guyana está analizando la capacidad de su sistema ATM automatizado.</p>
<p>Conclusion SAM/IG/21-01: Regional and interregional harmonised PBN implementation goals</p> <p>That SAM States, organisations, users, and stakeholders double efforts to meet regional and interregional performance-based air navigation implementation goals, based on GREPECAS projects, and contemplating the strengthening of national PBN implementation plans so that they include performance indicators and the use of recognised project management tools and methods.</p>		O/G	O/G	YES		O/G		O/G	O/G	YES	O/G		O/G	YES	<p>Bolivia: implementation foreseen by June 2020</p> <p>Peru: In 2018 eight (8) key performance indicators (KPI) has been implemented and applied to ATFM and A-CDM. It is foreseen to extend those indicators to PBN in 2019.</p> <p>Venezuela inserted indicators Send conclusion to GESEA for asses feasibility of migrating task to GESEA' PTA.</p>

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES/ REMARKS
<p>Conclusion SAM/IG/21-02: Consolidation of the implementation of 40nm longitudinal separation minima between adjacent FIRs in the SAM Region and promotion of the action plan for the implementation of a 20NM separation</p> <p>That SAM States take action and apply procedures in the ACCs to consolidate the implementation of 40NM longitudinal separation minima and give priority to the execution of the action plan for the implementation of standard 20NM separation minima between adjacent FIRs in SAM continental airspace.</p>		YES		YES		YES		YES	YES	YES	O/G		YES	YES	<p>Bolivia cannot implement 20nm separation minima with its current communications system. Improvement to the VHF network foreseen for 2019.</p> <p>Brazil: has implemented CNS requirements that allow 20NM to be applied with adjacent continental FIRs. However, it is not possible to apply 20NM in all cases because there are adyacent States that do not accept transfer with 20 NM.</p> <p>Peru: For operational restrictions of the Amazon ACC with other adjacent ACC it is not possible to apply 20 NM. Date of implementation subject to confirmation from Brazil.</p> <p>Tests with Ecuador at VAKUD point of 20 NM proposed for second half 2020</p> <p>Ecuador will fix date on ATSRO/10 meeting, for testing with Peru in VAKUD 20NM</p> <p>Colombia: during ATSRO/10 meeting (Bogota) will analyse the implementation of 20NM separation.</p> <p>Guyana has implemented 40 NM with all its adjacent ACC and proposes</p>

Conclusión/Tarea Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	OBSERVACIONES/ REMARKS
															coordination to implement 20 NM.
<p>Conclusion SAM/IG/21-03: Activities required in the AIDC pre-operational phase to reduce migration times to the operational phase</p> <p>That SAM States currently in the pre-operational phase of AIDC, in order to reduce time in this phase and migrate to the operational phase:</p> <p>a) operate AIDC for a period of time to obtain the skills required for the use thereof;</p> <p>b) monitor AIDC operation, recording errors made during the reporting, coordination and transfer stages;</p> <p>c) conduct statistical measurements based on the results of b), in order to identify the most frequent errors;</p> <p>d) based on the results of c), take the necessary action to mitigate errors; and</p> <p>e) report the results obtained in c) and d) and disseminate the lessons learned at events, teleconferences and AIDC implementation meetings of the SAM Region, so that they may serve as a reference for other AIDC implementations.</p>	N/A	N/A					N/A			O/G		N/A	N/A	O/G	<p>Brazil, Chile, Colombia, Ecuador, Panama and Peru have activities to sign operational letters of agreement</p> <p>SAM/IG/23: Venezuela has foreseen tests for August or September 2019 and for October 2019 to subscribe an agreement at least with Colombia</p> <p>Guyana will begin tests between local ATS and will propose tests with Brazil.</p>
			O/G	YES	O/G	YES		O/G	YES		YES				
			O/G	YES	O/G	YES		O/G	YES		YES				
			O/G	YES	O/G	YES		O/G	YES		YES				
			O/G	O/G	O/G	O/G		O/G	O/G		O/G				
						O/G									