



Agenda

Item 1: Review of the status of conclusions and actions

**PROGRESS ON THE IMPLEMENTATION OF SAM/IG CONCLUSIONS AND
ACTIONS BY THE STATE OF CHILE**

(Prepared by Chile)

SUMMARY

This study note offers a report on the advancement made by Chile on current SAM/IG conclusions

References:

- SAM/IG meetings, GESEA, GT Interop and Subgroups

1. **Background**

1.1 This informative note presents the current implementation status of the actions and conclusions of SAM/IG.

1.2 Some of the execution statuses mentioned in this note are further explained in Informative note SAM/IG28-NI/1.6, except for the Conclusion SAMIG/28-1 which was adopted during this event.

2. **Analysis.**

In compliance with the previous points, this note offers an update on the results of SAMIG actions and a description on the advancements made by our country regarding the Conclusions reached during previous meetings.

2.1 SAMIG actions

No.	Action	Responsible	Execution status
S28/16	Analysis made by Information technology staff of the States on the Interface Control Document (ICD) of the web service of Brasilia' RODB.	<ul style="list-style-type: none"> • SAM States 	<p>In compliance with the ICD, Chile is currently carrying out the procurement process of a maintenance service for our ATS - AMHS messaging system through the vendor FREQUENTIS COMSOFT, including the Conversion module IWXXM. Its implementation is expected for the first quarter of 2024.</p>
S29/14	States need to take note of changes to the document Roadmap ATM/FPL version 3.0 and should consider adopting the recommended format for ACK and REJ messaging for flight planning.	<ul style="list-style-type: none"> • SAM States 	<p>As previously described, the implementation of acknowledgement (ACK) and rejection messages (REJ) will take place as part of an update agreed with FREQUENTIS.</p>
S29/16	SAM States need to update the information in COM 1, COM 2 and COM 3 Lists and route it before the Workshop/Training on Frequency Finder.	<ul style="list-style-type: none"> • SAM States 	<p>Process ongoing</p>
S29/17	SAM States are encouraged to support ICAO's posture regarding item 1.7 of the WRC-23 Agenda, in accordance with the proposal presented on the CITELE meeting, Brazil (May 22-26, 2023), regarding the allocation of the aeronautical mobile-satellite (R) service in the frequency band 117,975-137 MHz, in order to support aeronautical communications in metric waves in Earth-space and space-Earth directions.	<ul style="list-style-type: none"> • SAM States 	<p>DGAC Chile notified in writing the Undersecretariat of Telecommunications (SUBTEL) Chile and, with regard to items involving civil aviation, requested the SUBTEL to support ICAO's posture on ensuring permanent availability and access to the radio frequency spectrum for all radiocommunication and radio navigation systems using aeronautical facilities on earth and space.</p>
S29/18	Chile and Peru should collaborate to exchange vigilance data, establishing work agreements as needed, ensuring that all internal organs are aware of the commitments between the parties and are capable to promptly collaborate to establish the technical means to exchange aeronautical vigilance data.	<ul style="list-style-type: none"> • Chile and Peru. Before May 31st. 	<p>Regarding the exchange of RDR data with Peru and in accordance with declarations made by the technical area of said country, it has not been possible to implement a trial stage due to some technical inconveniences related to the extraction of the signal from Arequipa as well as the lack of a converter in Peru.</p>

2.2 SAMIG conclusions

No.	Tasks to be developed	Specific tasks	Deliverables	Execution status
1-1	<p>Conclusion SAM/IG/14-6: Projects and/or action plans for PNB redesign of the main South American TMAs.</p> <p>That SAM States:</p> <p>a) Send the projects and/or action plans for PNB redesign of the main South American TMAs chosen by their Administrations, with the purpose of creating the SAM PBN project attached to this report as Appendix J, to the SAM Regional Office by December 31st, 2014.</p> <p>a) send as soon as possible the corresponding updates performed on the aforementioned projects and/or action plans to the SAM Regional Office, so as to ensure coordination among the activities of the PBN SAM Project.</p>	<p>Designation of airspaces selected that will be optimized with the implementation of PBN</p>	<p>Communicating the airspaces selected to be redesigned or optimized</p> <p>Report the updates</p>	<p>TASK COMPLETED</p> <p>Chile's TMAs were modified in 2016 to incorporate the concept of PBN.</p> <p>As of 2016, continuous upgrades have been applied to adapt to current needs of airspace users (including ANSP).</p>
1-2	<p>Conclusion SAM/IG/21-01: Objectives for the implementation of harmonized PBN at regional and interregional level</p> <p>That SAM States, organizations, users, and stakeholders, double efforts to meet regional and interregional performance-based air navigation implementation goals, based on GREPECAS projects, and contemplating the strengthening of national PBN implementation plans so that they include performance indicators and the use of recognized project management tools and methods.</p>	<p>Update on Regional PBN action plans and State action plans.</p> <p>Follow-up on PBN implementation and specific assistance to the States.</p>	<p>Executed PBN implementation plans.</p>	<p>TASK COMPLETED</p> <p>Similar to the previous conclusion, in 2016 we completed the implementation of PBN through a structure of routes with RNAV5 specification, in compliance with regional plans applicable at that time.</p>

