



**Agenda Item 2: Report of activities of the GESEA and Subgroups**

**FIRST WORKSHOP/MEETING ON OPTIMIZING ATS COORDINATION AND CONTINGENCY PLANS (SAM/ATS/ATFM – SAM SUR)**

(Presented by Secretariat)

**SUMMARY**

This working paper presents the results of the SAM SUR Workshop/Meeting, held in Lima, Peru, from September 5 to 9, 2022. The recommendation issued and the results of the work on aircraft separation optimization, LOA ATS and ATS Contingency Plans are highlighted.

**References:**

- GESEA/SG1 Meeting report
- SAM/IG/26 and SAM/IG/27 Meetings reports

**1. Background**

1.1 The First Workshop/Meeting on Optimizing ATS Coordination and SAM/ATS/ATFM Contingency Plans – SAM SUR was held at the premises of ICAO South American Regional Office in Lima, Peru, from 5 to 9 September 2022. The Workshop/Meeting was attended by 6 States (Argentina, Bolivia, Brazil, Chile, Peru and Uruguay), with a total of 15 participants, including the ICAO specialist.

**2. Analysis**

2.1 The Workshop/Meeting analysed the status of the implementation of the 40 NM and 20 NM separations in continental space. In general, separations of 80 NM (10 minutes) are not applied in the Region anymore, except in specific cases where pilot-controller communications problems persist in sectors of the FIRs, commonly in the proximity of the boundaries between airspaces.

2.2 Consensus was reached on the importance of standardizing as much as possible the longitudinal separation of aircraft between ACCs for the continental area, representing the enabler of other initiatives that aim at the efficiency of flights, call it direct routing EDE, UPR routes, implementation of RNAV5, etc.

2.3 The longitudinal separation of 20 NM should be a short-term objective, which is set out in the **Roadmap 2022-2026**; Performance-based optimization of SAM airspace. The document can be seen in the following link;

<https://oaci.sharepoint.com/:f:/r/sites/SAM-CAR-ANS-GESEA/Shared%20Documents/GESEA/BIBLIOTECA?csf=1&web=1&e=fQkjYX>

2.4 Delegates updated the table “*Status of implementation of optimized longitudinal separation*” which is presented in the link:

[https://oaci.sharepoint.com/:w:/r/sites/SAM-CAR-ANS-GESEA/Shared%20Documents/GESEA/SG1%20PLAN%20EA/4.%20%20PBN%20en%20SAM%20para%20Hoja%20de%20Ruta%2022-26/01%20SAM%20SUR\\_Informe%20Cuesti%C3%B3n%201%20APN%20a.docx?d=wd0885ce88fa84932812b9cf9831ef265&csf=1&web=1&e=basdmC](https://oaci.sharepoint.com/:w:/r/sites/SAM-CAR-ANS-GESEA/Shared%20Documents/GESEA/SG1%20PLAN%20EA/4.%20%20PBN%20en%20SAM%20para%20Hoja%20de%20Ruta%2022-26/01%20SAM%20SUR_Informe%20Cuesti%C3%B3n%201%20APN%20a.docx?d=wd0885ce88fa84932812b9cf9831ef265&csf=1&web=1&e=basdmC)

*Note.- See working paper presented by Argentina on this matter.*

2.5 The Workshop/Meeting discussed a proposal for improvement with respect to the process for updating ATS letters of operational agreement, submitted by Argentina. It was noted that, although there are no regulatory provisions on the methodology of review, update and subscription of LOA ATS, in several States these documents are signed with the intervention of the senior management of the Civil Aviation Authorities (AAC) and / or Air Navigation Service Providers (ANSP), which makes it difficult to update these Letters of Agreement and their availability in the ATC units.

2.6 Consequently, the delegates identified some areas to study and implement in the field of SAM/IG and its contributing groups, with a view to optimizing the process of updating the LOA, aiming to standardize and condense the content of these documents recognizing their importance in operational safety, in the training processes of ATC staff and decision-making in the ACC during the tasks of coordination and transfer of aircraft.

