



ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

WORKING PAPER

NACC/WG/5 — WP/19  
17/05/17

**Fifth North American, Central American and Caribbean Working Group Meeting (NACC/WG/5)**  
Port of Spain, Trinidad and Tobago, 22-26 May 2017

**Agenda Item 3                    Implementation on Air Navigation Matters**  
**3.3                    ANI/WG Progress on AIM, ATM and CNS**

**FOLLOW UP TO THE PBN HARMONIZATION, MODERNIZATION AND IMPLEMENTATION INITIATIVE  
AND OTHER RELATED AIRSPACE OPTIMIZATION IMPLEMENTATIONS**

(Presented by IATA)

<b>EXECUTIVE SUMMARY</b>	
This working paper presents follow up proposals to the implementations on PBN, airspace and other important related subjects in the Region	
<b>Action:</b>	The suggested actions are described in the point 6 of this WP
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Environmental Protection</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• ANI/WG/2 - NE27 &amp; final report</li><li>• ANI/WG/3 – final report</li></ul>

**1.                    Introduction**

1.1                    The different traffic growth studies show that the increase in demand expected for NAM/CAR/SAM Regions can cause a domino effect, affecting many States and could cause delays and consequential losses to the users and, in addition, a work overload in the ATC units, in the absence of sufficient management units for the capacity and demand balancing.

1.2                    For this reason it was agreed, in different forums, that the implementation of operational goals (optimization of longitudinal separation and ATS routes) in a coordinated and harmonized manner in the Region, with direct impact on efficiency, capacity and safety improvements was needed.

1.3 In this regard and in order to keep the desired harmonization and goals, constant and periodic tracking of the progress, achievements and challenges for stakeholders is required.

1.4 The proposed *tracking metrics* not only captures information about the mentioned initiatives, but also provides a general and clear overview of other important implementations for flight operation in the regional airspaces, that we believe should also be part of the coordinated /harmonised implementation.

## 2. ATIS routes optimization

2.1 With regard to the benefits estimated for the PfA1 (Proposal for Amendment 1), there are some values that could be estimated:

- Quantitative
  - ✓ MFT (enroute / city pairs NM reduction),
  - ✓ MCT (operational cost reduction – ATC charges)
  - ✓ MTT (flight time reduction)
- Qualitative:
  - ✓ Flight planning flexibility (more options in case of contingencies, CNS, ATC, aircrafts, etc.)

2.2 With regard to the quantitative values, it is necessary to have at least the final PfA1 version approved.

## 3. Approach procedure naming convention changes (Circular 336)

3.1 The details described in the ICAO Circular 336 (Area Navigation (RNAV) to Required Navigation Performance (RNP) Instrument Approach Chart Depiction), provides guidance for the civil aviation authorities on the transition from Area Navigation (RNAV) to Required Navigation Performance (RNP) Instrument Approach Chart Depiction, in accordance to the amendment 6 of the volumes I and II from the Doc 8168, Procedures for air navigation services – Aircraft operations (PANS OPS).

3.2 Although the implementation plan is for the year 2022, we consider of great importance that both States and airspace users have the full picture in advance and the regional vision regarding the implementation of such changes, as well as proposed mitigation actions to achieve a coordinated implementation.

3.3 In this sense, the collection of the related information in the table attached as **Appendix A** of this working paper is requested in order to know the status of implementation in the Region.

#### **4. Amendment to the Document 4444 ATC bilingual phraseology**

4.1 On March 1 2016, the ICAO Air Navigation Commission approved Amendment 7 to the Doc 4444, which includes Amendments 7-A and 7-B of the 15th edition of the PANS-ATM, applicable from November 10<sup>th</sup> 2016.

4.2 Due to the importance of standardized ATC phraseology and changes in the Amendment to Doc 4444, it is expected that the Civil Aviation Authorities of the Region will implement appropriate measures to inform airspace users under their responsibility about the changes.

4.3 In that sense, it is requested to consider the collection of the related information, in the table attached as **Appendix B** to this working paper, in order to know the status of implementation in the Region.

#### **5. ATS routes optimization**

5.1 During the last PBN harmonization, modernization and implementation meeting held in Costa Rica from December 7<sup>th</sup> to 9<sup>th</sup> 2016, the Region showed advances in the optimization of longitudinal separation (80NM to 20NM), however it is of great importance to update the status of the achievements, plans and problems encountered to date.

5.2 The initiative seeks to reduce the longitudinal separation specified in letters of agreement, to the minimum required for procedural control, providing more flexibility to ATC and increasing the efficiency of enroute operations.

5.3 Similarly, this working paper proposes to capture information regarding procedural and ATS surveillance separation planning, as well as any limitations that may exist.

5.4 In this regard, it is requested to consider the collection of related information in the table attached as **Appendix C** of this working paper, in order to know the status of implementation in the Region.

