



Agenda Item 1: 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 17.

**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 The Secretariat has studied the implementation situation of the conclusions formulated until the RAAC/17 Meeting, as well as those then considered valid which are presented in the Appendix of this working paper. The Appendix A shows only the valid conclusions.

Completed or superseded conclusions

2.2 The conclusions 11/01, 12/04, 13/05, 14/01, 15/01, 15/02, 15/06, 15/07, 16/01, 16/02, 16/03, 16/05 and 17/05 have been considered as completed. The conclusion 16/5 superseded the 15/5, conclusion 17/01 superseded 16/01, conclusion 17/02 superseded 16/06 and the conclusion 17/04 superseded the 15/03.

Valid conclusions

2.3 The still valid conclusions are the following: 9/5, 12/9, 16/04 17/01, 17/02, 17/03, 17/04, 17/05, 17/06, 17/07, 17/08, 17/09, 17/10, 17/11 and 17/12.

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 strike-through line, and for Conclusions 12/9, and 16/04, a new date has been defined. Appendix A shows the 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/17 Meeting, proposing, as necessary, the most appropriate courses of action for their implementation.

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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	INTERCHANGE 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. 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). Argentina and Peru resumed coordination with Brazil in November 2017 for the implementation of radar data interconnection using the asterix 62/63 .	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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			<p>Active interchanges as of Dec 2024:</p> <ul style="list-style-type: none"> • Argentina – Uruguay • Argentina Chile • Argentina Paraguay • Brazil-Paraguay <p>Delayed interchanges (Pending implementation):</p> <ul style="list-style-type: none"> • Chile-Peru • Brazil Venezuela 				
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.	<p>A guide to support the Region in the event of volcanic ash contingency has been approved.</p> <p>During the Workshop/Meeting on ATS Contingency Plans, 19 to 23 March 2018, the draft 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> <p>The regional contingency plan has not been completed. A draft has been prepared, but considering that Assembly 39 has issued</p>	ICAO	Valid	Regional contingency plan to address natural disasters and/or catastrophic events.	<p>July 2019</p> <p>Dic 2025</p>

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			<p>Resolution A39-24: Strategy on disaster risk reduction and response mechanisms in 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>. A webinar on disaster, emergency response, and resilience in airports was held on 27/June/2023 (icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2023-HADRA).</p> <p>The SAM Office also sent communication LT 10/6 – SA109-2024 dated 13 March 2024, requesting States to designate focal points for activities related to the topic. As far, response from 03 States were received. As further action, SAM Office, with support from States, will develop a regional guidance based</p>				

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			on global guidance and considering other regional plans.				
16/04	SUPPORT TO GASEP IMPLEMENTATION ACTIVITIES IN THE REGION	<p>That South American States be urged to:</p> <p>a) continue assigning experts and sharing experiences and requirements to align the Strategic Plan of the Regional Group with GASEP guidelines and objectives, 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>	a) 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;	Secretariat States			<p>Before RAAC 17</p> <p>Dec 2025</p>

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		<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>					
17/01	<p>MECHANISM FOR MEASUREMENT AND EVALUATION OF THE STRATEGIC PLANNING PERFORMANCE IN THE SAM REGION</p>	<p>Prepare a Mechanism for measuring and evaluating the performance of strategic planning in the SAM Region, which includes objectives, goals and indicators for:</p> <ul style="list-style-type: none"> a) Governance (including human resource management); b) Innovation; c) Competitiveness; d) Effectiveness of plans; and e) Environment 		Secretariat	Valid	<p>To develop the capacity to monitor the progress of the strategic vision, evaluate its performance, and identify areas that require priority attention in the coming years</p>	
17/02	<p>APPROVAL OF THE CONTINUOUS IMPROVEMENT PROGRAMME TO STRENGTHEN CIVIL AVIATION SYSTEMS OF SAM STATES</p>	<ul style="list-style-type: none"> a) Approve the Continuous Improvement Program to Strengthen Civil Aviation Systems of SAM States, in accordance with Appendix A of this part of the report; b) finish coordinating on the dates of the on-site technical assistance visits with those States that requested them; c) encourage the participation of States that have not yet commented on the continuous improvement program to participate in the programme; 	<p>In 2023/2024, seven evaluations of SAM States were completed under the continuous improvement programme.</p> <p>Follow-up is being conducted on the CAPs of the seven evaluated States, achieving significant progress in their development.</p> <p>By 2025, the evaluations of the SAM States are scheduled to be completed.</p>	Secretariat States	Valid	<p>To enable the SAM States to strengthen their civil aviation systems and achieve the goals established in the SAMSP; National Aviation Safety Plans (NASPs); Regional Air Navigation Plan Vol. III and National Air Navigation Plans of the SAM States that are intended to</p>	

