



DISCUSSIONS SUMMARY
TELECONFERENCE #2 – SAM AGA/AOP
FOCAL POINTS
(Presented by the Secretariat)

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1. Introduction

1.1 The SAM AGA focal points second meeting was held virtually on June 20, 21 and 22, 2022.

1.2 This meeting, of an informal nature according to the Regional Offices Manual, had the main objective to collect from the States the main concerns and current challenges in the AGA field. As a second objective, the Meeting allows the ICAO Secretariat to communicate some of the work that is being carried out in AGA/AOP aspects, as well as goals and challenges with the SAM States.

1.3 Mr. Fabio Salvatierra, Aerodromes and Ground Aids Regional Officer, served as the Virtual Meeting Secretary, with the assistance of Rodrigo Ribeiro, SRVSOP AGA specialist and Eva Ramirez, assistant to the AGA/AOP program. Since the meeting was of a coordination nature, no chairperson was elected.

1.4 The meeting was conducted in Spanish with English simultaneous interpretation.

1.5 The meeting was attended by 40 delegates, including focal points and advisors from 13 SAM Region States, in addition to 1 ACI-LAC representative, 1 CARSAMPAF representative, 1 IATA representative, 1 representative from ICAO Headquarters GAT training office, and 3 Secretariat members. A complete list of participants with focal points is included as **Appendix A** to this document.

1.6 The meeting's notes and videos are available at the following address:
<https://www.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2022-SAMAGA02>

2 Issues discussed

2.1 The Secretariat presented IP00, which included a Working and Information Papers list by agenda item.

ORDER OF BUSINESS ITEMS		
Order of the day 1:	Tentative agenda, past meetings follow-up and functioning of the group	WP/01, IP/00
Order of the day 2:	Regional updates and reports	WP/02, IP/02, IP/05, IP09
Order of the day 3:	AGA/AOP services provision in the SAM Region	IP/03, IP/04, IP/06, IP/07, IP/08, IP/12, IP/13, P/01, P/02
Order of the day 4:	Capacity and Efficiency in aerodrome operations	WP/03, WP/04, IP/14, IP/15
Order of the day 5:	Resilience and Adaptation Aspects to changes in the airport environment	No papers were presented
Order of the day 6:	Other business	IP/11
Order of the day 7:	Conclusions and next meeting date	Open discussion

Agenda Item 1: Tentative agenda, past meetings follow-up and functioning of the group

- 1.1 Agenda approval
- 1.2 Past meetings follow-up
- 1.3 Group working arrangements

Agenda Item 2: Regional updates and reports

- 2.1 ICAO Updates
- 2.2 Regional aerodrome indicators and SAM Region goals
- 2.3 ICAO USOAP CMA

Agenda Item 3: AGA/AOP services provision in the SAM Region

- 3.1 Aerodrome Planning and Design
- 3.2 Aerodrome Certification, Operation and Safety
- 3.3 Heliports
- 3.4 Capacity building and training

Agenda Item 4: Capacity and Efficiency in aerodrome operations

- 4.1 Regional Air Navigation Plan
- 4.2 AOP Air Navigation Deficiencies Record (GANDD)
- 4.3 A-CDM Implementation in the SAM Region

Agenda Item 5: Resilience and Adaptation Aspects to changes in the airport environment

Agenda Item 6: Other business**Agenda Item 7: Conclusions and next meeting date**

2.2 The delegates indicated several proposals for the agenda, which are discussed below.

3 Agenda Item 1: Tentative agenda, past meetings follow-up and functioning of the group

3.1 Under item 1, the Secretariat presented the tentative agenda to the Meeting, in addition to explaining the functioning of the Meeting. Next, the Secretariat presented the SAMAGA01 report, as a follow-up of the activities since the last meeting in April 2021. The main goals of the AGA program at that time were presented, which included the monitoring of indicators such as airport certification and RST implementation, among others.

3.2 In the last meeting, it was discussed the need to address issues on airport planning, personnel training aspects and other topics such as: use of photometry in aerodromes, wrong application of the ARFF service minimum personnel concepts, RESA application, especially at non-international aerodromes, ARFF services for difficult environments, use of the English language for ARFF personnel and aerodrome operations.

3.3 Regarding these issues, Uruguay's representative stated that several of these issues had already been addressed at the last RPEAGA (SRVSOP Expert Panel Meeting).

3.4 The Meeting took note of the issues and accepted the proposed agenda.

4 Agenda Item 2: Regional updates and reports

4.1 The Secretariat presented WP/02, which aims to present the SAM Region main safety indicators status and propose the updating of goals for said indicators to States.

4.2 The ICAO SAM Regional Office' aerodrome program activities are based on the Organization strategic objectives and the Member States needs. The Secretariat briefly explained that currently the SAM Region AGA/AOP program is based on 4 priorities: Aerodrome Certification, Runway Safety, Airport Planning and A-CDM Implementation.

