



Agenda Item 1: ANS context (ATM/CNS) Global and Regional level

b) Status review of conclusions

STATUS OF IMPLEMENTATION OF SAM/IG/26 CONCLUSIONS BY GUYANA

(Prepared by Guyana)

SUMMARY

This information paper presents a brief summary on the progress made by Guyana in the implementation of SAM/IG current conclusions.

References:

- PBN Plan – Guyana
Version Oct 2020, edition.
- SAM/IG meeting reports.

1. Background

1.1 ICAO invitation to the Twenty-seventh Workshop/Meeting of the SAM Implementation Group (SAM/IG/27) was received this April 19th, in which each participating State is requested to submit an Information Note summarizing the progress made for each of the Conclusions indicated in Appendix 1A, from the Report of the Workshop/Meeting SAM/IG/26 (Virtual, 20-23 September 2021).

2. Analysis

2.1 In compliance with the above, an analysis of the status of implementation of the conclusions and / or tasks originated in SAM /IG meetings is presented, which cover the following topics:

Implementation of Performance-Based Navigation (PBN) in the SAM Region

2.2 **Conclusion SAM/IG/14-6:** Projects and/or action plans for PBN redesign of the main South American TMAs

2.2.1 In accordance with the PBN Plan, the main TMA covers procedures for both Cheddi Jagan and Eugene F. Correia International airports. The procedures include SIDs and STARS for the most used runways based on historical data and installed landing aids. Implementation pending Regulatory approval due to mainly a lack of certified PANS OPS officers in the ANSP. Anticipated completion date 31 Dec. 2022.

2.3 **Conclusion SAM/IG/21-01:** Objectives of PBN implementation harmonized at regional and interregional level.

2.3.1 As foreseen in the PBN plan in addition to 2.2., procedures were drafted for several national airports in Guyana.

2.3.2 Likewise, it must be emphasized that Guyana has reached 100% in the implementation of version 05 of the ATS SAM Route Network, that is, all ATS routes in the upper airspace have RNAV 5 navigation specification.

2.4 **Conclusion SAM/IG/25-04:** Adoption of the Regional Guide on the Implementation of PBN Visual runway procedures.

2.4.1 At present, the Regional Guide is noted, there is no national regulations as yet for implementation of PBN visual runway procedures.

2.5 **Conclusion SAM/IG/25-05:** Studies on RNAV visual flight procedures - RVFP Guyana has not implemented RNAV Visual Flight Procedures.

Contingency Plans and Airspace Efficiency

2.6 **Conclusion SAM/IG/23-04:** Procedure to be applied in case of radioactive clouds or accidental release of radioactive material.

2.6.1 The ATS & MET Letter of Agreement signed on 31 Nov. 2016, covers procedures to deal with such activities. Conclusion part a) is complied with, b) & c) WIP.

2.7 **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.

2.7.1 Guyana currently has ATS Letters of agreement that include the longitudinal separation of 40 NM with the four adjacent States/ACC - implemented and operational. Discussions advance for 20NM if needed in the future base on Demand/Capacity.

2.8 **Conclusion SAM/IG/25-01: Implementation of strategic direct routing – EDE**

2.8.1 Guyana through the AIP permits Strategic Direct Routing (EDE) within the Georgetown (SYGC) FIR, users (IATA) informed of the implementation of direct routing in SYGC.

2.9 **Conclusion SAM/IG/25-02:** Adoption of the guidelines of the SAM ATS contingency framework plan (MCATS/SAM) and alignment of national plans.

2.9.1 The guidelines from the Framework for ATS Contingency Plan for the SAM Region (MCATS / SAM) are being applied, planning activities to make changes are in progress.

2.10 **Conclusion SAM/IG/25-03:** Activities for the development of the SAM ATM/CNS contingency framework.

2.10.1 The ANSP of Guyana has within its operational instruction manual a **downgraded mode manual**, with procedures to meet ATM/CNS contingencies for the different ATSU at the national level. Further coordination is necessary to harmonise with the SAM.

ATFM Implementation

2.11 **Conclusion SAM/IG/24-01:** Procedure for PDA drafting and disseminating and developing ATFM Teleconferences. No work on Teleconf.

2.12 **Conclusion SAM/IG/23-01:** Implementation of ATFM measures in accordance with Doc 9971, and coordination in case of ATS contingencies. A national plan in place.

Operational implementation of new automated ATM systems and integration of existing ones

2.13 **Conclusion SAM/IG/25-06:** Approval of the ATM/FPL Roadmap

2.13.1 and of the format for acknowledgment (ACK) and rejection (REJ) of flight plans and associated messages.

2.13.2 Guyana receives the flight plans transmitted via AMHS from 98% of the airlines with scheduled international flights, giving acknowledgment with the messages of acknowledgment of reception (ACK) and rejection (REJ). All domestic flights plans are enter at an ATSU.

2.14 **Conclusion SAM/IG/21-03:** Activities required in the AIDC pre-operational phase to reduce migration times to the operational phase.

2.14.1 Guyana ATM/AMHS updated, however no trial has started to date.

2.15 **Conclusion SAM/IG/23-03:** Adaptation of AMHS terminals of aeronautical meteorology users.

2.15.1 The new requirement, indicates that the AMHS Terminals build the attachment with the OPMET information in IWXXM format and transmit it (interconnections) in an AMHS message or that an application is installed that encodes the OPMET information in the IWXXM format and generates a file in XML format automatically to be sent by the AMHS system. **This requirement was implemented in Dec. 2021. AMHS system can support this functionality, which was updated by the provider Intelcan. Test with Brazil OPMET databank successfully send and receive IWXXM format.**

2.16 **Conclusion SAM/IG/25-07:** Implementation of ADS-B Satellite through a Regional Technical Cooperation Project.

2.16.1 Guyana has implemented the terrestrial ADS-B surveillance system. Regarding the ADS-B Satellite, the Air Navigation Plan of Guyana considers the options but the cost benefits analysis does not support the option at this time.

- 2.17 **Conclusion SAM/IG/26-03:** Revision of the CNS tables of Vol. II of the CAR/SAM Air Navigation Plan and support in the elaboration of Vol. III of the ANP CAR/SAM, on the CNS topics.
- 2.17.1
- 2.17.2 Information was provided to the SAM Regional Office, to updated the Tables of VOL II of the CAR/SAM Air Navigation Plan. Work has commenced with coordination within the group for Vol III.

3. Suggested actions

3.1. The Meeting is invited to:

- a) Take note of the information provided in this Information Paper; and
- b) discuss matters that deem appropriate.