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		d) continue keeping the confidentiality of the mission reports of the Regional Office to the States; e) ratify States commitment to follow up on the agreed work plan for the improvement of their civil aviation systems.				achieve the implementation of the Basic Building Blocks (BBBs).	
17/03	COMMITMENT TO SUPPORT THE IMPLEMENTATION OF THE SSP/SMS IN THE STATES OF THE SAM REGION	a) To continue the implementation of the SSP/SMS in the States of the SAM Region; b) to strengthen the AIG agencies that are still within the structure of the CAAs; and c) to support the linkage of the independent AIG agencies with the SSP, in accordance with the analysis made in Paragraph 1.16 of this part of the report.	Progress has been made in the implementation of the SSP, with several States achieving significant advancement. In 2023, a support program was implemented to aid the SMS implementation in ATS. Several States are in phase 3 and 4 of implementation. During 2024, a guide was developed for the acceptance, evaluation, and oversight of SMS in ATS.		Valid	To achieve the goals established in the GASP and SAMSP, taking into account the challenges observed in paragraph 1.5 of this part of the report. To enable States to meet the SSP goals of the SAMSP and manage their civil aviation systems in an efficient, robust and safety risk management-based manner, contributing to the continuous improvement and sustainment of their safety oversight systems.	
17/04	STRATEGIC PLAN FOR THE ENVIRONMENTAL SUSTAINABILITY VISION OF CIVIL	a) A Strategic Plan for the SAM Region is established, with the support of the Secretariat, which mitigates the effects of aviation on the environment and turns it	a) The Strategic Plan still under preparation because it must be adequately aligned with the ICAO Global Framework for	States	Valid		To report during RAAC/18

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	AVIATION IN THE SAM REGION	<p>into a sustainable, resilient and environmentally friendly activity;</p> <p>b) the States of the SAM Region constantly review their Action Plans for the Reduction of CO2 Emissions from civil aviation, and update them every three years;</p> <p>c) States, that have not yet done so, should be urged to join CORSIA;</p> <p>d) a Strategic Plan is prepared to support research, implementation and use of renewable energy at the airports;</p> <p>e) support is given to the research into the production of sustainable aviation fuels and their use in aircraft;</p> <p>f) the Secretariat is requested to support States in the preparation of strategic plans for aviation environmental sustainability and resilience.</p>	<p>SAF, LCAF, and other forms of clean energy for aviation;</p> <p>b) The SAM Region have developed Civil Aviation CO₂ Emission Reduction Action Plans (SAPs) in place. The updating of the SAPs is constantly monitored by the Secretariat;</p> <p>c</p> <p>e) The Secretariat has held meetings with the States, industry and the Academy to promote and encourage this task. In addition, the Secretariat is promoting the implementation of SAF Feasibility Studies;</p> <p>f) Similar to point a)</p>				
17/06	RESOURCES ALLOCATION FOR UAS/RPAS PROCESSES IN CIVIL AVIATION ADMINISTRATIONS AND ACCIDENT AND INCIDENT INVESTIGATION AUTHORITIES OF SAM STATES	<p>a) Budget resources in the CAAs and AIGs to strengthen the processes associated with UAS/RPAS; and</p> <p>b) Ensure training for UAS/RPAS accident and incident investigation investigators.</p>		States	Valid	To enable States to regulate UAS/RPAS operations, grant authorizations and certifications, and conduct risk-based surveillance (RBS) and unmanned aviation accident and	Report to RAAC/18