**6. Suggested actions**

6.1 The meeting is invited to:

- a) Take note of the information provided in this working paper;
- b) adopt the proposed monitoring methodology;
- c) evaluate the proposed formats as a base model in case it is necessary to edit fields; and
- d) fill in the information in Appendix A, B and C to this working paper.

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**CIR336**

Resolution/Task	State 1	State 2	State 3	State 4	State 5	State 6	State 7	State 8	State 9	State 10	State 11	State 12	State 13	Comments
<p><b><u>Changes in the naming convention for approach procedures (Circular 336)</u></b></p> <p>States implementing the changes envisaged in Circular 336, consider the processes for the development of the transition, impact assessment plan, and to publish an AIC on the subject, in coordination with all the stakeholders involved.</p>														

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**AMENDMENT 7 TO DOC. 4444 ADOPTION AND DISSEMINATION**

Resolution/Task	State 1	State 2	State 3	State 4	State 5	State 6	State 7	State 8	State 9	State 10	State 11	State 12	Comments
<p><b><u>Amendment 7 to Doc. 4444 has been adopted and disseminated</u></b></p> <p>Notes:</p> <ul style="list-style-type: none"> <li>a) Insert YES or NO in the state field accordingly</li> <li>b) Insert the regulations of the State in which the amendment was adopted and the means of dissemination of information (AIC, NOTAM, Instruction / dissemination of information to crews / ATC, etc.) in COMMENTS.</li> </ul>													

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**POSITION OF SAM FIRS AND WITH CAR ADJACENT FIRS REGARDING USE OF 40/20 NM GNSS/DME**  
*(available only in English)*

STATE/ORGANIZATION	Adjacent State/Organization	40 NM GNSS/DME Longitudinal	Proposed implementation dates	20 NM GNSS/DME Longitudinal	Proposed implementation dates	Remarks
Trinidad & Tobago (Includes Antigua & Barbuda, Barbados)	United States (San Juan)	TBD	TBD	TBD	TBD	<p><b>Currently 10Mins MNT</b></p> <p>US has advised that there is a current issue regarding the US classification of their airspace that is preventing the use of this type of separation.</p> <p>US and Trinidad and Tobago will continue discussion on this issue bilaterally.</p> <p>TJSJ has possible VHF issues at FIR BDY. This is being investigated.</p>

	Guyana	implemented	June 30, 2016	TBD	TBD	<p><b>Currently 10 Mins MNT</b></p> <p>Analysis will be conducted over the first six months of use and a decision will be made by June 2017 as to the timeframe to reduce to 20 NM</p>
	Suriname	TBD	TBD	TBD	TBD	<p><b>Currently 10 Mins MNT</b></p> <p>Currently there is a VHF communication challenge for T&amp;T at position TRAPP. Solutions to this challenge are being investigated.</p>
	Venezuela	TBD	TBD	TBD	TBD	<p><b>Currently 10 Mins MNT</b></p> <p>Meeting set between T&amp;T and Venezuela to discuss. T&amp;T is ready to implement 40NM GNSS with Venezuela SAFETY ANALYSIS NEEDED</p>



<b>Curacao</b>	San Juan	TBD	TBD	TBD	TBD	<p><b>Currently 10 Mins MNT</b></p> <p>US has advised that there is a current issue regarding the US classification of their airspace that is preventing the use of this type of separation.</p> <p>US and Curacao will continue discussion on this issue bilaterally.</p> <p>TJSJ has possible VHF issues at FIR BDY. This is being investigated.</p>
	DR	<p>Agreed but LOA/MOA needed</p> <p>A319, remain at 80nm by end of 2017 possible 40 NM</p>	TBD	TBD		<b>Currently 10 Mins MNT</b>
	Venezuela	Agreed via telcon to be confirmed	TBD	TBD	TBD	<b>Currently 10 Mins MNT</b>
	Jamaica	Agreed but LOA needed	TBD	TBD	TBD	<b>Currently 10 Mins MNT</b>

	Haiti	UG444 remain at 80nm based on Curacao's VHF situation	TBD	TBD	TBD	<b>Currently 10 Mins MNT</b> Discussions ongoing
	Colombia	Agreed but LOA needed  A319, UG444 remain at 80nm	DEC 2016	TBD		<b>Currently 10 Mins MNT</b>
<b>COCESNA (Costa Rica, Honduras, Belize, El Salvador, Nicaragua)</b>	Mexico	Implemented	In effect	TBD	TBD	Challenge to Reduction to 20 is due to required separation between Mexico and Houston
	Cuba	N/A	N/A	Implemented	implemented	Data sharing agreements in effect. 2017 proposed RADAR handoffs
	Jamaica	Implemented	In effect	Discussions		Limitation is VHF at BDY with Jamaica. Request has been made by Jamaica for solution. When this is accomplished, analysis for use of 20nm will be done by Jamaica

