



Agenda Item 2: Follow-up on the conclusions adopted by previous RAAC meetings

Follow-up to RAAC Conclusions

(Presented by the Secretariat)

SUMMARY

This working paper presents a review and an update of the status of implementation of the conclusions of previous Civil Aviation Authorities (RAAC) meetings, and proposes relevant comments in this respect for the Meeting to decide on the appropriate courses of action with regard to valid conclusions. The information in this working paper is updated until the RAAC 16.

**ICAO Strategic
Objectives:**

A: Safety

B: Capacity and Efficiency

C: Security and Facilitation

E: Environmental Protection

1. Analysis

1.1 The policy of the Meetings of Civil Aviation Authorities (RAAC) of the SAM Region establishes that actions adopted must be recorded as Conclusions, which call for direct attention by the States/ICAO/users and is presented as **Appendix** to this working paper. For this reason, the meeting must review the status of compliance of the conclusions considered as valid, to evaluate their status of application and determine the most appropriate actions to encourage and facilitate their application, mainly for those conclusions the Meeting might consider valid at the end of their analysis.

2. Discussion

2.1 Using the same methodology of GREPECAS mechanism, the Secretariat has studied the implementation situation of the conclusions formulated by RAAC/16 Meeting, as well as those then considered valid which are presented in the Appendix of this working paper. The evaluation summarizes:

Completed or superseded conclusions

2.2 Of the 19 valid conclusions up to RAAC/16 Meeting and from the analysis carried out by the Secretariat, conclusions 11/1, 13/5, 15/4, 16/2 and 16/3 have been considered as completed. The conclusion 16/5 superseded the 15/5.

Valid conclusions

2.3 The still valid conclusions are the following: 9/5, 11/1, 12/4, 12/9, 14/1, 15/1, 15/2, 15/3, 15/6, 15/7, 16/1, 16/4, 16/5, and 16/6.

2.4 It is important to mention that the secretariat has reviewed the deadlines for valid conclusions, updating them according to the progress made for each conclusion. For traceability, the initial date has been kept only with a strikethrough line, and for Conclusions 12/9, 15/06, and 16/04, a new date has been defined. Appendix A shows all changes.

3. Suggested action

3.1 The Meeting is invited to examine the information presented in this working paper and review the information presented in the Appendix, with the aim of updating the status of implementation of the conclusions formulated up to RAAC/16 Meeting, proposing, as necessary, the most appropriate courses of action for their implementation.

APPENDIX

REVIEW OF RAAC VALID, COMPLETED OR SUPERSEDED CONCLUSIONS

Concl./ Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
9/5 A, B	EXCHANGE OF SECONDARY RADAR DATA	That the SAM States assign high priority to the exchange of SSR radar data among adjacent ATC units and develop the necessary bilateral agreements on this matter.	MoUs were established and signed between Argentina-Brazil, Argentina-Uruguay, Argentina-Chile, Brazil- Uruguay, Brazil-Venezuela and Brazil-Peru for the exchange of surveillance and flight plan data in order to increase safety of air traffic control in transfer areas between adjacent ACCs. These MoUs were established between 2010 and 2012. So far, out of the activities contemplated in these MoUs, the radar data exchange between Argentina and Uruguay has been implemented and put into operation, and positive radar data exchange tests have been carried out between Brazil and Venezuela (2015) and between Argentina and Chile (October 2017). The implementation of radar data with Brazil was interrupted because it was not	ICAO Regional Office	Valid	Exchange of SSR radar data implemented	Dec 2018

ICAO Strategic Objectives:*A: Safety**B: Capacity and efficiency**C: Safety and facilitation**D: Economic development**E: Environmental protection*

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			possible to use the asterix 62/63 protocol required by Brazil. Argentina and Peru resumed coordination with Brazil in November 2017 for the implementation of radar data interconnection using the asterix 62/63 protocol in view of the fact that their systems were already capable of processing and transmitting those protocols.				
11/1 A, B	GRADUAL IMPLEMENTATION OF GNSS TECHNOLOGY	That the SAM States gradually implement GNSS technology in keeping with regional PBN implementation programmes and their respective national plan.	<p>SAM States have started GNSS implementation in support to en-route, terminal and non-precision approach navigation procedures (RNAV 5, RNP APCH, RNP APC AR).</p> <p>Brazil has implemented a GBAS system, currently on pre-operational phase.</p> <p>States will comply with goals established in ICAO Assembly Resolution A37/11 regarding APV procedures.</p>	Civil aviation authorities	Valid Completed	<p>GNSS implementation.</p> <p>En route GNSS; from 162 upper airspace regional routes, 108 have been implemented with RNAV specification, completing 67% implemented (7% over considered in the Declaration of Bogota)</p> <p>A37/11 GNSS (APV) 83.7% implemented. Declaration of Bogota goal was 100% of implementation by December 2016. A37/11 is expected</p>	Dec 2019