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						incident investigations	
17/07	UTILIZATION OF THE AVSEC/FAL/RG GROUP AND/OR RELATED SEMINARS TO ADDRESS FACILITATION ISSUES WITH ALL STAKEHOLDERS (MIGRATION, POLICE, AVSEC/FAL, INDUSTRY)	<p>a) The Secretariat to consider involving United Nations multilateral organizations related to facilitation (Customs, Migration, Public Health), States and Industry Organizations (Airports and Airlines) to deal with the Facilitation issue;</p> <p>b) this group should review the current immigration, security, and customs process provisions in place in the SAM States, as well as the use of Risk Based Passenger Screening Differentiation and the implementation of biometrics-based technological solutions; and</p> <p>c) the Secretariat to request the SAM States to assign a focal point in the CAAs (focal points or facilitation PoCs) to serve as the State point of contact for obtaining points of contact in each of the entities involved at the national level.</p>	<p>The Regional Office has a network of Points of Contact (PoCs) from civil aviation authorities for facilitation matters. A survey was conducted among the PoCs to assess progress on the ICAO TRIP Program Roadmap, available at ICAO TRIP Implementation Roadmap.</p> <p>Ten out of the thirteen States in the region responded to the survey, revealing that some actions involving other authorities did not always receive clear responses from the Civil Aviation Authorities (CAAs).</p> <p>In 2025, States will be requested to update the status of the Roadmap and encourage PoCs to coordinate with other relevant authorities to enhance the passenger experience.</p>		Valid	<p>a) to identify opportunities for improvement to efficiently address growing demand and service levels.</p> <p>b) to improve the passenger experience and strengthen homeland security;</p> <p>c) to take steps to:</p> <ul style="list-style-type: none"> • decongest immigration, customs, and security areas at various airports in the Region, • enable more accurate, faster processing, • a better passenger experience, and • more effective allocation of staff <p>d) to prepare for the increase in the number of passengers, raising the level of security and</p>	

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						improving the travel experience for passengers in the Region.	
17/08	UNRULY PASSENGERS	<p>a) The Montreal Protocol 2014 (MP14) is ratified;</p> <p>b) criminal prosecutions be complemented with a civil and administrative penalties regime, as outlined in ICAO Manual Doc. 10117; and</p> <p>c) travellers to ensure of being aware of unruly and prohibited conducts on-board flights and the legal and other sanctions that are in place as per Standard 6.45 in Annex 9- Facilitation</p>	<p>There has been no progress in the ratification process of the 2014 Montreal Protocol, and this issue remains a persistent challenge.</p> <p>States are reminded to consider the importance of the Protocol in managing incidents involving unruly passengers onboard aircraft.</p> <p>It is essential for States to continue their efforts in adopting effective measures to reduce the number of such incidents, thereby ensuring the safety and well-being of all passengers and crew.</p> <p>States are encouraged to collaborate on the implementation of effective strategies and to share best practices for addressing and mitigating situations involving unruly passengers.</p>		Valid	<p>a) To reduce the number of incidents related to disruptive and/or disruptive passengers on flights.</p> <p>b) To deter disruptive and disruptive behaviour on flights.</p> <p>c) To eliminate jurisdictional gaps.</p> <p>d) To ensure that enforcement mechanisms are in place that are appropriate to the severity of disruptive and disruptive passenger incidents.</p>	

