



Agenda Item 1: Follow-up to the conclusions of previous meetings

Follow-up on SNOWTAM Implementation

(Presented by the Secretariat)

SUMMARY	
This working paper follows up on SNOWTAM implementation in SAM States.	
References:	
<ul style="list-style-type: none">• SAM/AIM/14 meeting report• Report of the Teleconference to follow up on SAM/AIM/14 Conclusions and Recommendations• Minutes of the Fourth virtual meeting of the GREPECAS Programmes and Projects Review Committee (ePPRC/4)	
Strategic objectives:	<i>A – Safety</i> <i>B – Capacity and efficiency</i>

1. Introduction

1.1 The Fourteenth meeting for the transition of AIS to AIM (SAM/AIM/14), held in 2021, followed up on SNOWTAM implementation.

1.2 The Secretariat held a follow-up teleconference on SAM/AIM/14 recommendations and conclusions in April 2022.

1.3 The Secretariat reported to the ePPRC on the status of implementation of various AIM requirements, including SNOWTAM.

1.1 Discussion

1.2 The Meeting will recall that the SAM/AIM/14 meeting followed up on the implementation of the new SNOWTAM format (valid as of 4 November 2021). The Secretariat noted that, together with the Aerodromes and Meteorology area, teleconferences and workshops had been held to build capacity in States for the implementation of the new SNOWTAM format aligned with the GRF.

1.3 The SAM/AIM/14 meeting noted that several States were in the process of implementation and others had not yet decided on the implementation.

1.4 In the first quarter of 2022, the Secretariat followed up on the conclusions and recommendations in force for the AIS/AIM area. On that occasion, States reported that the biggest difficulty for their implementation was the outdated AMHS template, reason why they had decided to proceed with the implementation, but with the NOTAM format.

1.5 The ePPRC/4 meeting took note of the information on the status of implementation of SNOWTAM in its new format. The information reported is contained in the Appendix to this working paper.

1.6 The Meeting will recall that the target date for SNOWTAM implementation, in its new format, was 4 November 2021.

1.7 The Meeting may wish to review the information contained in the Appendix and update it as needed.

2. **Suggested action**

3.1. The Meeting is invited to:

- a) take note of the information contained in this document;
- b) review the information contained in the appendix and update it as needed;
- c) consider other actions it may deem appropriate.

APPENDIX

Follow-up to the SNOWTAM Implementation

<i>N°</i>	<i>States</i>	<i>Implemented action</i>	<i>Implementation date</i>	<i>Comments</i>
1	Argentina	They have formed a work team with all the areas involved. They have conducted tests both at airports where snow occurs and at airports that can be affected by heavy rain.	4 November 2021	There is confusion among some users due to the issuance of SNOWTAM in Airports that do not have snow events. The new SNOWTAM format should be more socialized. NOTAM Bank migrates to CADAS
2	Brazil	It has worked in a coordinated manner with all the areas involved, has issued an AIC-A 16/21 in relation to the GRF and a regulatory framework will be issued on the new SNOWTAM format.	4 November 2021 1 July 2022	Alternative System Differences will be communicated RCR – SNOWTAM does not have the same efficiency to inform They are going to publish SNOWTAM
3	Bolivia	Not actions were reported.	4 November 2021	The ANSP is ready to issue SNOWTAM in its new format. The instructions, procedures and workshops have been carried out.
4	Chile	<ul style="list-style-type: none"> ✓ It was included in the field training guidelines that each AD carries out annually. ✓ DAP 15 00 regulations were updated, which is about to be published, in which the new format that will govern from November 4 was included. ✓ A workshop will be held for all field managers during the months of October and November; this is included in the annual training plan. 	4 November 2021	Attached as evidence: <ul style="list-style-type: none"> • TSV Guidelines (AIS) of the year 2020 which was applied in 2021 due to the pandemic. • Annual training plan 2020, which due to a pandemic is being applied in 2021. • Updated the National Regulations and the Procedure • SNOWTAM issuance course and procedure were carried out • In May 2022, the second course was held for the Staff.
5	Colombia	Given the geographical location of the State, in Colombia, SNOWTAM information is not published. In compliance with what was agreed in the Virtual Mission with the ICAO Secretariat, the difference will be published in the AIP/COL part GEN-1.7. In the same way, we remain attentive to coordinate with the MET and ATS providers, the measures that replace or	Work is being done on the ponding. Argentina will share its procedures in this case.	Taking into account that the Virtual Mission was recently received and attended to, no action related to what was agreed and projected has yet been carried out. Differences will be published

N°	States	Implemented action	Implementation date	Comments
		complement the notification of poor braking (if it occurs) due to a flooded runway or when its effectiveness is degraded.		
6	Ecuador	Recurring NOTAM course prepared pending execution November 2021.	January 2022 Implemented. November 2021	This course will include SNOWTAM topic Letters of Agreement with Quito and Guayaquil
7	Guyana	They have updated the system – The Focal Point for the GRF is creating a Table of Responsibility for all parties involved. The AIS has not yet defined a policy regarding the issuance of SNOWTAM in its new format	Not foreseen implementation date	
8	Panama	A workshop on SNOWTAM was held in October 2019, to the NOTAM staff. The State participated in a webinar on runway conditions.	There is no implementation date for now, for this year; possibly for the first quarter of the next year 2022. The Circular is in process for the Signature of the Director of the AAC Meetings with Tocumen S.A. Instructive talk for AIS and ATC personnel. It is scheduled for April	Participation in the training that has prepared the AGA part. Participation in the workshops that will prepare the air navigation services involved in this issue. They will publish differences in relation to the format (they will use NOTAM not SNOWTAM) because the system and the template is not adapted to the new format Tests for preparation and dissemination have already been carried out.
9	Paraguay	Paraguay has worked jointly in the regulatory area with the service provider. The new SNOWTAM format has been included in the State Standards.	4 November 2021 Implemented Procedures will be reviewed and an in situ inspection is foreseen	Technicians from the aerodrome operator, AGA and AIM waiting to participate in the GRF course
10	Peru	No differences were registered in the Regulation of Peru, the format was included in the amendment of RAP 315.	IV Quarter of 2021	It was included in the new edition of RAP 315 amendment 2, approved pre-publication, pending publication. On 28 October was published and became effective on 4 November 2021. Differences will be published by the system (AMHS)

<i>N°</i>	<i>States</i>	<i>Implemented action</i>	<i>Implementation date</i>	<i>Comments</i>
				All the trainings have been carried out at the national level.
11	Surinam	Not actions were reported	Without a defined date	
12	Uruguay	A work committee was formed with all the areas involved.	Without an established implementation date	A working committee was formed with all the areas involved They are not applying it but they have trained all the staff. They depend on the migration to AMHS. They alternatively implemented the issuance of warnings through the ATS.
13	Venezuela	Not actions were reported	Without an established implementation date	The regulator held a workshop on SNOTAM for NOF staff Differences published by NOTAM were forwarded because the system is not ready. AGA keeps all the training records in this regard. IDS has been requested to update the new format.