2.7 In this sense, el Workshop/Meeting approved the following recommendation:

<b>RECOMMENDATION SAM SUR-01</b>	
<b>Improvements to the ATS letter of operational agreement, regarding their content, application, validity and subscription process.</b>	
<b>That:</b>	<b>Expected impact:</b>
a) SAM/IG and its contributing bodies promote studies and activities for the preparation of Regional Guide Material on criteria for the efficient and safe use of the LOA ATS, regarding their content, application, validity and subscription process.	<input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic
b) ATS service providers and / or competent ATS authorities, while implementing the recommendations of the previous Item a), coordinate and manage with their counterparts the review and updating of the LOA ATS between States, at least one (01) time a year.	<input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational
<b>Why:</b> To ensure efficiency and operational safety in the provision of ATS services and the transfer of aircraft between adjacent dependencies, supporting the recovery of the industry and the restoration of air connectivity of the SAM Region.	
<b>When:</b> To be presented to SAM/IG/28	<b>Estatus:</b> Adopted by SAM SUR
<b>Who:</b> <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Users/industry	

*Note.- See working paper presented by Argentina on this matter.*

2.8 The Workshop/Meeting was distributed in nine (09) bilateral working groups, bringing together the six (06) States with their respective counterparts. Improvements were analyzed, updated, and agreed upon in the texts of the ATS Letters of Agreement and, simultaneously, the Contingency Plans of the FIRs involved were harmonized to ensure that operational support and effective coordination is offered by the surrounding ACAs when a State activates its Plan.

2.9 Considering the need for additional coordination with the ANSP bodies, and/or Regulatory Authorities of the State, some of the work of the tables will be complemented with other activities, having agreed on the next processes and deadlines for deliverables.

2.10 Brazil and Paraguay (State that could not participate in the Workshop/Meeting) held a Teleconference on Wednesday, September 7, in order to continue the work carried out through correspondence for the updating of the operational agreement letter Asunción ACC / Curitiba ACC. Brazil delivered during the Workshop/Meeting version 2 of the draft of the EAC for analysis of Paraguay, and it was agreed to follow the coordination by mail and / or teleconference in the following weeks, with a view to signing the document at the **Argentina-Brazil-Paraguay tripartite event scheduled on October 13 and 14, 2022, in Foz do Iguazú, Brazil.**

2.11 Argentina and Bolivia indicated that they will shortly contact the delegates of Paraguay to promote the revision of their ATS Letters of Agreement through coordination via email and teleconferences.

2.12 Participant States updated the “Phone tree” with SAM Region ATS contingency focal points. The above mentioned document can be found in the link:

<https://oaci.sharepoint.com/:f/r/sites/SAM-CAR-ANS-GESEA/Shared%20Documents/GESEA/SG1%20PLAN%20EA/1.%20GRUPOS%20DE%20TAREA/GT%20CONT%20PLAN/PLANES%20ESTADOS%20SAM%20%202021%20-%202022?csf=1&web=1&e=MZeUy>

2.13 The Secretariat informed that next ATS/AIS/MET Coordination Meeting **to be held at the Lima Regional Office, from 18 to 20 October 2022.** The objectives of the meeting are:

- i. evaluate the implementation of the Contingency Plans for Volcanic Ashes and Release of Radioactive Material;
- ii. evaluate the review and updating of the ATS/MET Service Agreements;
- iii. review the current status of the implementation of Service Level Agreements; and
- iv. promote the culture of cybersecurity in ATS, AIS and MET service providers.

2.14 The Secretariat requested participants to contact in their administrations the nominees for the ATS/AIS/MET Meeting, so as to socialize the scope of the MCATS and the national ATS Contingency Plans, and to influence the development of integrated or transversal Contingency Plans in air navigation services.

2.15 The meeting report with results and details of deliverables prepared (only in Spanish), is available at the following link;

<https://www.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2022-RLA06901-SAMSUR>

2.16 Based on lessons learned in SAM SUR, the Secretariat has been coordinating aspects of work organization with the delegates of the SAM NORTE Workshop/Meeting (Panama, Ecuador, Peru, Venezuela, Colombia, Guyana, Suriname, Brazil, French Guiana and Bolivia), to be held from October 24 to 28, 2022, at the premises of SAM Office, Lima, Peru.

3. **Suggested actions**

3.1 The Meeting is invited to:

- a) Analyse the information and recommendations presented in this working paper;
- b) analyze the progress made in the Region in the optimization of the longitudinal separation of aircraft; and
- c) if consensus is reached, organize activities for the implementation of the aforementioned recommendation.

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