4.3 The working paper proposes an update to two of the main AGA initiatives goals, Aerodrome Certification and RST (Runway Safety Equipment) Implementation. The objective is to work with more specific goals by State that can guide efforts towards implementation. The proposed goals were included in Attachment B of WP02.

4.4 Argentina commented that they will present an updated certification plan ending in 2025, with the possibility of extending it to 2026, so the proposed goals will change. For example, in the year 2022 they indicate that 3 aerodromes would be certified, while the regional goal only included 1. They also commented that regarding RST, they request to work together with the Secretariat and the SRVSOP to meet these objectives.

4.5 Uruguay commented on delays in the implementation of their second airport to reach 100%, which they hope to reach in August 2022.

- 4.6 Brazil commented that in its current planning (internal to the State) there are 45 international aerodromes (vs. 29 reported in the Regional Plan), of which 31 are certified. An amendment to table AOP II-1 is being processed in this regard. He indicated that updates are being made to include aerodromes that are not certified due to their proximity to the border and that, due to the changes in operators, they hope that the goals can be widely met.
- 4.7 Colombia commented that one more aerodrome will be included in the AOP table, and that in 2022 no more aerodromes will be certified. He commented that they have a plan for 2023-24 in which they hope to complete 100% of aerodromes. They will provide the updated list.
- 4.8 In the case of Chile, they commented that they planned to certify Easter Island in 2022, but due to the pandemic it was delayed. They also estimate that by 2024 they will finish certifying 100% of aerodromes. They commented on the SRVSOP assistance to the Loa de Calama aerodrome, which before the Pandemic received international flights. Currently said aerodrome is not included in the regional plan, but its introduction will be evaluated.
- 4.9 Regarding Venezuela, they indicate that they have 4 open processes, but they do not estimate that by 2022 they will be able to certify one. They also indicate that it is likely that one more aerodrome will be included in the regional plan AOP table list.
- 4.10 A query is received from Bolivia, given that its aerodromes are certified, but must be re-certified due to the certificate expiration. They asked if, in this case, these aerodromes should be included in the regional goals. Regarding RST, they commented if ICAO has any criteria to indicate if an RST is properly implemented. In Bolivia, the RSTs have articles of incorporation and meeting minutes, but it is not clear if there is another mechanism. The Secretariat commented that in the case of Bolivia there would be no changes, since entering the re-certification process, it has already passed a process and is certified, unless a certificate is withdrawn, in which case the statistics change and it should enter into new goals.
- 4.11 After analyzing in detail the goals per State proposed in Attachment B of Working Paper 02, the Meeting adopted the following conclusion:

CONCLUSION		<i>SAM Region Certification Goals</i>	
SAMAGA02/C1			
What?	<ul style="list-style-type: none"> • That the SAM States will review the aerodrome certification implementation goals presented as Attachment B to this Working Paper as minimum goals for the next triennium 2022-2025, and if there are any differences, they will report them to the Secretariat for updating no later than November 1, 2022. • Entrust the Secretariat to monitor the implementation of said goals. 	Expected Impact:	<input type="checkbox"/> Political/Global <input type="checkbox"/> inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why?: To guarantee an effective implementation of the current certification initiatives, it is necessary to update the goals for the next triennium, so that the States can adjust their programs to achieve the national and regional objective. It is necessary for each State to have its own goals, so that they can contribute together to the regional goal.			
When?:	<i>November 01, 2022</i>	Status:	<input checked="" type="checkbox"/> Valid <input type="checkbox"/> Invalid <input type="checkbox"/> Finished
Who?:		<input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> Secretariat <input type="checkbox"/> Other (Specify):	

