



Agenda

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

STATUS REVIEW OF CONCLUSIONS ADOPTED BY SAM/IG MEETINGS

(Presented by the Secretariat)

SUMMARY	
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).	
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 B – Air navigation capacity and efficiency 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 In addition, the review of the SAM/IG conclusions allows monitoring the development of GESEA and GT INTEROP initiatives based on a harmonized annual work plan.

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.

3. **Suggested action**

- 3.1 The meeting is invited to:
- a) Request the various sub-groups and 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) if necessary, adopt the relevant course of action regarding each task; and
 - d) 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/26, September 2021)

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> <p>SAMIG25; Argentina reports in progress</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> <p>SAMIG25; Argentina reports in progress</p>

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
1-3	<p>Conclusion SAM/IG/25-04 Adoption of the Regional guide on the implementation of PBN visual runway procedures</p> <p>SAM States adopt the Regional guide on the implementation of PBN visual runway procedures developed by GESEA and, on this basis, approve national regulations on the implementation of these procedures.</p>	Adopt the Regional Guidance on PBN procedures for visual runway implementation	Deliver the national regulation on implementation of PBN procedures for visual runway	As soon as possible	STATES	RO/ATM	VALID
1-4	<p>Conclusion SAM/IG/25-05 Studies on RNAV visual flight procedures - RVFP</p> <p>The GESEA SG2 conduct studies on the implementation of RNAV visual flight procedures (RVFP), in order to have available a harmonised regional guide aligned with ICAO provisions</p>	Deliver studies	Studies on RNAV Visual flight procedures - RVFP	No later than October 2022	GESEA	RO/ATM	VALID
2. Contingency plans and air space efficiency							

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
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> <p>a) Ensure that their ATS/MET cooperation agreements include the exchange of information on radioactive material in messages exchanged between ATS and MET units;</p> <p>b) Foresee training for ATS staff on procedures related to receiving information from the London VAAC concerning radioactive material;</p> <p>c) Coordinate the inclusion of the accidental release of radioactive material or the presence of radioactive clouds in their contingency plans.</p>	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	<p>VALID</p> <p>SAM/IG/25:</p> <p>Chile has implemented</p> <p>Information comes from VAAC Buenos Aires.</p> <p>Bolivia has implemented, see IP 5.1</p> <p>Argentina; Implemented.</p>
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>	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.	Implementation of 20NM longitudinal separation minima in continental airspace.	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><i>NOTE.- The conclusion was relocated as part of Item 2, airspace efficiency</i></p> <p>SAMIG/25 Argentina reports in progress</p>