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17/09	ACTIVITIES ON AVIATION SECURITY	<p>a) Contribution with the Implementation of ASIPs be continued with experts in horizontal assistance missions.</p> <p>b) continuation of the ASIP is requested and, if necessary, request a new ASIP.</p> <p>c) participation in the Meetings of the AVSEC/FAL/RG/ICAO/LACA C Regional Group increases contributing with their experts in the Regional Group working groups.</p> <p>d) digitalization of air cargo in coordination with other entities is promoted within the States.</p> <p>e) experts support continues for updating the reference framework presented by the GASeP;</p> <p>f) an SeMS implementation in States is concluded, looking for mechanisms, through contributions from ISD-SEC and/or through regional technical cooperation; and</p> <p>g) the efforts for the implementation of the One stop security (OSS) in the Region continue, participating in the validation processes.</p>	<p>a) The Aviation Security Improvement Program (ASIP), coordinated between the SAM Regional Office and ISD-SEC, continues to provide training and assistance in aviation security. Activities were conducted in Bolivia, Colombia, Chile, Paraguay, Suriname, and Uruguay.</p> <p>b) ASIP activities continue as usual and remain open to any country requiring assistance.</p> <p>c) The AVSEC/FAL Regional Group meetings continue to support Aviation Security (AVSEC) and Facilitation (FAL) activities in the SAM and NACC regions, with working groups meeting virtually to bring countries closer together.</p> <p>d) The AVSEC/FAL/RG/12 Meeting began with a two-day workshop focused on air cargo. During this workshop, topics related to the digitalization of air cargo documentation, as well as aviation security (AVSEC) measures and concerns, were discussed.</p> <p>e) In 2024, the ICAO Council approved the Second Edition of the Global Aviation Security Plan (GASeP) (Doc 10118). This document serves as a strategic</p>		Valid	<ul style="list-style-type: none"> • To build the capacity of AVSEC personnel. • To improve safety, competitiveness and efficiency in international trade through air transport. • To strengthen international security collaboration. • To ensure the strength of security controls, improving the efficiency of air operations in the SAM Region. 	

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			<p>framework to guide States, the industry, and ICAO in their efforts to enhance aviation security. The plan was updated to ensure its continued relevance and to provide a valuable framework for all stakeholders committed to advancing aviation security while promoting its political visibility. The new GAsEP can be downloaded at: Global Aviation Security Plan.</p> <p>f) Conclusion 12/12 of the Regional Group Meeting established a Working Group, coordinated by Brazil, for the development of a common methodology for the continuous improvement of AVSEC quality control programs.</p> <p>g) Despite progress in One-Stop Security (OSS) agreements in the region, the implementation of routes under the OSS concept has not yet been possible due to operational impacts related to third-country requirements. The Regional Office and the AVSEC/FAL Regional Group are working on a solution to facilitate the implementation of OSS.</p>				

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17/10	AIR TRANSPORT FACILITATION	<p>a) States should strengthen the area of facilitation, especially the effective implementation of NATFP and NATFC;</p> <p>b) the FAL functions in the organizational charts of the CAAs are strengthen, and develop training programs in Facilitation for relevant personnel, taking advantage of the ICAO Facilitation Courses;</p> <p>c) FAL measures are harmonized in the States of the SAM Region in light of the results of the High-Level Conference on COVID-19;</p> <p>d) passenger data exchange systems are implemented, in coordination with relevant authorities;</p> <p>e) participation in the CAPSCA Group is encouraged, and collaborate in the development of a strategy to implement the recommendations of the CART, especially the implementation of PHC among the States, in conjunction with the recommendations of the Public Health Authorities in their States, the recommendations of the High-Level Conference on COVID-19, and with the ICAO</p>	<p>Meetings have been held with States to discuss progress on the ICAO TRIP Program and to address deficiencies identified in the implementation of national facilitation programs and committees, as well as the challenges associated with implementing Passenger Data Exchange Systems.</p> <p>During the Year of Facilitation, numerous activities were carried out, including the 8th CAPSCA Meeting, which focused on public health emergency preparedness in the aviation sector, reactivating CAPSCA meetings in the Americas region.</p> <p>Additionally, new courses are available through ICAO GAT, which can be accessed at: ICAO Training Catalogue.</p>		Valid	<ul style="list-style-type: none"> • To improve the implementation of Annex 9 Standards on Facilitation. • To improve risk management for aviation security with minimal inconvenience to passengers and for the release of goods. • To achieve resilience to public health events. 	