- 4.12 Regarding the query on RST implementation effectiveness, it was commented that there is currently no single criterion and that, in the case of audits, the evidence is various and therefore the RST RASG-PA project proposes the establishment of a mechanism to get the RST to actually work on an action plan.
- 4.13 In response to Bolivia's comment, Venezuela indicates that it also has implemented (with implementation certificate and minutes) at least 2 aerodromes if based on that criterion.
- 4.14 Brazil commented on its experience, in which, despite having all the guidelines and advice, some airports were not ready. After a test at the Brasilia airport, it demonstrated the complexity generated by the establishment of an effective RST, indicating that the implementation is highly dependent on an action plan, which normally implies investments by the operator.
- 4.15 Due to the fact that there is no defined mechanism that measures the effectiveness of an RST or if it is established or not, given in part because it is an SMS process that varies by States/Airports, it is considered better that the RST goal is not included until that it be reviewed.
- 4.16 The representative of Uruguay commented that in his State the RST in international aerodromes is being given due follow-up and that they find that action plans are being implemented in the form of changes in signs, GRF implementation, among others. He suggests that, as was done in GRF, the Secretariat can follow up with States the RST implementation, under the recently approved project in RASG-PA.
- 4.17 The representative of Chile commented on the work in Chile, on the start of the RST implementation process (formalized on November 24, 2020). Chile prepared instructions based on the Regional System Advisory Circular. They comment that progress is being made in the formation of the teams, with some challenges identified. They commented that internally in Chile there are no regulations in this regard only guide material. It was commented that the SRVSOP TC is working on updating the SMS related appendix to clarify that RSTs is part of the SMS.
- 4.18 Brazil added that it is necessary for there to be someone in charge of the SMS at the airport, since this person is usually the RST Secretary. He added that Brazil would be willing to support the RASG-PA project, but needs the scope of it. Regarding the RST, Argentina commented that the RST is under RAAC 153, under the SMGCS section. For its part, Panama also commented on its experience.
- 4.19 After the discussion on the RST, it was concluded that the RST goals should be addressed within the RASG-PA project; due to the lack of a uniform measurement mechanism (part of the project), it is not possible to create a suitable goal for this date. The Meeting agreed.

ICAO Headquarters Advances

- 4.20 The Information Paper 02 presented information on the ADOP group work progress at the ICAO headquarters. Updates were presented on: 1. New amendments to Annexes 14 Vol. I and II; 2. Update of guidance material (document 9157 part 2, part 3, part 4, document 9332, among others); 3. The High Level Conference on COVID-19; the ADOP/04 Panel Meeting; iPacks on preparing for Aerodrome Certification and the 41st Session of the ICAO Assembly.

- 4.21 The Meeting took note of the information. Special attention was given to the new obstacle limitation surfaces, the implementation dates, and the remaining distance signs on the runway, in which Brazil commented on their implementation in some operators, based on current regulations (FAA USA). In addition, some States (URY, BRA, ARG, COL) commented on their interest in the water aerodromes topic. An issue related to the conflict between the legislation of the "water spaces" and the aeronautical regulation especially arose.
- 4.22 Regarding mountain airports, Bolivia commented that it would be appropriate for the analysis of these airports to include aircraft weighing more than 5700kg.

Certification and RST Dashboard

- 4.23 The Information Paper 05 presented the proposal for a Dashboard with aerodrome certification data. A small demonstration of its use was made. The meeting took note of the presentation.