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
2-3	<p>CONCLUSION SAM/IG/25-01 Implementation of strategic direct routing - EDE</p> <p>SAM States analyse the guidance material prepared by the GESEA SG1 on the strategic direct routing (EDE) concept, which has been made available to the administrations, and coordinate with IATA and international airlines, as well as with adjacent States, for its implementation.</p>	<p>Follow up EDE implementation</p> <p>Fuel savings analysis, supported by airlines.</p>	<p>Delivery of AIC and/or SUP AIP by the states, on EDE</p>	<p>As soon as possible</p>	<p>States Airlines IATA</p>	<p>RO/ATM GESEA</p>	<p>VALID</p>
2-4	<p>CONCLUSION SAM/IG/25-02 Adoption of the guidelines of the SAM ATS contingency framework plan (MCATS/SAM) and alignment of national plans</p> <p>States adopt the guidelines of the SAM ATS Contingency Framework Plan developed by GESEA and start harmonising their national ATS contingency plans, so that the documentation required for regional activities on contingency plans and letters of ATS agreement, tentatively scheduled for 2021, may be available on a timely manner.</p>	<p>Follow up ATS contingency planning harmonization</p>	<p>Delivery of National ATS Contingency Plans harmonized to MCATS</p>	<p>No later than 15 April 2021</p>	<p>States Airlines IATA</p>	<p>RO/ATM GESEA</p>	<p>VALID</p>
2-5	<p>CONCLUSION SAM/IG/25-03 Activities for the development of the SAM ATM/CNS contingency framework</p> <p>States support GESEA activities towards a second stage of the MCATS, with a view to developing guidance material for a “SAM ATM/CNS Contingency Framework Plan”.</p>	<p>Prepare document for a harmonized implementation of ATM/CNS National Contingency Plans, with interfaces to AIM, MET, Airports, etc. services duly in line with neighbouring States, even if applicable, with CAR states.</p>	<p>ATM/CNS contingency Plan Framework Plan for SAM</p>	<p>No later than October 2023</p>	<p>GESEA</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
3. Standards and procedures for performance-based navigation operations approval (NIL)							
4. ATFM 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>	SAM/IG/ 26	States / ATFM Focal Points	RO/ATM	<p>VALID</p> <p>SAM/IG/25, Chile executing in progress. Argentina has implemented.</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> <p>a) Strengthen the functions of the flow management positions (FMPs) or units (FMUs), providing them with the prerogatives for coordinating and supporting ATS services;</p> <p>b) Define the profile and skills of the ATFM staff, and provide programmes for initial and recurrent training for the Staff;</p> <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>To meet the provisions of ICAO Doc 9971 and the SARPs contained in Annex 11</p>	<p>Support to ATFM and ATC</p>	SAM/IG/25	States	RO/ATM	<p>VALID</p> <p>SAM/IG/25, Argentina executing in progress. Chile, executing in progress. Coming soon, publication of National ATFM manual.</p>

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
	<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>						Chile has excluded the use of Flow Control NOTAM, indicated in item f)
4-3	<p>CONCLUSION SAM/IG/26-01 Adoption of the ATFM Operations Plan (OPSAM) States adopt the ATFM Operations Plan (OPSAM) and provide for the ongoing participation of their ATFM services in the sharing of data for the Regional Dashboard of indicators and BRISA operational teleconferences. At the same time, each State should encourage the participation of airlines, airports and users in OPSAM.</p>	Adjust ATC and airport capacity to the gradual increase in demand, and contribute to the recovery and sustainability of the air transport system at regional and global level in the new projected scenario. Also, to reinforce the use of KPIs in ATFM and ATM in general.	OPSAM plan implemented and generating KPIs.	SAMIG/29	States	RO/ATM	ADOPTED SAMIG 26
4-4	<p>CONCLUSION SAM/IG/26- 02 Adoption of the Guide on the implementation of ATFM in the SAM Region 2022- 2026</p> <p>The States adopt the Guide for the implementation of ATFM in the SAM Region 2022-2026, harmonised with the objectives of regional integration of this service and taking into account the implementation phases and deadlines foreseen.</p>	SAM States to implement national or crossborder ATFM services that are suited to the air traffic flow managed by their ATS services and that duly contribute to the solution of demand/capacity imbalances in the Region.	State following guidance of the document and reaching Phase IV of implementation.	December 2025	States	RO/ATM	ADOPTED SAM/IG/26
5. Operational implementation of new ATM automated systems and integration of the existing systems							