No.	Tasks to be developed	Specific tasks	Deliverables	Execution status
1-3	<p>Conclusion SAM/IG/25-04: Adopting the Regional Guide on the implementation of PBN Procedures for visual runways</p> <p>That: SAM States adopt the Regional Guide on the implementation of PBN Procedures for visual runways elaborated by GESEA and, in accordance, approve the national regulation on the implementation of these procedures.</p>	Adopting the Regional Guide on the implementation of PBN Procedures for visual runways	Publishing of national regulation on the implementation of PBN Procedures for visual runways	<p>TASK COMPLETED</p> <p>DAP 11 137 "PBN Operations on Visual Runways" corresponds to the current regulation in Chile, in force as of 2017; its latest amendment (August 2023) includes, inter alia, design criteria (PANSOPS and/or TERPS)</p>
1-4	<p>Conclusion SAM/IG/27-01 Adoption of the SAM Airspace Operational Concept 2022-2026 (EC/SAM CONOPS)</p> <p>That States adopt document SAM Airspace Operational Concept 2022- 2026 (EC/SAM CONOPS), prepared with the purpose of supporting the studies of ATM specialists and planners involved in the formulation of Volume III of the CAR/SAM ANP, facilitating the understanding of the methodology of Document 9883 set forth in the GANP.</p>	Adopt EC/SAM CONOPS	Using technical references and guidance for the planification of Regional ATM and ANS	<p>The capacity and efficiency (EC)/SAM CONOPS has been fully incorporated into the planification, development and modification of the national airspace.</p>
1-5	<p>Conclusion SAM/IG/27-02 Adoption of the 2022–2026 Roadmap: Performance-based optimization of SAM airspace</p> <p>That States adopt the 2022–2026 Roadmap: Performance-based optimization of SAM airspace, and align their national PBN implementation plan based on the metrics and deadlines set forth in the document</p>	Adopt the performance-based optimization roadmap	Applying technical references and guidance for the implementation of Regional PBN Aligning with implementation metrics.	<p>The requirements outlined in the 2022-2026 roadmap, comply with our national regulation (DAN 160 and DAP 1100).</p> <p>With regard to the metrics, it is necessary to mention that in some special instances, such as Chile's AP. SCCI, PBN procedures are not considered for the 6 available thresholds, this could result in Chile not having 100% compliance.</p>

No.	Tasks to be developed	Specific tasks	Deliverables	Execution status
1-6	<p>Conclusion SAM/IG/28-01 Improvements to the ATS letters of operational agreement on their content, implementation, validity and subscription process.</p> <p>That:</p> <p>a) SAM/IG and its contributory bodies promote studies and activities for the development of regional guidance material on criteria for the efficient and safe use of ATS LOAs, with regard to their content, implementation, validity and subscription process.</p> <p>b) ATS service providers and/or competent ATS authorities, while implementing the recommendation of item a) above, coordinate and manage with their counterparts the review and update of inter-State ATS LOAs, if possible, once (01) a year.</p>	<p>Drafting of regional guidance material on the management of ATS operational agreements (ATS LOAs)</p> <p>Assistance and follow-up by the Secretariat for the review and updating of ATS LOAs</p>	<p>Regional guidance material on management of ATS LOAs</p> <p>ATS LOAs reviewed and updated, if possible, once a year</p>	<p>It is convenient to perform the following on a periodic basis:</p> <p>a) revision of guidance manuals for completing forms; b) revision of reference terms of working groups; c) updating LOA and other regional documents as currently revisions are scheduled on an "as needed" or "when procedures are modified" basis, and therefore updates are commonly performed after changes have occurred.</p> <p>Regarding "LOA/CAO" ATS and related contingency plans", the situation is:</p> <p>a) Chile - Argentina: CAO/LOA not updated. Harmonized contingency plan.</p> <p>b) Chile – Bolivia: CAO/LOA updated text. Contingency plan pending. Bolivia's authorities signature missing.</p> <p>c) Chile – Peru: CAO/LOA without changes since 2008. For this reason, the contingency plan cannot be updated.</p>