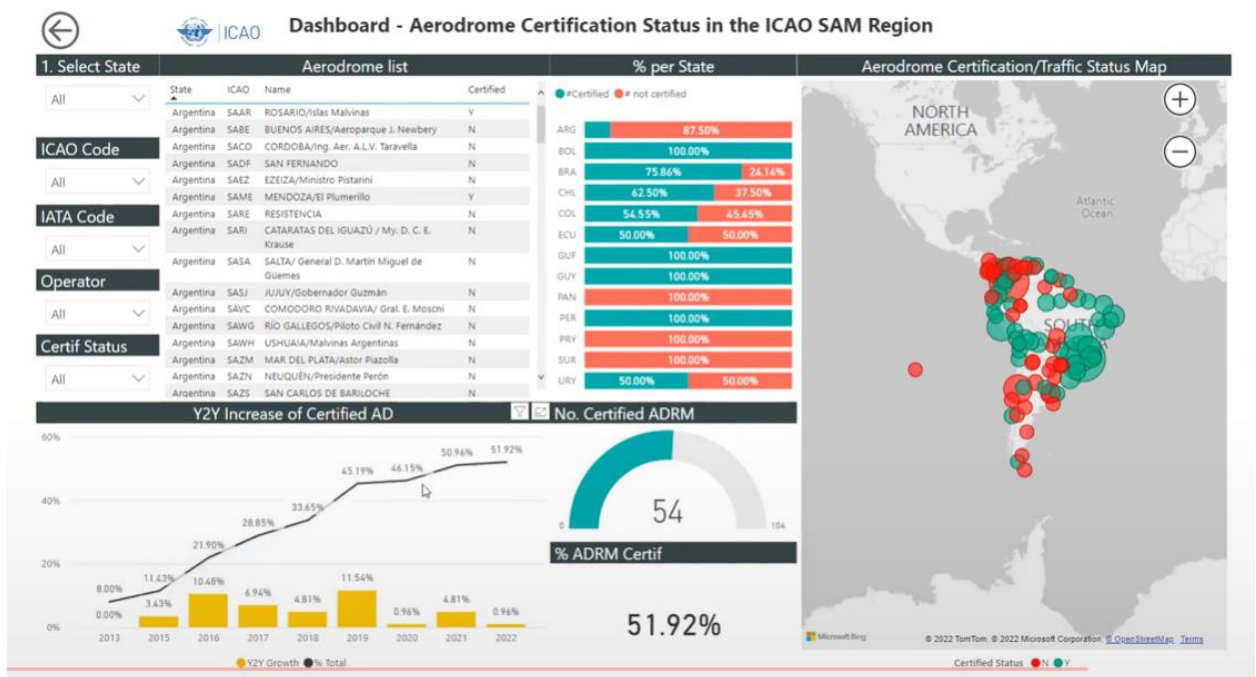


Figure #1 –Proposed aerodrome certification dashboard

USOAP CMA Status

- 4.24 The Information Paper 09 presented a USOAP activities summary and an OLF status analysis, with the intention of urging States to continue working on their corrective action plans (CAPS) and self-assessments, in order to remain prepared for a future ICAO assessment or audit activity and work on the SAMSP goals of increasing EI by 2.5% per year on a regional average. ICAO recommends that every year, the State conducts a review of its self-assessment to remain prepared for this purpose. On this note, a representative from Brazil commented that for the availability of the evidence in the OLF, a multidisciplinary work is necessary, not only from AGA, but also from other external entities. The SRVSOP TC commented on the assistance capacity offered by the System to the States to prepare for the audit. The Meeting took note of the information presented.

- 4.25 The representative of Chile presented his experience in organizing teams to answer the evidence. The representative of Colombia commented on his preparation for a recent audit, with the SRVSOP support and external personnel who served to look with “other eyes” and commented on opportunities for improvement. He mentioned that even though sometimes the evidence was not found, if the State evidenced the “process” the auditor considered this. He commented that this is the objective of the preparation, more than just having physical evidence; it is that the processes are present and working. The representative of Argentina also commented on his experience regarding the preparation for an upcoming audit (after the SAMAGA02 Meeting).
- 4.26 The Secretariat commented that although some States are not part of the SRVSOP (Guyana & Suriname), both could also have access to technical assistance through the Regional Office.

5 **Agenda Item 3: AGA/AOP services provision in the SAM Region**

Aerodrome planning and design

- 5.1 The Information Paper 03 presented the project F2 status on Airport Planning. Some of the activities, such as the roadmap preparation, suffered some delays due to the lack of specialists. Attendees were reminded that this project does not have a coordinator, so States are invited to propose a coordinator. Activities are expected to be resumed during the year. The meeting took note of the status of the project.

Safety APEX, ACI – LAC

- 5.2 The Information Paper 10 presented the APEX program in Safety, its scope and objectives. One the program objectives is that its results allow the airport that receives it, if it is not certified, to opt for a certification by its State. The Secretariat mentioned that ICAO is in coordination with ACI so that when an APEX is carried out, it is done in a coordinated manner so that the airport takes advantage of said activity to prepare for certification.
- 5.3 The representative of Chile asked what regulations or guides are used. ACI-LAC clarified that ICAO Annex 14 Vol. I standards and ACI best practices are used.

CARSAMPAF

- 5.4 The CAR/SAM Regional Bird/Wildlife Hazard Prevention Committee (CARSAMPAF) presented three Information Papers to the Meeting. CARSAMPAF seeks to support States and airports in matters related to the prevention of the danger posed by wildlife
- 5.5 Information Paper 08 on Bird Migration Early Alert Program for Aviation (PATMA). The program aims to create a tool that can generate alerts on the birds’ migratory movement, especially raptors, which is fed by reports from States/airports and the scientific community. Work is currently under way to set up the network (through a WhatsApp group and an application available in the Google virtual store for Android devices as "PATMA").
- 5.6 Information Paper 06 presents CARSAMPAF actions to support States with wildlife risk management. The CAR/SAM Regional Bird/Wildlife Hazard Prevention Committee (CARSAMPAF) Statistical Coordination carries out actions in conjunction with the GREPECAS Secretariat, by preparing a survey to update the Regional Panorama of Bird and Fauna Hazard in

the NACC/SAM Region with reason of the COVID-19 pandemic and, in addition, a Checklist for compliance with Document 9137 –Part 3 Fifth Edition.

- 5.7 Both initiatives seek to be the starting point to recognize the problem real status and facilitate the Fauna Risk Management Standards and Recommended Methods in the Region States implementation.
- 5.8 Brazil commented on the experience of its State. Brazilian regulations require that certified airports must have a fauna prevention team with specialized biologists. However, there is no specific national wildlife committee; rather it is part of the national operational safety committee. He commented that each airport committee does the external coordination. However, there is an environment committee, which deals with various issues.
- 5.9 Regarding the survey and the checklist, the Secretariat commented that they would be distributed later.
- 5.10 In line with a consultation from Uruguay, Information Paper 07 presents to the Meeting the support offered by CARSAMPAF to the States in the meetings of established national committees and in the creation of new national committee. The experience was shared in 2021 with the State of Chile, where they prepared a video for the national committee.
- 5.11 The Meeting took note of the CARSAMPAF information and the importance of raising awareness among users around the airport to avoid fauna impact.