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
5-1	<p>Conclusion SAM/IG/25-06 Approval of the ATM/FPL Roadmap and of the format for acknowledgment (ACK) and rejection (REJ) of flight plans and associated messages</p> <p>That States:</p> <p>a) Approve the ATM/FPL Roadmap and the format for acknowledgment (ACK) and rejection (REJ) of flight plans and associated messages; and</p> <p>b) Adopt the guidelines and procedures of the ATM/FPL Roadmap.</p>	Adoption of the ATM/FPL roadmap by states	<p>- Roadmap implemented</p> <p>- Mitigate the occurrence of errors and duplication /multiplicity of flight plans, also providing feedback to the originators of FPLs and associated messages.</p>	SAM/IG/27	States	<p>RO/CNS RO/ATM</p> <p>GT Interop</p>	VALID
5-2	<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> <p>a) operate AIDC for a period of time to obtain the skills required for 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>	Follow-up and coordination via teleconferences and meetings	AIDC operational connection completed	December 2019	States	RO/CNS and RO/ATM	<p>VALID</p> <p>On 18 August 2018, operational AIDC was established between Lima ACC - Guayaquil ACC and also between Iquique ACC-Lima ACC</p> <p>SAM/IG/25, Chile has implemented. Argentina executing in progress.</p>
5-3	<p>Conclusion SAM/IG/23-03: Adaptation of AMHS terminals of aeronautical meteorology users</p> <p>That, pursuant to the standard requiring the</p>	To meet the provisions of amendment 78 to ICAO Annex 3	Perform the tests and submit results	SAM/IG/26	SAM Region States	ICAO SAM Office	VALID

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
	<p>implementation of the exchange of OPMET messages in IWXXM GML format by 5 November, States should:</p> <ul style="list-style-type: none"> a. Adjust AMHS terminals of aeronautical meteorology users so that they may transmit and receive OPMET messages in IWXXM GML format b. Implement the necessary AMHS interconnections in order to facilitate the transmission and reception of OPMET messages in IWXXM GML format c. States in a position to do so should conduct OPMET message exchange trials in IWXXM GML format 						SAM/IG/25 Argentina executing in progress.
5-4	<p>Conclusion SAM/IG/25-07 Implementation of Space-based ADS-B under a regional technical cooperation project</p> <p>That the Secretariat:</p> <ul style="list-style-type: none"> a) Consult Trinidad and Tobago on their interest in participating in a potential regional implementation of Space-based ADS-B, together with Chile and Panama, initially; b) Initiate the procedures, together with the Technical Cooperation Bureau (TCB), to enable the contracting of the service through Regional Project RLA/03/901; and c) Organise an ad-hoc group under Regional Project RLA/03/901, with those States interested in participating in the regional implementation of Space-based ADS-B, for the drafting of the necessary documents for a potential contracting of the service. 	Provide States that expressed interest in the implementation of ADS-B Satellite support necessary for the procurement of the service.	Support concerned states and coordination with TCB ICAO	No later than SAMIG/26	RO/CNS	Panama, Chile, Trinidad and Tobago and other interested states.	VALID
5-5	<p>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</p>	Update the information of Vol. II of the CAR/SAM Air Navigation Plan and support the elaboration	ANP CAR /SAM; Vol. II Update and Vol. III elaborated	SAM/IG/29	States	RO/ATM	ADOPTED SAM/IG/26

No.	Task to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
	<p>the ANP CAR/SAM, on the CNS topics</p> <p>a) The CNS/ANP Subgroup, activated at the SAM/IG/26 Meeting, will carry out the revision of the CNS tables contained in Vol. II of the CAR/SAM Air Navigation Plan, referring to the information of the SAM States and provide support in the elaboration of Vol. III of the ANP CAR/SAM, on the CNS topics;</p> <p>b) The Secretariat circulates a letter to SAM States nominating participants in the CNS/ANP Subgroup; and</p> <p>c) SAM States nominate representatives in sufficient numbers to perform the tasks assigned to the CNS/ANP Subgroup.</p>	<p>of ANP CAR/SAM Vol. III, concerning CNS Planning aspects.</p>					

Updated FH May 2022

APPENDIX B

FOLLOW-UP TO THE CONCLUSIONS AND PENDING TASKS OF SAM/IG MEETINGS
(Updated SAM/IG/26 – September 2021)

Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	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	O/G	YES	YES	YES	YES		NO	NO	O/G	NO	N/A	YES	<p>Bolivia: First contact made with IATA Person in contact is Mr. Julio Pereira.</p> <p>Brazil: Contact continue with IATA to access data.</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. 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 box18.</p> <p>b) States include such procedures in the respective AIPs.</p>	<p>a) YES</p> <p>b) YES</p>	<p>a) NO</p> <p>b) O/G</p>	YES	<p>a)O/G</p> <p>b) O/G</p>	<p>b)O/G</p>	<p>a) YES</p> <p>b) YES</p>	<p>b)O/G</p>	<p>b)O/G</p>	<p>a) YES</p> <p>b) YES</p>	<p>b)O/G</p>	<p>a) O/G</p> <p>b) O/G</p>	<p>b)O/G</p>	N/A	<p>b)NO</p>	<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>

Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	REMARKS
															<p>Bolivia will not apply LAR 121.2585. 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>SAMIG/25 Argentina has implemented.</p> <p>Chile reports conclusion in the process of implementation. (NI 2.5 SAM/IG/26)</p> <p>Peru: has been managing the inclusion of the exception in the AIP PERU in the AIP amendment of the year 2022.</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>		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.</p> <p>Panama and Colombia have already an agreement.</p>

Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	REMARKS
															<p>Guyana has capability and has started arrangements with Piarco and proposes begin conversation with Brazil.</p> <p>SAMIG26. Argentina AIDC Implementations Temporarily Suspended</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	YES	YES	YES			O/G	YES	YES	O/G	O/G	YES	<p>*See information in PANS-OPS workshop</p> <p>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> <p>Brazil: New identification IAC RNP, A-RNP, Minimum altitudes in SIDs O/G.</p> <p>Chile reports progress in: updating and homologation in transition altitude in all TMAs. Optimization of arrival flows at TMA Santiago. Change of three conventional airways by RNAV 5</p>

Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	REMARKS
<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	O/G	YES	YES	O/G		O/G	O/G	YES	O/G	O/G	O/G	YES	<p>Brazil: Implementations of PBN and new Airspace Concepts (CEA) are carried out in the SIRIUS Program of DECEA. There are CEA projects until 2030.</p> <p>Peru: This task is addressed through the activities of GESEA. It is recommended to migrate this conclusion to GESEA.</p> <p>Venezuela inserted indicators Send conclusion to GESEA for asses feasibility of migrating task to GESEA' PTA.</p>
<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>	O/G	YES		O/G	N/A	YES		YES	YES	YES	O/G	YES	YES	YES	<p>Bolivia cannot implement 20nm separation minima with its current communications system.</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 adjacent States that do not accept transfer with 20 NM.</p> <p>SAMIG/26. Peru, Separation of 40NM is applied in the transfer of control with the</p>

Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	REMARKS
															<p>ACC Guayaquil, Bogotá and Amazónico. It does not apply with ACC La Paz. It does not apply with ACC Iquique / Santiago Oceanic because they are ocean routes. Tests with Ecuador to implant 20NM in VAKUD: TBD</p> <p>Ecuador will fix date on ATSRO/10 meeting, for testing with Peru in VAKUD 20NM</p> <p>Colombia: Under current conditions the separation of 20NM cannot be implemented, CNS requirements are being reviewed.</p> <p>Guyana has implemented 40 NM with all its adjacent ACC and proposes coordination to implement 20 NM.</p> <p>Chile reports development of vHF communications improvement plan prior to the implementation of this conclusion. Panama already has it established with Cenamer</p> <p>Suriname implemented 40NM separation with Guyana /Amazonico and is planning the implementation of</p>

Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	REMARKS
															20NM in the near future.
<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> <ul style="list-style-type: none"> a) operate AIDC for a period of time to obtain the skills required for the 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. 	O/G	N/A					N/A			O/G		N/A	N/A	YES	<p>Brazil, Chile, Colombia, Ecuador, Panama and Peru have activities to sign operational letters of agreement</p> <p>Brazil: Studies for implementation in the proposed format continue. JUN/2022</p> <p>SAMIG26. Peru was one of the first to include the treatment of problems due to duplicity, multiplicity and errors, the use of the flight plan format. At the last meeting on AIDC organized by ICAO, Peru reported on the lessons learned from its pre-operational phase with the Amazon and previously with other states with which they are currently in the operational phase.</p> <p>SAM/IG/26: Venezuela; began pre-operational tests with ACC Barranquilla</p> <p>Guyana will begin tests between local ATS and will propose tests with Brazil.</p> <p>Argentina: AIDC implementations temporarily suspended</p>
			O/G	YES	O/G	YES		O/G	YES		YES				YES
			O/G	YES	O/G	YES		O/G	YES		YES				YES
			O/G	YES	O/G	YES		O/G	YES		YES				YES
			O/G	O/G	O/G	YES		O/G	O/G		YES				YES
						YES			O/G		YES				YES

Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	REMARKS
<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> <p>a) Ensure that their ATS/MET cooperation agreements include the exchange of information on radioactive material in messages exchanged between ATS and MET units;</p> <p>b) Foresee training for ATS staff on procedures related to receiving information from the London VAAC concerning radioactive material;</p> <p>Coordinate the inclusion of the accidental release of radioactive material or the presence of radioactive clouds in their contingency plans.</p>	O/G	YES		YES	YES	O/G			NO	NO		N/A		NO	<p>SAMIG/25: Chile has implemented Information comes from VAAC Buenos Aires.</p> <p>Bolivia has implemented</p> <p>Argentina is reviewing letters of agreement between the ANSP and SMN.</p> <p>Brasil: Regulation was published (ICA 105-17).</p> <p>SAMIG26. Peru has implemented coordination procedures in the ATS/MET agreements relating to radioactive material, however coordination with the Peruvian Institute of Nuclear Energy is still underway to include the issue in the State Contingency Plans</p> <p>Guyana has implemented - LoA signed between ANSP and Hydrometeorological Office</p>

Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	REMARKS
Conclusion SAM/IG/24-01: Procedures to elaborate and disseminate Daily Plan, PDA, and development of ATFM Teleconferences.	YES		YES	YES	YES	YES					YES				SAMIG 26. Chile informs that it is sending a PDA to ATFM recipients in the region, in accordance with the agreement established in Subgroup 3 ATFM of GESEA. In the same way, Chile participates in the South American Tactical Pre Briefing ATFM, BRISA, every Tuesday, where all the ATFM dependencies of the region participate and under a standardized format
Conclusion SAM/IG/25-01 Implementation of strategic direct routing - EDE SAM States analyse the guidance material prepared by the GESEA SG1 on the strategic direct routing (EDE) concept, which has been made available to the administrations, and coordinate with IATA and international airlines, as well as with adjacent States, for its implementation.	O/G	O/G	O/G	YES	O/G	YES			YES	NO	YES	O/G		YES	<p>ARGENTINA adapting the scenario</p> <p>SAMIG26. Brazil: EDE implemented in the FIRs of Recife and Amazonia, and the implementation in the Brasilia and Curitiba RIS is under study.</p> <p>SAMIG.26 Chile reports implementation of Strategic Direct Routing in the upper airspace of the Antofagasta FIR and the Santiago FIR</p> <p>Ecuador. – Published AIP part ENR 1.10</p> <p>Panamá executing EDE in FIR</p> <p>PERU. By SUP AIP 01/2021 (01.06.2021) direct strategic routing (EDE) was implemented in the</p>

Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	REMARKS
															<p>upper oceanic airspace of the FIR Lima.</p> <p>SAMIG26. The ATS routes within FIR Montevideo have a direct and efficient configuration. In addition, we are subject to the implementation process of the Baires TMA, which may affect the airspace of the MONTEVIDEO FIR.</p>
<p>Conclusion SAM/IG/25-02 Adoption of the guidelines of the SAM ATS contingency framework plan (MCATS/SAM) and alignment of national plans</p> <p>States adopt the guidelines of the SAM ATS Contingency Framework Plan developed by GESEA and start harmonising their national ATS contingency plans, so that the documentation required for regional activities on contingency plans and letters of ATS agreement, tentatively scheduled for 2021, may be available on a timely manner.</p>	O/G	O/G	YES	O/G	YES	O/G			OG	YES	O/G	NO	O/G	YES	<p>ARGENTINA will include the State Contingency Plan in section ENR 1.15, which will be published by Supplement to AIPel 7 October. of 2021. In turn, it elaborated the regulatory requirements regarding the Cont. Plans, which are subject to approval.</p> <p>Brazil: Implemented.</p> <p>Ecuador. LOAs continue to be developed with SKBO, MPTO</p> <p>Peru: is complying with the established work plan, including coordination meetings for the harmonization of contingency plans</p>

Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	REMARKS
<p>Conclusion SAM/IG/25-04 Adoption of the Regional guide on the implementation of PBN visual runway procedures</p> <p>SAM States adopt the Regional guide on the implementation of PBN visual runway procedures developed by GESEA and, on this basis, approve national regulations on the implementation of these procedures.</p>	O/G	O/G	Parcial	YES	O/G	NO			YES	NO	YES	N/A	N/A	NO	<p>Argentina: "In development of applicable regulations, and planned dissemination to the aeronautical community". No scheduled date.</p> <p>Brazil: DECEA applies different operational minimums (OCH 1000ft VIS 5000m) until obtaining a better experience. It has implemented these procedures in 3 AD of Brazil.</p> <p>Chile reports national regulations in application: "Criteria and requirements to implement and carry out RNAV (GNSS) approaches on visual flight runways at aerodromes outside controlled airspace". The document in the process of being updated will incorporate indications from the Regional Guide.</p> <p>Ecuador: has not identified the need to implement PBN procedures.</p> <p>Panamá has published 4 RNAV Visual (VRF)</p> <p>PERU. PBN procedures have been implemented on the visual runways of the following aerodromes:</p>

Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	REMARKS
															Arequipa (2014) Cajamarca (2010) Chiclayo (2021) Jauja (2017) Juliaca (2010) Piura (2012) Pucallpa (2012) Tacna (2013) Trujillo (2013) Tumbes (2012) Jaen (2016)
Conclusion SAM/IG/25-06 Approval of the ATM/FPL Roadmap and of the format for acknowledgment (ACK) and rejection (REJ) of flight plans and associated messages That States: a) Approve the ATM/FPL Roadmap and the format for acknowledgment (ACK) and rejection (REJ) of flight plans and associated messages; and b) Adopt the guidelines and procedures of the ATM/FPL Roadmap.	O/G	O/G	O/G	a)O/G b)O/G	YES	O/G			NO	NO	a)YES b)YES		O/G	YES	Argentina: a and b) NO in the short term Regulations in development: It is contemplated to incorporate in the Regulations of General Procedures that applies to the ARO Dependencies, a document still in the process of approval Brazil: Studies for implementation in the proposed format continue. JUN/2022. Chile reports in the installation phase AMHS user terminals with automated ACK and REJ capacity. Ecuador has signed agreements with airlines for FPL presentation by AMHS, in addition, it has published this procedure in ENR 1.10

Conclusion/Task	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	REMARKS
															<p>In Panama it runs manually.</p> <p>Peru: approved the ATM/FPL roadmap, has implemented the ACK and REJ format, has developed an action plan for the fulfillment of the phases and staff training.</p>
Conclusion SAM/IG/26-01 Adoption of the ATFM Operations Plan (OPSAM)															NEW SAMIG/26
Conclusion SAM/IG/26-02 Adoption of the Guide for the implementation of the ATFM in the SAM Region 2022- 2026															NEW SAMIG/26
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 CNS topics															NEW SAMIG/26