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						<p>to be implemented for December 2019.</p> <p>The implementation is carried out through the PBN Roadmap 2022 -2026, approved by SAMIG27. For 224 instrument runway thresholds at international airports in the SAM region, the implementation of resolution A37/11 for APV is 90.6%. Additionally, At domestic airports and, when required, on visual flight runways, there is progress in implementing PBN. 140 of 160 regional routes in the upper airspace have an RNAV specification reaching 87.5%. Tasks for GBAS use in Argentina and Brazil included Ionosphere tests and studies. The</p>	

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						operational phase has yet to be reached. The activities were suspended due to the prioritization of post-pandemic needs.	
12/4 A, B	STRATEGY FOR THE INSTITUTIONALIZATION OF REDDIG AND SRVSOP	That, with the aim of giving continuity to the implementation of the Air Navigation and Safety Organization, the activities taken under consideration in the strategy shown in Appendix A be implemented.	The activities in the strategy will be considered at the RLA/03/901 (REDDIG) and RLA/99/901 (SRVSOP) RCC meetings. Meanwhile, States have agreed that the coordination of the indicated projects continue through ICAO. Project document RLA/03/901 (REDDIG), Version S, approved ICAO management until 2023. Likewise with project RLA/99/901 (SRVSOP), Version S, approved ICAO management until 2021.	ICAO, States	Valid	Strategy for the institutionalization of REDDIG and SRVSOP	Dec 2021
12/9 A, E	REGIONAL CONTINGENCY PLAN TO ADDRESS NATURAL DISASTERS AND/OR CATASTROPHIC EVENTS	That ICAO, in cooperation and coordination with the States of the South American Region, develop a Regional Contingency Plan to address natural disasters and/or catastrophic events, with a view to minimizing the impact on civil aviation and restore the operation of air navigation and airport services as soon as possible.	A guide to support the Region in the event of a volcanic ash contingency has been approved. The regional contingency plan has not been completed. A draft has been prepared, but considering that Assembly 39 has issued Resolution A39-24: Strategy on disaster risk reduction and response mechanisms in	ICAO	Valid (to be determined by the meeting)	Regional contingency plan to address natural disasters and/or catastrophic events. During the Workshop/Meeting on ATS Contingency Plans, 19 to 23 March 2018, the draft	July 2019 Dic 2025

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			<p>aviation, which requests the Council and the Secretariat to establish a crisis response policy and a disaster risk reduction strategy in aviation; it was decided to wait for the results of the work in HQ in this regard.</p> <p>2023 Update: In May 2022, ICAO Headquarters published Guidance Material on Airport Preparedness for Effective Humanitarian Assistance and Disaster Response in response to the A39-24 requirement; however, such document is only available in English.</p> <p>For SAM States to better understand the scope of this document, the Regional Office organized a virtual event (seminar) on the guide to be developed in the first semester of 2023. As a next step, the ICAO SAM Office and Member States will develop a regional guide adjusted to the global guide and consider other existing plans.</p>			<p>guidance material for a Contingency Plan to address natural disasters and/or catastrophic events was presented. A Contingency Coordination Group for the South American Region (CCT SAM) Group was established to support the preparation of the referred guidance material.</p>	
13/5 A, B, E	SAM PERFORMANCE-BASED NAVIGATION	That the States of the ICAO South American Region and the international organizations involved:	Approved the SAM Performance-Based Navigation Implementation Plan (SAM PBIP) aligned with ASBU	States	a) Completed b) Valid	SAM Performance-Based Navigation Implementation Plan (SAM PBIP) aligned	a) Completed b)