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		<p>Electronic Bulletin - EB 2023/6, of 16 January 2023; and</p> <p>f) advantage is taken of the benefits of iPacks on PHC and FAL</p>					
17/11	<p>PROMOTION OF GENDER EQUALITY AND WOMEN'S DEVELOPMENT IN AVIATION</p>	<p>SAM States, in support of the gender equality policies, be committed to:</p> <p>a) Consult the relevant resources to strengthen the approach that guarantees non-discrimination and equal opportunities</p> <p>b) Review the results for a team to discuss strengths and opportunities, develop an action plan and start generating a Gender KPI.</p>	<p>Working papers on promoting gender equality have been presented at the most important regional meetings. The KPI to measure gender distribution in the industry in the SAM region is in development.</p> <p>In collaboration with EASA it has been launched the Gender Equity Excellence Prize in Civil Aviation to recognize inclusive practices in civil aviation in the region.</p>		Valid	<p>Promote gender equality and women's development by supporting UN Sustainable Development Goal 5</p>	
17/12	<p>INCLUSION AND REDUCTION OF BARRIERS TO AIR TRANSPORT FOR PERSONS WITH DISABILITIES AND THE ELDERLY</p>	<p>SAM States conduct the following activities:</p> <p>a) Foster collaboration between States, industry, and disability associations to improve the air travel conditions of persons with disabilities in every country, including developing countries; and</p> <p>b) a robust and long-term accessibility strategy and work plan be developed and established in the States.</p>	<p>It will be coordinated with SAM States to present during the upcoming AVSEC/FAL Regional Group Meeting, initiatives that promote collaboration between governments, the aviation industry, and associations representing persons with disabilities.</p>		Valid	<p>Reduce barriers for people with disabilities and the elderly and prepare for the increase in passengers in these conditions in the coming years.</p>	

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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.	<p>A guide to support the Region in the event of volcanic ash contingency has been approved.</p> <p>During the Workshop/Meeting on ATS Contingency Plans, 19 to 23 March 2018, the draft 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> <p>The regional contingency plan has not been completed. A draft has been prepared, but considering that Assembly 39 has issued</p>	ICAO	Valid	Regional contingency plan to address natural disasters and/or catastrophic events.	<p>July 2019</p> <p>Dic 2025</p>

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16/04	SUPPORT TO GASEP IMPLEMENTATION ACTIVITIES IN THE REGION	<p>That South American States be urged to:</p> <p>a) continue assigning experts and sharing experiences and requirements to align the Strategic Plan of the Regional Group with GASEP guidelines and objectives, 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>	a) 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;	Secretariat States			<p>Before RAAC 17</p> <p>Dec 2025</p>

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		<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>					
17/01	<p>MECHANISM FOR MEASUREMENT AND EVALUATION OF THE STRATEGIC PLANNING PERFORMANCE IN THE SAM REGION</p>	<p>Prepare a Mechanism for measuring and evaluating the performance of strategic planning in the SAM Region, which includes objectives, goals and indicators for:</p> <ul style="list-style-type: none"> a) Governance (including human resource management); b) Innovation; c) Competitiveness; d) Effectiveness of plans; and e) Environment 		Secretariat	Valid	<p>To develop the capacity to monitor the progress of the strategic vision, evaluate its performance, and identify areas that require priority attention in the coming years</p>	
17/02	<p>APPROVAL OF THE CONTINUOUS IMPROVEMENT PROGRAMME TO STRENGTHEN CIVIL AVIATION SYSTEMS OF SAM STATES</p>	<ul style="list-style-type: none"> a) Approve the Continuous Improvement Program to Strengthen Civil Aviation Systems of SAM States, in accordance with Appendix A of this part of the report; b) finish coordinating on the dates of the on-site technical assistance visits with those States that requested them; c) encourage the participation of States that have not yet commented on the continuous improvement program to participate in the programme; 	<p>In 2023/2024, seven evaluations of SAM States were completed under the continuous improvement programme.</p> <p>Follow-up is being conducted on the CAPs of the seven evaluated States, achieving significant progress in their development.</p> <p>By 2025, the evaluations of the SAM States are scheduled to be completed.</p>	Secretariat States	Valid	<p>To enable the SAM States to strengthen their civil aviation systems and achieve the goals established in the SAMSP; National Aviation Safety Plans (NASPs); Regional Air Navigation Plan Vol. III and National Air Navigation Plans of the SAM States that are intended to</p>	