ICAO Global Aviation Training Section (GAT)

- 5.12 The ICAO Global Aviation Training Section (GAT) made a presentation of the courses catalog available through GAT to Member States, as well as the different accreditations available in conjunction with ACI for the airport area. Such information can be found on the portal: <https://igat.icao.int/ated/TrainingCatalogue/>
- 5.13 The GAT representative also commented that, if there is not a required course or training on the list, GAT can take note of the need and prepare it.
- 5.14 The Meeting concluded that an important problem in the Region for the next triennium is generational change, and therefore, the importance and need for training aspects to be strengthened, so that States have economic options to achieve training, either through the SRVSOP or other training centers.

Risk-Based Surveillance – The Brazilian Experience

- 5.15 Through Information Paper 12, Brazil's representative presented a methodology implemented by Brazil to assess risk in aerodrome surveillance, based on the BowTie diagram method and considering the main unwanted events related to takeoff and landing operations.
- 5.16 Considering the Brazilian State SSP requirements, firstly, the undesired safety events that are most relevant from the point of view of airport operations were defined: the high-risk accidents (HRC)2 categories and that the operator airport has an active role in mitigating such events. In this way, the unwanted event (the aeronautical occurrence) was positioned in the diagram center, the prevention barriers to the left and the recovery barriers to the right of the central event.

- 5.17 The developed tool main objective (see the document attached to this Informative Paper), based on the BowTie method, was to allow a standardized diagnosis of an aerodrome on its safety conditions that is deeper than a simple verification of regulatory compliance, mainly for non-certified infrastructures.
- 5.18 Regarding the presentation, the representative of Uruguay inquired about remote inspections. Given this, he replied that sometimes the operator is requested to make his own evaluation, based on some questions prepared by ANAC. He highlighted that the level of reliability is lower, however, it allows a more accurate diagnosis, given the large number of aerodromes (more than 500). The representative of Uruguay highlighted the convenience of this process, given the number of aerodromes and runways to be inspected vs. the availability of resources.
- 5.19 The representative of Chile asked about the division of the aerodromes type. It is commented that it is done by type of operation. Some profiles mentioned are: certified aerodromes that operate scheduled flights of more than 19 seats, non-certified aerodromes that operate scheduled flights of more than 19 seats, non-certified aerodromes that operate scheduled flights of less than 19 seats, training flights, and other aerodromes. . There are also other types, for example by type of day or night operation, among others.
- 5.20 The TC representative added about the convenience of this tool for implementation in the States, since it links non-compliance with potential events, and serves so that air operators (airlines, pilots, etc.) have better information for their analysis. This tool will also be used for processes including certification, since it identifies the barriers and the level of protection they provide when detecting non-compliance with the infrastructure.

6 Access Agenda Item 4: Capacity and Efficiency in aerodrome operations

AOP Air Navigation Deficiencies Record (GANDD)

- 6.1 Working Paper 03 presented the SAM Region AGA/AOP area deficiencies in the Regional Air Navigation Plan status. It was commented that it is based on the aerodromes list registered in the Regional Air Navigation Plan (Table AOP II-1).
- 6.2 Currently the GANDD database can be accessed from the link https://www.icao.int/GREPECAS/Pages/ES/Access_GANDD_ES.aspx. When reviewing the deficiency reports, although there are no deficiencies identified as type "U" for the AGA/AOP area, there are a series of A and B deficiencies that have not been updated for a considerable time.
- 6.3 As a suggested action, it is requested that those States that have active deficiencies take actions to update and/or present action plans for their resolution directly in the GANDD system or through the Regional Office; and that the States, in coordination with the Secretariat, discuss the possibility of working on a simplified category for identifying deficiencies, so that it effectively responds to the objectives sought by the methodology.
- 6.4 Both the SRVSOP TC and the representative of Uruguay indicate that in addition to "cleaning the list" as a first phase, it is necessary to work on how to evaluate new deficiencies, given that the deficiencies, in their current form, are usually referenced to the ICAO SARPs and not to national regulations, to cite an example. Some examples from other regions were commented, including the proposal that whether or not an aerodrome is certified would be a deficiency, given the connection aerodrome certification has to BBBs (basic building blocks).