	Panama	Implemented	In effect	<p>Reduce to 20NM in a certain area that include the FIX points.</p> <ul style="list-style-type: none"> <li>• UM659 LESIR</li> <li>• UM328 PAPIN</li> <li>• UR773/UA502 POXON</li> <li>• UL655 EGODI</li> <li>• UG440 ISEBA</li> <li>• UA317 BUFEO</li> <li>• UM796 PADUR</li> <li>• UM419 ANSON</li> <li>• UA322 AMUBI</li> <li>• UR505 DURAM</li> </ul> <p>Maintain 40NM the next points:</p> <ul style="list-style-type: none"> <li>• UA552 FALLA</li> <li>• UA321 PELRA</li> </ul>		•
	Colombia	Agreed	TBD 2017	TBD	TBD	LOA being revised.
<b>Dominican Republic</b>	Haiti	LOA signed in Ft. Lauderdale Florida march 2016	Implementation Date TBD	TBD	TBD	Discussions Ongoing
	Curacao	TBD A319, remain at 80nm	TBD	TBD	TBD	
	Miami	Discussion with Miami re procedural contingency				<b>Currently 10 NM Surveillance in use</b> Discussion if required

	San Juan	Willing to reduce. Procedural. Discussion with San Juan (SJ RQS 15 and 20 MINS)	TBD			<p><b>Currently 10 Mins MNT</b></p> <p><b>US has advised that there is a current issue regarding the US classification of their airspace that is preventing the use of this type of separation.</b></p> <p><b>Discussions ongoing on LOA for 10NM Separation</b></p> <p><b>US and Curacao will continue discussion on this issue bilaterally.</b></p> <p><b>TJSJ has possible VHF issues at FIR BDY. This is being investigated.</b></p>
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<b>Mexico</b>	COCESNA	Already implemented (Surveillance) (MEX RQS 15 MINS in PACIFIC) Discussion about procedural use of 40NM with GNSS				Northbound traffic from COCESNA Challenge to Reduction to 20 is due to required separation between Mexico and Houston  Radar data sharing discussions ongoing
	Houston	N/A				<b>Continental – 10 NM miles Surveillance</b>  The proposed separation standard is currently being reviewed by FAA HQs to determine applicability in ZHU offshore airspace.
		N/A				<b>Oceanic 10 minutes (MNT)</b>  The proposed separation standard is currently being reviewed by FAA HQs to determine applicability in ZHU offshore airspace.

	Albuquerque	N/A				<b>Currently Continental – 10NM miles Surveillance</b>  Bilateral Discussions required
	Los Angeles	N/A				<b>Currently 10 nm Surveillance</b> Bilateral Discussions required
	Cuba	TBD	TBD	TBD	TBD	<b>Currently 40 nm (surveillance)</b> Discussion regarding use of 40NM procedural under a letter of agreement
<b>Haiti</b>	Kingston	TBD	TBD	TBD	TBD	10 Mins MNT  Discussions Ongoing
	Cuba	TBD	TBD	TBD	TBD	10 Mins MNT  Discussions Ongoing
	Dominican Republic	TBD	TBD	TBD	TBD	10 Mins MNT  Discussions Ongoing
	Miami	TBD	TBD	TBD	TBD	10 MINS MNT
	Curacao	LOA agreement in place	Operational from?			
<b>Guyana</b>	Trinidad & Tobago	Agreed	May 31 2016	TBD	TBD	
	Suriname	Agreed	May 31, 2016	TBD	TBD	

	Brazil	Signed	Implemented	TBD	TBD	
	Venezuela	TBD	TBD	TBD	TBD	
Suriname	Guyana					10 Mins MNT
	Brazil	Suriname in favour	TBD	TBD	TBD	Sent draft to Brazil. TELCON on April 7 for discussion
	French Guiana	TBD	TBD	TBD	TBD	10 Mins MNT
	Trinidad and Tobago	Suriname willing, Trinidad and Tobago has challenges with VHF	TBD	TBD	TBD	<b>Currently 10 MIN</b> Currently there is a VHF communication challenge for T&T at position TRAPP.
Bahamas					<b>Discussions needed with US Separation standards does not apply with US.</b>	
Colombia	PANAMA	Agreed  Air traffic flying between the FIRs maintain 20 nm separation	I implemented 2016	As agreed between FIRs	December 2016	

	JAMAICA	Agreed	When?			<b>20nm will depend on establishing communication in the north of the Barranquilla FIR</b>
	CURACAO	Agreed	December 2016	TBD	TBD	
	VENEZUELA	TBD	TBD	TBD	TBD	
Cuba	COCESNA	N/A	N/A	20 NM Implemented	Implemented	<b>Data sharing agreements in effect. 2017 proposed RADAR handoffs</b>
	MEXICO	TBD	TBD	TBD	TBD	<b>Currently 40 nm (surveillance) Discussion regarding use of 40NM procedural under a letter of agreement</b>
	HAITI	TBD	TBD	TBD	TBD	<b>10 Mins MNT Discussions Ongoing</b>