No.	Tasks to be developed	Specific tasks	Deliverables	Execution status
2-1	<p>Conclusion SAM/IG/23-04: Procedures to be applied in case of radioactive clouds or accidental release of radioactive material</p> <p>That the civil aviation authority and/or ATS authorities, in coordination with meteorological authorities and/or meteorological watch offices, implement procedures related to the production of SIGMETs in order to:</p> <p>a) Ensure that their ATS/MET cooperation agreements include the exchange of information on radioactive material in messages exchanged between ATS and MET units;</p> <p>b) Foresee training for ATS staff on procedures related to receiving information from the London VAAC concerning radioactive material;</p> <p>c) Coordinate the inclusion of the accidental release of radioactive material or the presence of radioactive clouds in their contingency plans.</p>	<p>Develop and sign ATS MET cooperation agreements that include information on radioactive material in exchanged messages</p>	<p>Signed ATS MET cooperation agreements.</p>	<p>TASK COMPLETED</p> <p>Work related to radioactive clouds and the accidental release of radioactive material has been completed and reported.</p> <p>The Meteorological Directorate of Chile has established a letter of agreement with the Chilean Commission on Nuclear Energy (CCHEN). This letter of agreement is in force and allows issuing SIGMET information related to radioactive material in case of release.</p>

No.	Tasks to be developed	Specific tasks	Deliverables	Execution status
2-2	<p>Consolidation of the implementation of 40NM longitudinal separation minima between adjacent FIRs in the SAM Region and promotion of the Action Plan for the implementation of a 20NM separation</p> <p>That SAM States take action and apply procedures in the ACCs to consolidate the implementation of 40NM minimum longitudinal separation and prioritize the execution of the action plan for the implementation of standard 20NM minimum separation between adjacent FIRs in SAM continental airspace.</p>	<p>Follow up on the implementation of the 40NM separation, follow up on the Action Plan for the implementation of 20NM minimum separation, and specific assistance to the States.</p>	<p>Implementing 20NM minimum longitudinal separation in continental airspace.</p>	<p>In execution</p> <p>The improvement program for extended range (ER) VHF communications for different locations in our continent (13 stations) has a current completion status of 70% and is expected to reach 90% during 2023.</p>
2-3	<p>CONCLUSION SAM/IG/25-01 Implementation of strategic direct routing - EDE</p> <p>That SAM States analyze the guidance material prepared by GESEA SG1 on the concept of Strategic direct routing - EDE which has been made available to the Administrations, and coordinate its implementation with IATA and international airlines, as well as with adjacent States.</p>	<p>Follow up on EDE implementation . Fuel savings analysis provided by airlines.</p>	<p>Issuance of AIC and/or SUP AIP on EDE by States.</p>	<p>TASK COMPLETED</p> <p>The AIC N°19 was published in October 2020 to inform about the implementation of strategic direct routing in the superior airspace of Antofagasta and Santiago FIRs.</p> <p>Given the structure of Chilean routes and the fact that the optimization process of airspace has concluded, the benefit of implementing strategic direct routing (EDE) on this jurisdiction will be minimal.</p>
2-4	<p>Conclusion SAM/IG/27-03 Adoption of amendment 1 of the SAM ATS Contingency Framework Plan (MCATS / SAM) and alignment of national plans</p> <p>That States adopt the guidelines of the SAM ATS Contingency Framework Plan, incorporating Amendment 1 that includes Appendix E and Appendix I, in order to finalize and publish their national ATS contingency plans, and have that documentation available for regional events on optimization of ATS coordination and contingency plans (SOUTH SAM and NORTH SAM), scheduled for the second half of 2022.</p>	<p>Follow up on the harmonization of ATS contingency plans.</p>	<p>Issuance of national ATS contingency plans by States, aligned with MCATS.</p>	<p>In execution</p> <p>A request has been made to the relevant ATS authority of our country.</p>

