

## ACTION PLAN FORMAT

<b>Format N° 001</b>	<b>Date:</b> 01-May-20	
<b>STRATEGIC AREAS</b>	1	ORGANIZED REACTIVATION
	2	FINANCES SUSTAINABILITY
	3	N/A
	4	N/A
	5	N/A
<b>INITIATIVE</b>	<b>IMMEDIATE OBJECTIVE</b>	<b>IMPACT</b>
Cost reduction linked to fuel consumption, based on ATS services efficiency in the Region.	To facilitate, in the enroute segment, the timely use of a Flight level as planned/requested by the pilot, in order to reduce the fuel consumption.	HIGH
<b>OUTCOME</b>	<b>CHALLENGES</b>	<b>ENABLERS</b>
Standardizing 20 NM longitudinal aircraft separation (continental airspace) among ACC	<ul style="list-style-type: none"> <li>• Gaps related to VHF air/ground and ATS surveillance communications in adjacent FIR spaces.</li> <li>• Difficulties on subscribing/updating ATS LOAs between ACC/States.</li> <li>• Difficulties on training ATCO staff.</li> <li>• Separation of aircraft in the transition from Oceanic Space to Continental Space and vice versa.</li> <li>• ATS procedures in SAM/CAR interregional space.</li> </ul>	<ul style="list-style-type: none"> <li>• Balanced ATS demand/capacity for the year 2020.</li> <li>• Availability of the REDDIG Network Regional</li> <li>• ATM/CNS Planning Group, RLA Project 06 901</li> <li>• ATCO Instruction Centres in SAM States</li> <li>• Regional Regulation harmonized to ICAO Annex 11.</li> </ul>

<b>ACTIVITIES</b>	<b>DELIVERABLES</b>	<b>RESPONSIBLE</b>	<b>DEADLINE</b>
1. ATS structures for airspace, regulations, and training requirement analysis	Task force report	TF, CAA, RO SAM, Aerolineas, IATA	19-Jun-20
2. CNS requirements assessment	Task force report	TF, CAA, RO SAM	19-Jun-20
3. ATS simulations	Simulations report	TF, CAA, RO SAM	20-Aug-20
4. Risk assessment	Risk assessment document	TF, CAA, RO SAM, Airlines, IATA	16-Jul-20
5. Elaboration of a model for ATS Letters of Agreement	Model for ATS Letters of Agreement	TF, CAA, RO SAM	20-Aug-20
6. Implementation Schedule	Schedule harmonized and approved	TF, CAA, RO SAM, Airlines, IATA	20-Aug-20
7. Post implementation analysis	Study of implementation outcomes, including corrective actions as well as opportunities for improvement.	TF, CAA, RO SAM, Airlines, IATA	3 months after implemented
8. Others	TBD		
<b>PERFORMANCE INDICATORS</b>	a) Standardized 20 NM longitudinal minima separation for aircraft in continental Airspace, applied among ACC of the SAM Region. b) Optimized ATS coordination procedures in oceanic/continental interface air spaces. c) Airlines' feedback on fuel economy in the period.		
<b>STAKEHOLDERS</b>	<ul style="list-style-type: none"> <li>• SCEPG – ICAO</li> <li>• CAAs</li> <li>• GREPECAS</li> <li>• CANSO</li> <li>• Public opinion</li> </ul>		
<b>COMMUNICATION STRATEGIES</b>	<ul style="list-style-type: none"> <li>• Aeronautical Information Circular (AIC)</li> <li>• Information posted in websites of ANSPs and/or CAAs.</li> <li>• Reports to GREPECAS and contributory bodies</li> </ul>		