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		d) continue keeping the confidentiality of the mission reports of the Regional Office to the States; e) ratify States commitment to follow up on the agreed work plan for the improvement of their civil aviation systems.				achieve the implementation of the Basic Building Blocks (BBBs).	
17/03	COMMITMENT TO SUPPORT THE IMPLEMENTATION OF THE SSP/SMS IN THE STATES OF THE SAM REGION	a) To continue the implementation of the SSP/SMS in the States of the SAM Region; b) to strengthen the AIG agencies that are still within the structure of the CAAs; and c) to support the linkage of the independent AIG agencies with the SSP, in accordance with the analysis made in Paragraph 1.16 of this part of the report.	Progress has been made in the implementation of the SSP, with several States achieving significant advancement. In 2023, a support program was implemented to aid the SMS implementation in ATS. Several States are in phase 3 and 4 of implementation. During 2024, a guide was developed for the acceptance, evaluation, and oversight of SMS in ATS.		Valid	To achieve the goals established in the GASP and SAMSP, taking into account the challenges observed in paragraph 1.5 of this part of the report. To enable States to meet the SSP goals of the SAMSP and manage their civil aviation systems in an efficient, robust and safety risk management-based manner, contributing to the continuous improvement and sustainment of their safety oversight systems.	
17/04	STRATEGIC PLAN FOR THE ENVIRONMENTAL SUSTAINABILITY VISION OF CIVIL	a) A Strategic Plan for the SAM Region is established, with the support of the Secretariat, which mitigates the effects of aviation on the environment and turns it	a) The Strategic Plan still under preparation because it must be adequately aligned with the ICAO Global Framework for	States	Valid		To report during RAAC/18

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	AVIATION IN THE SAM REGION	<p>into a sustainable, resilient and environmentally friendly activity;</p> <p>b) the States of the SAM Region constantly review their Action Plans for the Reduction of CO2 Emissions from civil aviation, and update them every three years;</p> <p>c) States, that have not yet done so, should be urged to join CORSIA;</p> <p>d) a Strategic Plan is prepared to support research, implementation and use of renewable energy at the airports;</p> <p>e) support is given to the research into the production of sustainable aviation fuels and their use in aircraft;</p> <p>f) the Secretariat is requested to support States in the preparation of strategic plans for aviation environmental sustainability and resilience.</p>	<p>SAF, LCAF, and other forms of clean energy for aviation;</p> <p>b) The SAM Region have developed Civil Aviation CO₂ Emission Reduction Action Plans (SAPs) in place. The updating of the SAPs is constantly monitored by the Secretariat;</p> <p>c</p> <p>e) The Secretariat has held meetings with the States, industry and the Academy to promote and encourage this task. In addition, the Secretariat is promoting the implementation of SAF Feasibility Studies;</p> <p>f) Similar to point a)</p>				
17/06	RESOURCES ALLOCATION FOR UAS/RPAS PROCESSES IN CIVIL AVIATION ADMINISTRATIONS AND ACCIDENT AND INCIDENT INVESTIGATION AUTHORITIES OF SAM STATES	<p>a) Budget resources in the CAAs and AIGs to strengthen the processes associated with UAS/RPAS; and</p> <p>b) Ensure training for UAS/RPAS accident and incident investigation investigators.</p>		States	Valid	To enable States to regulate UAS/RPAS operations, grant authorizations and certifications, and conduct risk-based surveillance (RBS) and unmanned aviation accident and	Report to RAAC/18

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						incident investigations	
17/07	UTILIZATION OF THE AVSEC/FAL/RG GROUP AND/OR RELATED SEMINARS TO ADDRESS FACILITATION ISSUES WITH ALL STAKEHOLDERS (MIGRATION, POLICE, AVSEC/FAL, INDUSTRY)	<p>a) The Secretariat to consider involving United Nations multilateral organizations related to facilitation (Customs, Migration, Public Health), States and Industry Organizations (Airports and Airlines) to deal with the Facilitation issue;</p> <p>b) this group should review the current immigration, security, and customs process provisions in place in the SAM States, as well as the use of Risk Based Passenger Screening Differentiation and the implementation of biometrics-based technological solutions; and</p> <p>c) the Secretariat to request the SAM States to assign a focal point in the CAAs (focal points or facilitation PoCs) to serve as the State point of contact for obtaining points of contact in each of the entities involved at the national level.</p>	<p>The Regional Office has a network of Points of Contact (PoCs) from civil aviation authorities for facilitation matters. A survey was conducted among the PoCs to assess progress on the ICAO TRIP Program Roadmap, available at ICAO TRIP Implementation Roadmap.</p> <p>Ten out of the thirteen States in the region responded to the survey, revealing that some actions involving other authorities did not always receive clear responses from the Civil Aviation Authorities (CAAs).</p> <p>In 2025, States will be requested to update the status of the Roadmap and encourage PoCs to coordinate with other relevant authorities to enhance the passenger experience.</p>		Valid	<p>a) to identify opportunities for improvement to efficiently address growing demand and service levels.</p> <p>b) to improve the passenger experience and strengthen homeland security;</p> <p>c) to take steps to:</p> <ul style="list-style-type: none"> • decongest immigration, customs, and security areas at various airports in the Region, • enable more accurate, faster processing, • a better passenger experience, and • more effective allocation of staff <p>d) to prepare for the increase in the number of passengers, raising the level of security and</p>	

