



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

BRAZIL - STATUS OF CONCLUSIONS

(Presented by Brazil)

SUMMARY
This information paper presents the implementation status of SAM/IG conclusions in Brazil.
References:
<ul style="list-style-type: none"> • SAM/IG Meetings.

1. Background

1.1 This paper proposes to present the status of implementation of SAM/IG previous conclusions in Brazil.

1.2 The items listed in this information paper are the ones presented in the Appendix B of SAM/IG 27 final report excluding the items considered implemented.

2. Analysis

No.	CONCLUSION	Specific tasks	Deliverables (Expected completion period)	Status of Implementation
1-2	SAM/IG/21-01: Objectives of PBN implementation harmonized at regional and interregional level.	Updating of regional PBN action plans and State action plans. Follow-up to PBN implementation and specific assistance to States.	PBN implementation plans implemented. (SAM/IG/26)	Brazil established the Procedure and Airspace Study Group (GEPEA), which, among other objectives, seeks to identify PANS-OPS best practices and implement these practices in a harmonized manner at the national level.
1-3	SAM/IG/25-04: Adoption of the Regional guide on the implementation of PBN visual runway procedures.	Adopt the Regional Guidance on PBN procedures for visual runway implementation.	Deliver the national regulation on implementation of PBN procedures for visual runway (AT THE SHORTEST TIME).	Brazil has been actively involved in the development of criteria for the implementation of PBN procedures for visual RWY and has been applying these criteria at national level. Procedures were developed for 15 aerodromes and 23 more will be published by 2024.
1-4	SAM/IG/27-01: Adoption of the operational concept document for SAM airspace 2022- 2026 (CONOPS EC/SAM).	CONOPS EC/SAM adopted.	Take technical references and guidelines for ATM and Regional ANS planning. (NO LATER THAN OCTOBER 2023).	APPROVED AT SAM/IG/27

No.	CONCLUSION	Specific tasks	Deliverables (Expected completion period)	Status of Implementation
1-5	SAM/IG/27-02: Adoption of Roadmap 2022 – 2026: Performance-Based Optimization of SAM Airspace.	Roadmap optimization based on performance, adopted.	Apply technical references and guidelines for the implementation of Regional PBN. Alignment to implementation metrics. (NO LATER THAN OCTOBER 2023).	APPROVED AT SAM/IG/27.
2-4	SAM/IG/27-03: Adoption of Amendment 1 of the SAM Region ATS Contingency framework Plan (MCATS/SAM) and alignment of National Plans.	Follow up ATS contingency planning harmonization.	Delivery of National ATS Contingency Plans harmonized to MCATS. (NO LATER THAN 31 JULY 2022).	APPROVED AT SAM/IG/27 Comment on the superseded SAM/IG/25-02.
2-5	SAM/IG/25-03: Activities for the development of the SAM ATM/CNS contingency framework.	Prepare document for a harmonized implementation of ATM/CNS National Contingency Plans, with interfaces to AIM, MET, Airports, etc. services duly in line with neighboring States, even if applicable, with CAR states.	ATM/CNS contingency Plan Framework Plan for SAM (NO LATER THAN OCTOBER 2023).	GESEA: IN PROCESS.
3-1	SAM/IG/24-01: Procedures for developing and disseminating PDAs and development of ATFM Teleconferences.	Develop PDA, coordinating its dissemination with SAM regional ATFM dependencies and CAR if applicable. Sign or update ATFM agreement letters to formalize the exchange and its processes. Study media for ATFM teleconferences.	PDA exchanged between SAM region dependencies and CAR if applicable (SAM/IG/26).	FINALIZED.
3-3	SAM/IG/26-01: Adoption of the ATFM Operations Plan (OPSAM).	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. (SAM/IG/29)	FINALIZED.

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3-4	SAM/IG/26-02: Adoption of the Guide on the implementation of ATFM in the SAM Region (2022- 2026).	SAM States to implement national or cross border 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 2026)	FINALIZED.
3-5	SAM/IG/27-04: Adoption of the Manual for calculating Runway Capacity and ATC Sector.	Implementation of a common methodology for the calculation of runway capacity and ATC sectors in SAM.	Updated runway and ATC sector capacity calculations. (DECEMBER 2026)	APPROVED AT SAM/IG/27. IMPLEMENTED. FINALIZED.
5-1	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.	Adoption of the ATM/FPL roadmap by states.	Roadmap implemented. Mitigate the occurrence of errors and duplication /multiplicity of flight plans, also providing feedback to the originators of FPLs and associated messages. (SAM/IG/27)	In 2021, Brazil implemented an automated system for centralized flight plan management that provides feedback messages to FPL originators, sending acknowledgment (ACK) or rejection (REJ) messages related to the flight plans submitted. The Secretariat has stressed that the format adopted in Brazil is not fully consistent with the format set forth in the document prepared by the ATM/FPL Subgroup, because the Brazilian system was developed before the ATM/FPL Roadmap was published. Brazil established a contract developing systems in order to implement changes to match the format proposed in the ATM/FPL Roadmap.
5-2	SAM/IG/21-03: Activities required in the AIDC pre-operational phase to reduce migration times to the operational phase.	Follow-up and coordination via teleconferences and meetings.	AIDC operational connection completed. (DECEMBER 2019).	Amazonico ACC – Maiquetia. Pre-operational tests were performed in early 2022. Control transfers between the Centers were successful in most cases. In order to correct failures from the Amazon ACC, The STVD SAGITARIO was updated in JUN 2022. The new version for ACC Maiquetía's SAGITARIO is in the validation phase at the factory and is expected to be installed in the locality in the second half of October, enabling the programming of new tests. Curitiba ACC – Asunción ACC The SAGITARIO version of the ACC-CW was updated in JUN 2022 and that of the ACC Asunción system in JUL 2022. Currently, negotiations between

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				<p>the operational sectors of Brazil and Paraguay are underway in order to prepare a memorandum of understanding for the beginning of the tests of the connection between the two Centers.</p> <p>Amazónico ACC – Lima ACC In the tests carried out in 2021, a high level of rejection of messages was observed. ACC-AZ SAGITARIO STVD was updated in JUN 2022 and the analysis and update of the ACC Lima INDRA system is waiting for scheduling. New tests between the Centers will happen as soon as possible.</p>
5-5	<p>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</p>	<p>Update the information of Vol. II of the CAR/SAM Air Navigation Plan and support the elaboration of ANP CAR/SAM Vol. III, concerning CNS Planning aspects.</p>	<p>ANP CAR /SAM; Vol. II Update and Vol. III elaborated (SAM/IG/29)</p>	<p>Brazil carried out the review/evaluation and update of Volume II of ANP CAR/SAM, especially the two CNS II tables referring to the Aeronautical Messaging Service (AFTN/AMHS Plan) and referred to ICAO in March 2022 for collaboration in the work to be carried out by the CNS/ANP Subgroup of the GT-INTEROP.</p>

3. Suggested actions

3.1 The Meeting is invited to:

3.1.1 Take note and review the information provided in this Information Paper.