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	IMPLEMENTATION PLAN (SAM PBIP) AS ALIGNED WITH THE ASBU	<p>a) approve the SAM performance-based navigation implementation plan (SAM PBIP) as aligned with the ASBU for its regional application, as shown in Appendix A to Agenda Item 4 of the RAAC/13 meeting; and</p> <p>b) encourage those States that have not done so yet to amend their national performance-based air navigation plans in accordance with the guidelines contained in the aforementioned SAM PBIP.</p>	<p>Follow up so that States complete the update of the national air navigation plans to be aligned with ASBU.</p> <p>Workshops on the preparation of the National Air Navigation Plan have been carried out in the Plurinational State of Bolivia, Guyana and Suriname to support their preparation.</p>		<p>So far Brazil, Chile, Colombia and Venezuela have developed their national plans aligned with ASBU</p> <p>b) Completed</p>	<p>with ASBU approved.</p> <p>Performance-based air navigation national plans to be aligned with SAM PBIP</p>	December 2019
14-1 A	IMPROVE THE EFFICIENCY IN THE CERTIFICATION AND OVERSIGHT OF APPROVED MAINTENANCE ORGANIZATION	That actions be initiated through SRVSOP, for the identification of efficiencies among FAA, EASA and the SRVSOP in the processes of certification and oversight of approved maintenance organizations, thus avoiding duplication of efforts	During the Fourth Air Navigation and Flight Safety Directors Meeting (AN&FS/4), the FAA from United States of America, expressed interest in attending as observer, to the multinational certifications or surveillance inspections that the SRVSOP carries out in the OMAS of the South American Region to understand the process. On this respect, the Meeting agreed to allow the participation of the FAA in the certification or surveillance tasks in the multinational framework of the SRVSOP.	States of the SRVSOP	Valid	<ul style="list-style-type: none"> On 28 May 2018 the FAA Senior Representative, Mr. Leandro Friedman, was informed on the dates for multinational renewals of the 4 OMAS certified on a multinational basis, so that they could schedule the participation of FAA inspectors. On 29 May 2018, the FAA Senior Representative, Mr. Leandro Friedman, was 	December 2018

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						informed about two organizations (one from Bolivia and another from Colombia) that have requested multinational certification. When the beginning of Phase 2 is confirmed, the FAA Representative will be informed, for them to participate in the certification processes of the referred OMAs.	
15/1	FULFILMENT OF THE COMMITMENT REGARDING LAR HARMONISATION	That SRVSOP member States make the necessary efforts to meet the deadlines established by the General Board for LAR harmonization, and present their results to the JG/31 meeting.	During this year a tool has been implemented to follow up LAR harmonization, thus, SRVSOP States are verifying their national regulations vs. the LAR corresponding to Personnel Licensing and Airworthiness. Starting January 2019, the Operations regulations will be ready for verification.	States	Valid	Harmonization of SRVSOP States' national regulations and procedures harmonized.	December 2018
15/2 A, B, C	PREPARATION FOR SUBSEQUENT ICAO ASSEMBLY SESSIONS AND INTERNATIONAL EVENTS, AND	That SAM States: a) continue participating actively at subsequent ICAO Assembly sessions and international events (conferences, symposia,	In the safety area, the WPs were prepared together with SAM States for the AN-Conf/13. A working group for the implementation of the UPRT in	States	Valid	Presentation of WPs prepared at a regional basis and presented together with SAM States.	All

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	ACTIONS AND FOLLOW-UP TO THE RESULTS OBTAINED AT THESE EVENTS	<p>and meetings);</p> <p>b) prepare, duly in advance, working papers in coordination with all the States of the Region, the ICAO SAM Office, and LACAC to achieve the coordination of support with all American States and other regions worldwide for subsequent ICAO Assembly sessions and other international events;</p> <p>c) fulfil the actions specified in outstanding ICAO Assembly resolutions, described in Doc 10075 https://www.icao.int/Meetings/a39/Documents/Resolutions/10075_es.pdf;</p> <p>d) analyses and respond to the letters of the ICAO Regional Secretariat, especially those concerning proposals of adoption or amendment of annexes or documents, in a joint manner, under the coordination of the Secretariat, in order to adopt, to the extent possible, a regional stance.</p>	<p>South America has been established; the USOAP CMA working group for the standardized implementation of the standards in force of related Annexes, which have not yet been implemented by the States, was also established.</p> <p>Active participation of SRVSOP experts panels in the analysis of the proposals for amendment of the Annexes, prior to their approval.</p>				
15/3	ACTION PLANS FOR CO ₂ REDUCTION AND ACCESSION TO	That, in order to contribute to the global ICAO goals in relation to	<ul style="list-style-type: none"> - Follow up letters have been sent to States - A Technical Assistance workshop was carried out in Peru. 	States	Valid	SAM States with action plans on the reduction of CO ₂ emissions approved. States have	December 2018