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						improving the travel experience for passengers in the Region.	
17/08	UNRULY PASSENGERS	<p>a) The Montreal Protocol 2014 (MP14) is ratified;</p> <p>b) criminal prosecutions be complemented with a civil and administrative penalties regime, as outlined in ICAO Manual Doc. 10117; and</p> <p>c) travellers to ensure of being aware of unruly and prohibited conducts on-board flights and the legal and other sanctions that are in place as per Standard 6.45 in Annex 9- Facilitation</p>	<p>There has been no progress in the ratification process of the 2014 Montreal Protocol, and this issue remains a persistent challenge.</p> <p>States are reminded to consider the importance of the Protocol in managing incidents involving unruly passengers onboard aircraft.</p> <p>It is essential for States to continue their efforts in adopting effective measures to reduce the number of such incidents, thereby ensuring the safety and well-being of all passengers and crew.</p> <p>States are encouraged to collaborate on the implementation of effective strategies and to share best practices for addressing and mitigating situations involving unruly passengers.</p>		Valid	<p>a) To reduce the number of incidents related to disruptive and/or disruptive passengers on flights.</p> <p>b) To deter disruptive and disruptive behaviour on flights.</p> <p>c) To eliminate jurisdictional gaps.</p> <p>d) To ensure that enforcement mechanisms are in place that are appropriate to the severity of disruptive and disruptive passenger incidents.</p>	

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17/09	ACTIVITIES ON AVIATION SECURITY	<p>a) Contribution with the Implementation of ASIPs be continued with experts in horizontal assistance missions.</p> <p>b) continuation of the ASIP is requested and, if necessary, request a new ASIP.</p> <p>c) participation in the Meetings of the AVSEC/FAL/RG/ICAO/LACA C Regional Group increases contributing with their experts in the Regional Group working groups.</p> <p>d) digitalization of air cargo in coordination with other entities is promoted within the States.</p> <p>e) experts support continues for updating the reference framework presented by the GAsEP;</p> <p>f) an SeMS implementation in States is concluded, looking for mechanisms, through contributions from ISD-SEC and/or through regional technical cooperation; and</p> <p>g) the efforts for the implementation of the One stop security (OSS) in the Region continue, participating in the validation processes.</p>	<p>a) The Aviation Security Improvement Program (ASIP), coordinated between the SAM Regional Office and ISD-SEC, continues to provide training and assistance in aviation security. Activities were conducted in Bolivia, Colombia, Chile, Paraguay, Suriname, and Uruguay.</p> <p>b) ASIP activities continue as usual and remain open to any country requiring assistance.</p> <p>c) The AVSEC/FAL Regional Group meetings continue to support Aviation Security (AVSEC) and Facilitation (FAL) activities in the SAM and NACC regions, with working groups meeting virtually to bring countries closer together.</p> <p>d) The AVSEC/FAL/RG/12 Meeting began with a two-day workshop focused on air cargo. During this workshop, topics related to the digitalization of air cargo documentation, as well as aviation security (AVSEC) measures and concerns, were discussed.</p> <p>e) In 2024, the ICAO Council approved the Second Edition of the Global Aviation Security Plan (GAsEP) (Doc 10118). This document serves as a strategic</p>		Valid	<ul style="list-style-type: none"> • To build the capacity of AVSEC personnel. • To improve safety, competitiveness and efficiency in international trade through air transport. • To strengthen international security collaboration. • To ensure the strength of security controls, improving the efficiency of air operations in the SAM Region. 	