No.	Tasks to be developed	Specific tasks	Deliverables	Execution status
2-5	<p>Conclusion SAM/IG/25-03Activities for the development of the SAM ATM/CNS contingency framework plan</p> <p>That States support GESEA activities towards a second stage of the MCATS, with a view to developing guidance material for a “SAM ATM/CNS Contingency Framework Plan”</p>	<p>Prepare documentation for harmonized implementation of ATM/CNS national contingency plans, with interfaces to AIM, MET, airport services, etc. duly agreed with neighboring States, including CAR States, if applicable.</p>	<p>SAM ATM/CNS contingency framework plan</p>	<p>TO BE REVIEWED IN SAMIG/30</p>
3-1	<p>Conclusion SAM/IG/23-01: Implementation of ATFM measures in accordance with Document 9971, and coordination in case of ATS contingencies. That: SAM States prioritize the following for their ATS and ATFM services:</p> <p>a) Strengthening the functions of flow management positions (FMPs) or units (FMUs), granting them powers to coordinate and support ATS services;</p> <p>b) Definition of the profile and skills of ATFM staff, and delivery of initial and recurrent training programs for that staff;</p>	<p>In order to comply with dispositions of Doc. 9971 and SARPS of Annex 11 of ICAO</p>	<p>ATFM and ATC support</p>	<p>TASK COMPLETED</p> <p>a) The State of Chile has formally established a FMP in the different ACC of the country and a FMU to permit ATFM coordination with other adjacent countries as well as the coordination among FMPs at a national level through agreement letters between FMU/FMP.</p> <p>b) As of May 23, 2023, Chile has a manual for the staff of the ATFM (FMU) office describing the organization, as well as the roles, attributions and responsibilities of the staff working as operator, supervisor and head of operations. It also has a training and qualification program.</p>

No.	Tasks to be developed	Specific tasks	Deliverables	Execution status
	<p>c) Establishing that all measures applied by the ATFM are based strictly on Doc. 9971 for instances that create an imbalance between capacity/demand, especially in case of capacity degradation on the ATS provoked by unforeseen events;</p> <p>d) Establishing instructions and H24 supervision, ensuring that all ATFM measures will be minimally restrictive for international flights and that all ATFM measures will be coordinated with adjacent ATFM or ACC facilities;</p> <p>e) Ensuring the correct application of the ATFM process from the phase of ATM planification to the phase of posterior Analysis of operations and performance control; and</p> <p>f) Excluding the use of flow control NOTAMs in situations of demand/capacity imbalance, except for the initial response that may be required by an ACC in the first 12 hours of an ATS contingency.</p>			<p>c) As of August 8, 2022, the DGAC approved the first edition of the aeronautical procedure "air traffic flow management" DAP 11 136, this document gathers all recommendations and flow management measures described in document 9971 3rd edition 2018.</p> <p>d) Agreement letters between the FMP-ACC/FMU establish that Traffic Management Initiatives (TMIs) should be neither burdensome nor restrictive to traffic and that it is necessary to avoid impacting international flights.</p> <p>e) The ATFM process has been applied under CDM with the national industry and there is an ongoing strengthening of the post operational process and performance control.</p> <p>f) This practice has been established at a national operational level (ATFM-IIB), strengthening the agreement letters between FMU/FMP-ACC. However, if international routes and adjacent ATC facilities are affected, a NOTAM specifying the flow control must be published as support.</p>

3-2	<p>Conclusion SAM/IG/26-01 Adoption of the ATFM Operations Plan (OPSAM)</p> <p>That States adopt the ATFM Operations Plan (OPSAM) and provide for the ongoing participation of their ATFM services in the sharing of data for the regional Dashboard of indicators and in BRISA operational teleconferences. Also, that each State encourage the participation of airlines, airports and users in OPSAM.</p>	<p>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.</p> <p>Also, reinforce the use of KPI indicators in ATFM and ATM management in general.</p>	<p>OPSAM plan implemented and KPI indicators generated.</p>	<p>In execution</p> <p>As part of its processes, Chile has implemented the use of OPSAM Dashboard - ATFM and performance indicators.</p> <p>All data is permanently up to date and shared with ATFM SAM units, it is used to create the daily ATFM plan and participates in BRISA pre-tactical and strategic/post-operational.</p>
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No.	Tasks to be developed	Specific tasks	Deliverables	Execution status
3-3	<p>Conclusion SAM/IG/26-02 Adoption of the Guide for the implementation of ATFM in the SAM Region 2022- 2026</p> <p>The States adopt the Guide for the implementation of ATFM in the SAM Region 2022-2026, harmonized with the objectives of regional integration of this service and taking into account the implementation phases and deadlines foreseen.</p>	<p>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.</p>	<p>States applying the Guide and reaching Phase IV of implementation .</p>	<p>In execution</p> <p>As of August 8, 2022, the DGAC approved the first edition of the aeronautical procedure "air traffic flow management" DAP 11 136, this document gathers all recommendations and measures of the Guide for the implementation of ATFM in the SAM Region 2022-2026, as well as flow management measures described in document 9971 3rd edition 2018.</p> <p>Additionally, as of April 27, 2020, Chile has implemented the ATFM service and is currently on phase II-B, in accordance with the current Guide for the implementation together with the OPSAM-ATFM Dashboard.</p>