6.5 The Meeting concluded promulgating the following conclusion:

CONCLUSION SAMAGA02/C2		<i>AGA area deficiencies list review</i>	
What?	<ul style="list-style-type: none"> The Secretariat sends the information to the States that have deficiencies listed in the GANDD database so that they can be updated and reviewed by the States. 	Expected Impact:	<input type="checkbox"/> Political/Global <input type="checkbox"/> inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why?: It is necessary to review the lists to update them, since they date back more than 10 years and many have been resolved.			
When?:	<i>Before SAMAGA03</i>	Status:	<input checked="" type="checkbox"/> Valid <input type="checkbox"/> Invalid <input type="checkbox"/> Finished
Who?: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> Secretariat <input type="checkbox"/> Other (Specify):			

Updating of the Regional Air Navigation Plan

- 6.6 Working Paper 04 presented conclusion 09 of the last PPRC-03 meeting, in which States are requested to review the content of volumes I and II of the current Regional Air Navigation Plan, specifically, the tables AOP I-1, AOP II-1 and MET II-2 to issue new amendments if deemed necessary.
- 6.7 The objective of this review is to have an updated regional plan, so that the adaptation work of volumes I, II and III of the respective plan can be carried out satisfactorily.
- 6.8 Recognizing that many aerodromes used for international operations or aerodromes under construction or planned for international operations in the SAM Region are not included in Volume I of the CARSAM ANP, Table AOP I-1 and Volume II of the ANP, Table AOP II-1, and the need for the information to be included in Tables AOP I-1 and Table AOP II-1 to be accurate, consistent with the aeronautical publications (AIP) and to represent the current situation for the regional planning of the other services of air navigation, the Secretariat urges the States that have not carried out a detailed review of the aerodromes listed in the plan, to do so as soon as possible.
- 6.9 The Meeting took note of Working Paper 04 suggested actions and the e-CRPP03 conclusion 09 follow-up.

Project Status F3 – A-CDM Implementation

- 6.10 Information Paper 04 shows the GREPECAS F3 project status summary on A-CDM Implementation for the SAM Region.
- 6.11 With the addition of a new project coordinator, the project implementation strategy is expected to take new turns to allow the A-CDM implementation to continue and its incorporation into regional planning.

6.12 Currently, a data-based criterion must be worked on to evaluate which aerodromes are applicable for implementation. Initially, only the annual traffic had been considered, however, there are several aerodromes that, despite not having much traffic, would benefit from the A-CDM B0/1 implementation.

6.13 The Meeting took note of the information presented in Information Paper 04.

Proposal to update the acronyms contained in the A-CDM CARSAM implementation guide

6.14 The Project F3 coordinator, through Information Paper 14, presents a proposal for the name and definitions for the acronyms in the A-CDM CARSAM implementation guide.

6.15 In order to achieve a common understanding, it is necessary to standardize some aeronautical terms (by the various users), the same ones that were already made available in the ACDM implementation guide for the SAM Region presented by the SAM Regional Office. This is supported by what is indicated in document 9971 Part III, 3.2.2.

6.16 The note sends a proposal to change the acronyms in attachment 01 of Information Paper 14.

6.17 The Meeting, after the presentation of Information Paper 14, has decided to adopt the following conclusion:

CONCLUSION		<i>Review of the proposal to update the acronyms presented in the</i>	
SAMAGA02/C3		<i>ACDM CARSAM implementation guide</i>	
What?		Expected Impact:	
<ul style="list-style-type: none"> The Secretariat sends Attachment 01 of Information Paper 14 to the States, through the GREPECAS mechanisms, to review the proposal and make the respective comments regarding the acronyms used in the A-CDM CARSAM Implementation Guide. 		<input type="checkbox"/> Political/Global <input checked="" type="checkbox"/> inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why?: To standardize common terminology and allow efficient coordination between stakeholders and among different airports part of the same state or region.			
When?: <i>Before SAMAGA03</i>		Status:	
		<input checked="" type="checkbox"/> Valid <input type="checkbox"/> Invalid <input type="checkbox"/> Finished	
Whom?: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> Secretariat <input type="checkbox"/> Other (Specify):			

Current status of flight schedule allocation in SAM States

6.18 The Project F3 coordinator, through Information Paper 15, presents a proposal which purpose is to obtain a base measurement of the need for States to implement A-CDM in the different airports of the region where it is considered that the demand exceeds airport capacity and/or in which there are special geographic conditions, platform restrictions, number of waiting rooms, among others, that make more efficient use of airport resources and greater predictability of flights necessary.

6.19 The 6th edition of the GANP brings with it performance indicators which seek to standardize the way of measuring the operations performance at airports and airspace. In this understanding, it has been considered to take as reference the punctuality both in departure and arrival and the

AIRPORT THROUGHOUT EFFICIENCY - efficiency of airport performance that are KPI 01, KPI 14 and KPI 11 respectively.