<p>THE SCHEME</p>	<p>CORSIA</p>	<p>environmental protection, SAM States:</p> <ul style="list-style-type: none"> a) continue cooperating with ICAO for a better understanding of the effects of emissions from international aviation on the climate; b) consider, if they have not done it yet, the adoption of measures aimed at protecting the environment from emissions from international aviation, and develop their action plans for submission to the Secretariat before June 2018; c) consider the development of capacities and the inclusion of MRV systems, emission units, and registration systems into their national regulations to prepare the State for accession to the CORSIA scheme; d) contemplate accession to the CORSIA scheme in its first phase, or when the State considers that emission measurement, registration, and reporting systems have evolved enough; and e) support the objectives of the SAM Plan related to environmental protection. 	<ul style="list-style-type: none"> - Follow up to CORSIA implementation was made through teleconferences. - Technical support regarding CORSIA was provided to Bolivia and Uruguay, with the support of Spain arranged by HQ and attended by the Regional Office. - Paraguay has submitted their Action Plan for the reduction of CO² emissions. <p>2023 update:</p> <ul style="list-style-type: none"> a) States are cooperating with ICAO Environmental Protection initiatives, implementing actions that reduce CO2 emissions and supporting ACT-CORSIA and ACT-SAF initiatives; b) Twelve (12) of the 13 States have submitted their State Action Plans for the Reduction of CO2 Emissions from International Civil Aviation (SAP). The Plans must be updated every three years, two of the States still need to update them. c) Only one State still needs to prepare a regulation related to Annex 16, Vol. IV-CORSIA. d) States of the SAM Region have adhered to CORSIA. 			<p>associated to CORSIA plan.</p>	
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			e) It was not carried out because the SAM Plan has not been approved.				
15/4	ALIGNMENT OF THE AVSEC/FAL/RG STRATEGIC PLAN WITH THE GAsEP	That the Secretariat coordinate the necessary actions for aligning the AVSEC/FAL/RG Strategic Plan with the GAsEP, and present it at the AVSEC/FAL/RG/8 meeting.	A Workshop on the “Alignment of the AVSEC/FAL/RG Strategic Plan with the Global Plan for Aviation Security (GAsEP)” was carried out in the month of May 2018 in Lima; the GAsEP Regional Plan was presented and approved by the AVSEC/FAL/RG/8 Meeting.	Secretariat	Completed	AVSEC/FAL Regional Group Strategic Plan aligned to GAsEP.	May 2018
15/5	IMPLEMENTATION OF OSS	That the Authorities continue striving to implement OSS, taking into account that it is a useful and necessary tool for improving connectivity, and present their results at the AVSEC/FAL/RG/8 meeting.	Activities have begun to reach an OSS regional agreement, which involve common regulations and procedures, besides a standardized training. For further details see WP/08.	States	Valid Superseded by Conclusion 16/5	Implementation of an OSS regional agreement.	December 2019
15/6	STRENGTHENING CAA COMPETENCIES IN THE CONCEPT OF ECONOMIC ASSESSMENT OF ANSPs AND AERODROME OPERATORS	That the Secretariat: a) start activities for the development of the strategy for strengthening the competencies of civil aviation administrations in the concept of economic assessment of air navigation service providers (ANSPs) and aerodrome operators and present a	The Secretariat is coordinating the availability of an expert through another ICAO Regional Office, which organized this type of workshop in 2018, in order that the following tasks could be carried out for the SAM Region in 2019: 1. Collection of information, best practices and analysis of the current situation in the first half of 2019.	Secretariat	Valid	Analysis of the current situation and activity to strengthen CAA competencies.	December 2019 Dec 2024