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			<p>framework to guide States, the industry, and ICAO in their efforts to enhance aviation security. The plan was updated to ensure its continued relevance and to provide a valuable framework for all stakeholders committed to advancing aviation security while promoting its political visibility. The new GAsEP can be downloaded at: Global Aviation Security Plan.</p> <p>f) Conclusion 12/12 of the Regional Group Meeting established a Working Group, coordinated by Brazil, for the development of a common methodology for the continuous improvement of AVSEC quality control programs.</p> <p>g) Despite progress in One-Stop Security (OSS) agreements in the region, the implementation of routes under the OSS concept has not yet been possible due to operational impacts related to third-country requirements. The Regional Office and the AVSEC/FAL Regional Group are working on a solution to facilitate the implementation of OSS.</p>				

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17/10	AIR TRANSPORT FACILITATION	<p>a) States should strengthen the area of facilitation, especially the effective implementation of NATFP and NATFC;</p> <p>b) the FAL functions in the organizational charts of the CAAs are strengthen, and develop training programs in Facilitation for relevant personnel, taking advantage of the ICAO Facilitation Courses;</p> <p>c) FAL measures are harmonized in the States of the SAM Region in light of the results of the High-Level Conference on COVID-19;</p> <p>d) passenger data exchange systems are implemented, in coordination with relevant authorities;</p> <p>e) participation in the CAPSCA Group is encouraged, and collaborate in the development of a strategy to implement the recommendations of the CART, especially the implementation of PHC among the States, in conjunction with the recommendations of the Public Health Authorities in their States, the recommendations of the High-Level Conference on COVID-19, and with the ICAO</p>	<p>Meetings have been held with States to discuss progress on the ICAO TRIP Program and to address deficiencies identified in the implementation of national facilitation programs and committees, as well as the challenges associated with implementing Passenger Data Exchange Systems.</p> <p>During the Year of Facilitation, numerous activities were carried out, including the 8th CAPSCA Meeting, which focused on public health emergency preparedness in the aviation sector, reactivating CAPSCA meetings in the Americas region.</p> <p>Additionally, new courses are available through ICAO GAT, which can be accessed at: ICAO Training Catalogue.</p>		Valid	<ul style="list-style-type: none"> • To improve the implementation of Annex 9 Standards on Facilitation. • To improve risk management for aviation security with minimal inconvenience to passengers and for the release of goods. • To achieve resilience to public health events. 	

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		<p>Electronic Bulletin - EB 2023/6, of 16 January 2023; and</p> <p>f) advantage is taken of the benefits of iPacks on PHC and FAL</p>					
17/11	<p>PROMOTION OF GENDER EQUALITY AND WOMEN'S DEVELOPMENT IN AVIATION</p>	<p>SAM States, in support of the gender equality policies, be committed to:</p> <p>a) Consult the relevant resources to strengthen the approach that guarantees non-discrimination and equal opportunities</p> <p>b) Review the results for a team to discuss strengths and opportunities, develop an action plan and start generating a Gender KPI.</p>	<p>Working papers on promoting gender equality have been presented at the most important regional meetings. The KPI to measure gender distribution in the industry in the SAM region is in development.</p> <p>In collaboration with EASA it has been launched the Gender Equity Excellence Prize in Civil Aviation to recognize inclusive practices in civil aviation in the region.</p>		Valid	<p>Promote gender equality and women's development by supporting UN Sustainable Development Goal 5</p>	
17/12	<p>INCLUSION AND REDUCTION OF BARRIERS TO AIR TRANSPORT FOR PERSONS WITH DISABILITIES AND THE ELDERLY</p>	<p>SAM States conduct the following activities:</p> <p>a) Foster collaboration between States, industry, and disability associations to improve the air travel conditions of persons with disabilities in every country, including developing countries; and</p> <p>b) a robust and long-term accessibility strategy and work plan be developed and established in the States.</p>	<p>It will be coordinated with SAM States to present during the upcoming AVSEC/FAL Regional Group Meeting, initiatives that promote collaboration between governments, the aviation industry, and associations representing persons with disabilities.</p>		Valid	<p>Reduce barriers for people with disabilities and the elderly and prepare for the increase in passengers in these conditions in the coming years.</p>	