- 6.20 A first point is to learn more about the implementation of these indicators in the countries of the region, beginning with the procedures carried out for coordination tasks at airports and their respective follow-up. As well as the review of the expected demand, the capacity and the number of flights actually operated.
- 6.21 To this end, a survey has been prepared, which will serve as a baseline to learn a little more about the SAM States current situation with regard to the flights programming at their airports. It is expected that these actions will allow us to identify those airports where there is an imbalance between demand and capacity, determine the impact on the development of air operations and finally adopt a strategy for the A-CDM implementation in said airports.
- 6.22 Some States commented on the relationship between A-CDM and safety, to which it was explained that it benefits from the A-CDM implementation, by increasing the situational awareness of users. Another State commented on the need for the results of the survey to be shared, since these issues are usually observed, in some States, outside the AGA area of the CAA, and rather in the ANS area or the navigation service provider.
- 6.23 After reviewing the content of Information Paper 15, the Meeting adopted the following conclusion:

CONCLUSION SAMAGA02/C4		<i>Filling out the survey on the Flight Scheduling situational status in the SAM region States</i>	
What?		Expected Impact:	
<ul style="list-style-type: none"> The Secretariat distributes in the SAM States the survey attached to Information Paper 15 on the Flight Programming Status in the Region. 		<input type="checkbox"/> Political/Global <input type="checkbox"/> inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why?: To establish an information baseline on the flight programming status in the region that will serve to determine the need to implement A-CDM.			
When?: <i>Before SAMAGA03</i>		Status:	
		<input checked="" type="checkbox"/> Valid <input type="checkbox"/> Invalid <input type="checkbox"/> Finished	
Whom?: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> Secretariat <input type="checkbox"/> Other (Specify):			

7 **Agenda Item 5: Resilience and Adaptation Aspects to changes in the airport environment**

No notes were presented under this matter.

8 **Agenda Item 6: Other business**

- 8.1 The SRVSOP technical committee, through Information Paper 11, presents a follow-up of the SRVSOP activities and progress in the AGA area.

- 8.2 The Regional Operational Safety Oversight Cooperation System (SRVSOP) was established by virtue of the Memorandum of Understanding signed between the Latin American Civil Aviation Commission (CLAC) and the International Civil Aviation Organization (ICAO) at the end of the years 1990, and has the mission of optimizing the safety levels of civil aviation in the region, providing advice and assistance with a view to overcoming the problems of States with difficulties in fulfilling their responsibilities with safety oversight.
- 8.3 In the context of the SRVSOP AGA activities, as of 2010 the development of the first LAR AGA regional regulations began, which incorporate the SARPs of Annex 14 (Volume I and Volume II), Annex 19 (which is the Aerodrome operator SMS), the procedures of Document 9981 (PANS-Aerodromes) and guidance from other ICAO documents dealing with aerodrome facilities and services.
- 8.4 The Information Paper presented advances in the AGA LARs development (LAR139 for aerodrome certification, LAR 153 for aerodrome operations, LAR 154 for aerodrome design, LAR 155 for heliport design and operation and LAR 77 on Objects, Implementations and Activities that May Negatively Affect the Safety or Regularity of Air Operations. In addition to the LARs, the SRVSOP publishes, under the General Coordinator responsibility, guidance material that can be used as models for the States, aimed at AGA inspectors and at aerodrome operators.
- 8.5 Other aspects covered by the SRVSOP AGA technical committee are the training of technical personnel, direct assistance to States, multinational certifications (which in the case of AGA is delivered in the form of assistance for aerodrome certification and surveillance).
- 8.6 Several States representatives endorsed the importance of the contribution that the SRVSOP has made to the States, in the form not only of documentation, but also of direct support to the States.

9 **Agenda Item 7: Conclusions and next meeting date**

- 9.1 Under item 7, the Secretariat made a presentation with a summary of the issues discussed, highlighting:
- Certification and RST goals
 - Meeting according to certification goals, but some States will update certification plans to adjust the goals.
 - RST Goals will be pending mechanism to be agreed upon by the RASG-PA RST Project
 - Regional Priorities
 - The 4 SAM priorities are Certification, Runway Safety, Planning and A-CDM
 - Under certification, related topics are addressed, such as:
 - SMS, SMS with focus on RBS
 - Wildlife
 - ARFF, work in progress, SMGCS, others.
 - Safety in ADRM Operations
 - As emerging themes we have:
 - Ground Handling
 - New amendments (e.g. ACR/PCR, Obstacles, etc.)