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		<p>preliminary document by mid-2018;</p> <p>b) for the development of the strategy, conduct an analysis of the current status of implementation of the guides contained in Doc 9082 in the States;</p> <p>c) carry out this activity with a collaborative approach and with the support of all the States of the Region, through the designation of the corresponding focal points by 31 January 2018, the LACAC Secretariat and IATA.</p>	<p>2. Activity (seminar or workshop to be determined) to strengthen CAA competencies regarding the economic assessment of Air Navigation Service Providers-ANSP and aerodromes operators in the second half of 2019.</p>				
15/7	<p>ACTION TO BE TAKEN FOR THE APPROVAL OF THE REGIONAL PLAN FOR THE SUSTAINABILITY OF AIR TRANSPORT IN THE SAM REGION AND THE DECLARATION OF IMPLEMENTATION</p>	<p>In order to develop a regional plan for the sustainability of air transport in the SAM Region and a declaration of implementation, the Directors General of Civil Aviation of the SAM Region:</p> <p>a) support the four axes of the proposal of a Regional plan for the sustainability of air transport in the SAM Region: connectivity, safety, institutional building, and environmental protection, which are aligned with ICAO strategic objectives and with</p>	<p>During the first half of 2018 the SAM Plan Focal Points Group was established, conducting from May to August, three virtual meetings with the group.</p> <p>In relation to the analysis of the axes of the SAM PLAN, the FFPPs form a group of specialists, by axis, in charge of the analysis of said axis.</p> <p>The safety axis of the SAM Plan has been prepared with the specialists of the safety working group, reaching an agreement on its contents.</p> <p>The institutional strengthening axis intends to hold its first virtual</p>	Secretariat States	Valid	<p>Regional Plan for the Sustainability of Air Transport in the South American Region</p> <p>During the IWAF/4 the “DECLARATION TO PROMOTE CONNECTIVITY THROUGH THE DEVELOPMENT AND SUSTAINABILITY OF AIR TRANSPORT IN THE PAN-AMERICAN</p>	December 2019

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		<p>the sustainable development goals of the United Nations;</p> <p>b) undertake to designate during the first quarter of 2018 focal points to be part of a group that, together with the ICAO Secretariat, the LACAC Secretariat, and representatives of interested international organizations, would analyse the scope of the plan in each of its axes, identify the experts that would be required for the drafting of the plan in its different axes, and establish a timetable for conducting the activities of the plan;</p> <p>c) undertake to carry out the activities defined by the group that may be required for the drafting of the aforementioned plan and its respective declaration; and</p> <p>d) undertake to participate in the teleconferences and the required face-to-face meetings.</p>	<p>meeting by the end of November, in which the working plan to obtain the conclusions by mid-2019 should be outlined. More detail about what has been done in these conclusions can be found in WP/03.</p>			<p>REGION – VISION 2020-2035” was issued, reflecting the vision of the proposal of the Regional Plan for the Sustainability of Air Transport in the South American Region, and the commitment of the States to support the implementation of the development of the national and regional action plans required for the implementation of such vision.</p>	
16/01	DRAFTING OF THE DRAFT REGIONAL PLAN FOR THE SUSTAINABILITY OF AIR TRANSPORT IN THE SAM REGION, BY AXIS	Recognizing that each State has full and exclusive sovereignty of the airspace over its territory, in order to develop the draft Regional Plan for the sustainability of air transport in the SAM Region, the following must be accomplished:		Secretariat States	Valid		Before 2020

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		<p>a) Maintain the denomination “Draft Plan” until such time that this Meeting approves the final text;</p> <p>b) Ensure the active participation of each team of experts of the States in the activities concerning the four axes of the draft plan</p>					
16/02	APPROVAL OF THE SAFETY AXIS OF THE DRAFT REGIONAL PLAN FOR THE SUSTAINABILITY OF AIR TRANSPORT IN THE SAM REGION	South American States approve the safety axis of the Draft Regional Plan for the sustainability of air transport in the SAM Region – SAM Safety Plan.	Approval of the safety axis of the Draft of the Regional Plan for the Sustainability of Air Transport in the SAM Region – SAM Region Safety Plan.	Secretariat States	Valid		December 7 th 2018
16/03	IMPLEMENTATION OF AN/CONF-13 RECOMMENDATIONS	<p>SAM States:</p> <p>a) Take the necessary steps to implement the actions recommended in the areas of air navigation and safety; and</p> <p>b) Cooperate with ICAO in the development of documents related to the GANP, GASP and other manuals, in order to enhance such documents by taking into account regional requirements;</p>	<ul style="list-style-type: none"> • SSP is in Development • The National Air Navigation Plans are in Development, aligned to the GANP • Regional Seminars have been developed. • The recommendations of the thirteenth navigation conference have been carried out. • The PIRG has considered the Regional Air Navigation Plan recommendations. 	Secretariat States	Valid Completed		Before RAAC 17