<p>3-4</p>	<p>Conclusion SAM/IG/27-04 Adoption of the Manual on Calculation of Runway and ATC Sector Capacity</p> <p>States adopt the Manual on Calculation of Runway and ATC Sector Capacity, and carry out calculation activities at their airports and ATS units, recognizing that it is essential to have updated data to provide efficient ATFM services.</p>	<p>Implementation of a common methodology for runway and ATC sector capacity calculation in the SAM Region.</p>	<p>Runway and ATC sector capacity calculations updated.</p>	<p>As of 2012, Chile has studies of runway capacity for 86% of the airports (primary and secondary network of ATFM interest). This information is published in the AIP- Chile VOL ENR-1.9.</p> <p>Regarding ATC capacity, 80% of the ACC and APP of the country have capacity studies in force. These studies follow the Brazilian calculation method.</p> <p>The calculation manual will be used to update the capacity values y results will be compared before their implementation.</p>
<p>5-1</p>	<p>Conclusion SAM/IG/25-06 Approval of the ATM/FPL Roadmap and of the format for flight plan acknowledgment (ACK) and rejection (REJ) messages and associated messages</p> <p>That States:</p> <p>a) Approve the ATM/FPL Roadmap and the format for flight plan acknowledgment (ACK) and rejection (REJ) messages and associated messages; and</p> <p>b) Adopt the guidelines and procedures of the ATM/FPL Roadmap</p>	<p>Adoption of the ATM/FPL Roadmap by States.</p>	<p>- Roadmap implemented</p> <p>- Mitigate the occurrence of errors and duplication /multiplicity of flight plans, also providing feedback to the originators of FPLs and associated messages</p>	<p>In execution</p> <p>The implementation of acknowledgment (ACK) and rejection (REJ) messages will be part of an upgrade for our country, as agreed with the company FREQUENTIS, and the implementation is foreseen for the first quarter of 2024.</p>

No.	Tasks to be developed	Specific tasks	Deliverables	Execution status
5-2	<p>Conclusion SAM/IG/21-03: Activities required in the AIDC pre-operational phase to reduce migration times to the operational phase</p> <p>That: SAM States currently in the AIDC pre-operational phase, in order to reduce time in this phase and migrate to the operational phase:</p> <ul style="list-style-type: none"> a) operate AIDC for the period required to acquire the skills for its operation; b) monitor AIDC operation, recording errors made during the reporting, coordination and transfer stages; c) conduct statistical measurements based on the results of b), in order to identify the most frequent errors; d) based on the results of c), take the necessary action to mitigate errors; and e) report the results obtained in c) and d) and disseminate the lessons learned at events, teleconferences and AIDC implementation meetings of the SAM Region, so that they may serve as a reference for other AIDC implementations. 	<p>Follow-up and coordination via teleconferences and meetings</p>	<p>AIDC operational connection achieved.</p>	<p>SAM/IG/27 – Until May 2022, the following States had implemented AIDC: Brazil (9 out of 25 connections); Chile (2 out of 11); Colombia (4 out of 13); Ecuador (3 out of 3); Panama (2 out of 6) and Peru (3 out of 6).</p> <p>The situation in Chile is the following:</p> <p><u>International</u> AIDC interconnection operational mode between the control center of Iquique and Lima, without observations.</p> <p><u>National</u> AIDC interconnection operational mode between the control center of Puerto Montt and Punta Arenas, without observations.</p> <p><u>Advancement status of the purchase agreement for the AIDC System version 3.0 ASIA/PAC</u></p> <p>The system is implemented in the Area control center of Santiago and Oceanic area. The Certificate of conformance of the trial phase and implementation was signed on April 06, 2023,</p>