- Use of drones
- Vertiports
- Altiports / Water aerodromes
- Other emerging issues
- Training topics
 - It continues to be a priority, especially due to generational change
 - Instructional Plan Model
 - Topics:
 - ARFF
 - Wildlife
 - Design (pavements, geometric, others)
 - Operation
- GREPECAS projects
 - GREPECAS projects remain relevant despite the Pandemic
 - ADCERT and ADPLAN do not have a coordinator, however, they continue their course
 - A-CDM is restructuring
 - A survey will be shared to obtain data to define applicability
 - Take note of greater implementation guidance material
- “Parking Lot” themes
 - Resilience and adaptation to changes in the airport environment
 - Environmental sustainability

Summary of conclusions:

Code	Title	Text of the Conclusion/Decision	Observations / comments
SAMAGA02/C1	<i>SAM Region Certification Goals</i>	That the SAM States will review the aerodrome certification implementation goals presented as Attachment B to this Working Paper as minimum goals for the next triennium 2022-2025, and if there are any differences, they will report them to the Secretariat for updating no later than November 1, 2022. Entrust the Secretariat to monitor the implementation of said goals.	Status: In progress
SAMAGA02/C2	<i>AGA area deficiencies list review</i>	The Secretariat sends the information to the States that have deficiencies listed in the GANDD database so that they can be updated and reviewed by the States.	Status: In progress
SAMAGA02/C3	<i>Review of the proposal to update the acronyms presented in the ACDM CARSAM implementation guide</i>	The Secretariat sends Attachment 01 of Information Paper 14 to the States, through the GREPECAS mechanisms, to review the proposal and make the respective comments regarding the acronyms used in the A-CDM CARSAM Implementation Guide.	Status: In progress
SAMAGA02/C4	<i>Filling out the survey on the Flight Scheduling situational status in the SAM region States</i>	The Secretariat distributes in the SAM States the survey attached to Information Paper 15 on the Flight Programming Status in the Region.	Status: In progress

- 9.2 Regarding the date of the next meeting, the Meeting did not reach a conclusion, so the Secretariat will make the pertinent coordination so that it can be held in the first quarter of 2023.

Appendix A**LISTA DE PARTICIPANTES / LIST OF PARTICIPANTS****ARGENTINA**

1. Eduardo Álvarez edalvarez@anac.gob.ar

BOLIVIA

2. Ing. Carlos Sanabria (Focal Point) csanabria@dgac.gob.bo

3. Ing. René Delgado rdelgado@dgac.gob.bo

BRASIL/BRAZIL

4. Jorge Luís Werneck Nunes (CERNAI)
(Focal Point) werneckjlwn@decea.mil.br

5. Matheus Araujo matheus.araujo@anac.gov.br

6. Lázaro Luiz Neves (ANAC) (Focal Point) lazaro.neves@anac.gov.br

7. Marcelo Koiti Asakura marcelo.asakura@anac.gov.br

CHILE

8. Roberto Alejandro Cardoza Suil (Focal Point) rcardoza@dgac.gob.cl

9. Renzi Jara rjara@dgac.gob.cl

10. Víctor J. Egaña victor.egana@dgac.gob.cl

11. Mario Alfonso Verdugo Lagos mverdugol@dgac.gob.cl

12. Oscar Medina omedina@dgac.gob.cl

13. Yerko Camus ycamus@dgac.gob.cl

COLOMBIA

14. Aldemar Pinzón aldemar.pinzon@aerocivil.gov.co

15. Ricardo Aguirre Ricardo.aguirre@aerocivil.gov.co

16. Carlos Darío Useche carlos.useche@aerocivil.gov.co

ECUADOR

17. Johnny Chiluiza johnny.chiluiza@aviacioncivil.gob.ec

18. Orlando Wison Maita Castillo orlando_maita@aviacioncivil.gob.ec

GUYANA

19. Ahmad Nizamudeen adroms@gcaa-gy.org

20. Anthony Thom athom@gcaa-gy.org

21. Adrian Bassier abassier@gcaa-gy.org

PANAMA

22. Luis Herrera luis.herrera@aeronautica.gob.pa

PARAGUAY

23. Edgar Faria efaria@dinac.gov.py

PERÚ

24. Libio Benites Lbenites@mtc.gob.pe
25. Joel Martín Cordero Sánchez jcordero@mtc.gob.pe
26. Juan Flor jflor@mtc.gob.pe

SURINAME

27. Bryan Rozen (Focal Point) brozen@casas.sr
28. Luciano Soemanta lsoemanta@casas.sr
29. Shaktipersad Goerdat (CADSUR) shaktie.thug@gmail.com

URUGUAY

30. Carlos García Pepe cgarciapp@dinacia.gub.uy
31. Pablo Cortes pcortes@dinacia.gub.uy

VENEZUELA

32. Renny Orlando Díaz re.diaz@inac.gob.ve
33. Mayra Hernández mayrayht11@gmail.com

ACI-LAC

34. Maria Elena Sandoval mesandoval@aci-lac.aero

CARSAMPAF

35. Yeiner Enrique Molina Reyes presidencia@comitecarsampaf.com

IATA

36. Sandra Gonzalez Navarro gonzalezsa@iata.org

ICAO/SRVSOP

37. Jose Riveros (GAT) jriveros@icao.int
38. Fabio Salvatierra fsalvatierra@icao.int
39. Rodrigo Ribeiro rribeiro@icao.int
40. Eva Ramírez emramirez@icao.int