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		<p>the Secretariat:</p> <ul style="list-style-type: none"> a) follow-up on the action taken by the States within the framework of AN/Conf-13 recommendations; b) take the necessary steps to organise regional seminars as recommended by the AN/Conf-13 in the different areas of air navigation and safety; c) provide technical assistance for the development of national plans and their alignment with regional plans, global plans, and the UN sustainable development goals; and d) coordinate actions with the PIRG (GREPECAS) for the implementation of AN/Conf-13 recommendations. 					
16/04	SUPPORT TO GASEP IMPLEMENTATION ACTIVITIES IN THE REGION	<p>That South American States be urged to:</p> <ul style="list-style-type: none"> a) continue assigning experts and sharing experiences and requirements to align the Strategic Plan of the Regional Group with GASEP guidelines and objectives, 	<p>a) Support the updating of the Terms of Reference of the AVSEC/FAL Regional Group considering the GASEP, especially its Roadmap, as the primary material for the identification of aviation security actions and projects;</p>				

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		<p>with a view to strengthening international cooperation in the area of aviation security, including the harmonisation of aviation security principles, approaches and measures; exchange of information; innovation and better use of aviation security technology; as well as training and institutional strength in aviation security;</p> <p>b) continue supporting the Task Force on the Regional Aviation Security Plan, in order to follow-up on its alignment with the regional requirements, and the implementation of the GAsEP to meet its objectives; and</p> <p>c) assign human resources to the drafting of AVSEC standard regulations (LAR) in the SAM Region, in order to promote compliance with the GAsEP key priority outcomes while increasing cooperation and support among States.</p>	<p>b) Help ensure that the GAsEP remains relevant, its priorities address new and existing threats, and it continues to be a useful tool to support Member States' efforts to achieve full implementation of Annex 17;</p> <p>c) Collaborate with the development of proposals and/or methodologies for measuring results through the AVSEC/FAL Regional Group; and</p> <p>d) Propose that States actively participate in the GAsEP review process by contributing proposals and/or methodologies for measuring results through the AVSEC/FAL Regional Group.</p>	<p>Secretariat States</p>			<p>Before RAAC 17 Dec 2025</p>
<p>16/05</p>	<p>FOLLOW-UP TO OSS IMPLEMENTATION</p>	<p>That:</p> <p>a) South American States be urged to support OSS implementation in their States to facilitate passenger flow at their airports and improve</p>	<p>That states:</p> <p>a) consider that the recognition of the equivalence of security measures applied in another State means an equivalent application of the results of the</p>			<p>Colombia and Peru signed the One-Stop Security agreement in which the terms and conditions to recognize aviation security systems</p>	

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		<p>connectivity among the States of the Region;</p> <p>b) The Secretariat</p> <p>i. coordinate with the Secretariat of the Latin American Civil Aviation Commission (LACAC) for GEPEJTA to review the draft agreement among States for the implementation of OSS and of the recommendations, for its signature; and</p> <p>ii. coordinate the development of a project within the AVSEC/FAL/RG, applying acceptable methodologies that include:</p> <p>a. the drafting of standard AVSEC regulations (LAR)</p> <p>b. best practices for OSS implementation among States.</p>	<p>application of Annex 17, and not that the security measures must be identical;</p> <p>b) recognize the importance of formal acceptance and approval by States for the implementation of OSS agreements;</p> <p>c) consider the importance of applying the OSS concept to facilitate passenger transit in the region and improve connectivity, and involve the industry and the Regional Office to support the prioritization of the airports chosen for the establishment of agreements; and</p> <p>d) participate in events promoted by ICAO to promote the implementation of the OSS.</p>	<p>Secretariat States</p>	<p>Valid 2035</p>	<p>were established. During 2022, validation visits were carried out within the framework of said agreement. The states are evaluating possible operational impacts of the agreement's implementation.</p> <p>Brazil has signed an agreement with Uruguay and Spain to recognize their aviation security systems and is still implementing them.</p> <p>Panama has carried out validation visits to recognize the security systems of several States with direct flights to the Tocumen airport.</p> <p>As in other ICAO Regions, the Secretariat plans to develop a Regional Seminar on OSS.</p>	<p>Before 2035</p>

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16/06	APPROVAL OF THE CREATION OF THE SAM STATES' WORKING GROUP TO SUPPORT STATES IN THE DEVELOPMENT OF ICAO USOAP CMA ACTIVITIES	<p>a) The creation of the SAM States' working group is approved to support States in the development of USOAP CMA activities; the objective of this group is to follow-up on the action taken for gradual improvement of EI and on USOAP CMA activities agreed by States in the Memorandum of Understanding (MOU) subscribed with ICAO.</p> <p>b) The activities developed by the working group are supported in order to assist States in the compliance of the objective and the goals established in the safety axis related with gradual improvement of EI.</p>	Follow-up on the progress of the working group of SAM States to support States in the development of ICAO USOAP CMA activities	Secretariat States	Valid		Until 2030