				<p>between THALES and DGAC. The starting date of the preoperational phase</p> <p>between ACCO, ACCS and adjacent FIRs has not been determined. However, trials have been performed between ACCO and the Control center of Lima with positive results for the needs of both facilities, the Preoperational Stage is expected to be defined in the short term. The preoperational stage between Chile - Peru remains pending.</p>
<p>5-3</p>	<p>Conclusion SAM/IG/23-03: Adaptation of AMHS terminals of aeronautical meteorology users</p> <p>That, pursuant to the requirement to implement the exchange of OPMET messages in IWXXM GML format by 5 November, 2020, States will need to:</p> <ul style="list-style-type: none"> a). Adapt AMHS terminals of aeronautical meteorology users so that they may transmit and receive OPMET messages in IWXXM GML format b). Implement the necessary AMHS interconnections in order to facilitate the transmission and reception of OPMET messages in IWXXM GML format c). If in a position to do so, conduct OPMET message exchange trials in IWXXM GML format 	<p>To comply with the provisions of Amendment 78 to ICAO Annex 3.</p>	<p>Conduct tests and share results.</p>	<p>Conclusion SAM/IG/07 – Brazil has completed the modernization process for Brasilia's RODB. Up to May 2022, the following countries had performed successful trials with Brasilia's RODB: Argentina, Cuba, Guyana y Venezuela</p> <p>Chile is currently carrying out the procurement process of a maintenance service maintenance service for our ATS - AMHS messaging system through the vendor FREQUENTIS COMSOFT, this includes Conversion module IWXXM. Its implementation is expected for the first quarter of 2024.</p>

No.	Tasks to be developed	Specific tasks	Deliverables	Execution status
5-4	<p>Conclusion SAM/IG/25-07 Implementation of space-based ADS-B under a regional technical cooperation project</p> <p>That the Secretariat:</p> <p>a) Consult Trinidad and Tobago on their interest in participating in a potential regional implementation of space-based ADS-B, together with Chile and Panama, initially;</p> <p>b) Initiate procedures, together with the Technical Cooperation Bureau (TCB), to enable the contracting of the service through Regional Project RLA/03/901; and</p> <p>c) Organize an ad-hoc group under Regional Project RLA/03/901, with those States interested in participating in the regional implementation of space-based ADS-B, for the drafting of the necessary documents for a potential contracting of the service.</p>	Provide the States that expressed interest in the implementation of space-based ADSB with the necessary support for contracting the service.	Support to the States concerned and coordination with ICAO TCB	<p>SAM/IG/27 – Chile, Panama and Trinidad & Tobago intend to resume this matter once flights return to normal following the pandemic.</p> <p>Chile is currently developing actions to obtain financing for the ADS-B satellite system independently of the Regional Project RLA/ 03/901 and the TCB.</p> <p>If the necessary financing is obtained, the first stage of the implementation will be developed in the oceanic airspace of Antofagasta FIR during 2024.</p>
5-5	<p>Conclusion SAM/IG/26-03 Revision of CNS tables of Vol. II of the CAR/SAM Air Navigation Plan and support to the development of Vol. III of the CAR/SAM ANP on CNS topics.</p> <p>That:</p> <p>a) the CNS/ANP Subgroup, activated at the SAM/IG/26 meeting, review the CNS tables contained in Vol. II of the CAR/SAM Air Navigation Plan regarding information of SAM States, and provide support in the drafting of Vol. III of the CAR/SAM ANP on CNS topics.</p> <p>b) The Secretariat send a letter to SAM States for the nomination of participants in the CNS/ANP Subgroup; and</p> <p>c) SAM States nominate representatives in sufficient numbers to perform the tasks assigned to the CNS/ANP Subgroup.</p>	Update the information in Vol. II of the CAR/SAM Air Navigation Plan and support the elaboration of Vol. III of the CAR/SAM ANP concerning CNS planning matters.	CAR /SAM ANP; Vol. II updated and Vol. III elaborated	<p>SAM/IG/27 – First teleconference of the Subgroup held on 26 May 2022.</p> <p>The State of Chile is represented in the Subgroup CNS/ANP by electronic engineering professionals and has assumed the spokespersonship of the subgroup with the assistance of the States gathered in the Third Workshop/Meeting of GT Interop Subgroups (GT Interop /3, Chile)</p>

3. Suggested actions

3.1 The meeting is invited to take note of the information provided in the present document.