	JAMAICA	TBD	TBD	TBD	TBD	<p><b>Currently 40nm overflight based on surveillance, 20nm landing based on surveillance.</b></p> <p><b>Use of GNSS procedural minima to be discussed</b></p>
Panama	COCESNA	LOA signed October 2016 effective November 2016	Implemented	<p>Reduce to 20NM in a certain area that include the FIX points.</p> <ul style="list-style-type: none"> <li>• UM659 LESIR</li> <li>• UM328 PAPIN</li> <li>• UR773/UA502</li> </ul> <p>POXON</p> <ul style="list-style-type: none"> <li>• UL655 EGODI</li> <li>• UG440 ISEBA</li> <li>• UA317 BUFEO</li> <li>• UM796 PADUR</li> <li>• UM419 ANSON</li> <li>• UA322 AMUBI</li> <li>• UR505 DURAM</li> </ul> <p>Maintain 40NM the next points:</p> <ul style="list-style-type: none"> <li>• UA552 FALLA</li> <li>• UA321 PELRA</li> </ul>	WHEN?	
	COLOMBIA	LOA Agreed  Air traffic flying between the FIRs maintain 20 nm separation	September 2016	As agreed between FIRs	December 2016	

	JAMAICA	Agreed	November 2016 effective 10 December 2016 May 2016	40 NM Separation	TBD	<b>LOA with Kingston signed November 2016, effective 10 December 2016.</b>
United States	TRINIDAD AND TOBAGO	TBD	TBD	TBD	TBD	<p><b>Currently 10Mins MNT</b></p> <p><b>US has advised that there is a current issue regarding the US classification of their airspace that is preventing the use of this type of separation.</b></p> <p><b>US and Trinidad and Tobago will continue discussion on this issue bilaterally.</b></p> <p><b>TJSJ has possible VHF issues at FIR BDY. This is being investigated.</b></p>

	CURACAO	TBD	TBD	TBD	TBD	<p><b>Currently 10 Mins MNT</b></p> <p><b>US has advised that there is a current issue regarding the US classification of their airspace that is preventing the use of this type of separation.</b></p> <p><b>US and Curacao will continue discussion on this issue bilaterally.</b></p> <p><b>TJSJ has possible VHF issues at FIR BDY. This is being investigated.</b></p>
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	DR	Willing to reduce Procedural  Discussion with San Juan				<p><b>Currently 10 Mins MNT</b></p> <p><b>US has advised that there is a current issue regarding the US classification of their airspace that is preventing the use of this type of separation.</b></p> <p><b>US and Curacao will continue discussion on this issue bilaterally.</b></p> <p><b>TJSJ has possible VHF issues at FIR BDY. This is being investigated.</b></p>
	MEXICO (Reference Above)					
	HAITI	TBD	TBD	TBD	TBD	<b>10 MNT</b>

Jamaica	Curacao	Agreed	TBD	TBD	TBD	<p><b>Currently 10 Min MNT in use</b></p> <p>Discussions on ground to ground communications in progress and LOA revision to be signed soon.</p> <p>Automated coordination being investigated.</p>
	COCESNA	<p>Implemented</p> <p>EXCEPTION: UM782 10 MIN MNT</p>	In effect	Discussions	TBD	<p>Limitation is VHF at BDY with Jamaica. Request has been made by Jamaica for solution. When this is accomplished, analysis for use of <b>20nm will be done by Jamaica</b></p>
	PANAMA	agreed	10 Dec 2016	TBD	TBD	
	COLOMBIA	Implemented	In use	TBD	TBD	
	HAITI	TBD	TBD	TBD	TBD	

	CUBA	TBD	TBD	TBD	TBD	<p><b>Currently 40nm overflight based on surveillance, 20nm landing based on surveillance.</b></p> <p>Use of GNSS procedural minima to be discussed</p>

ARGENTINA						
ACC	ACC ADJ	Longitudinal separation				Comments
		40 NM GNSS/ DME	Date of Implementation	20 NM GNSS/ DME	Date of Implementation	
CORDOBA	IQUIQUE	OG				
	LA PAZ	YES	01/01/17			
	EZEIZA			YES	13/10/2016	
	MENDOZA			YES	13/10/2016	
	RESISTENCIA			YES	13/10/2016	VHF Com. Constrains
RESISTENCIA	ASUNCION	YES	01/01/17			
	LA PAZ	YES	01/01/17			
	CORDOBA			YES	13/10/2016	
	CURITIBA	YES	01/01/17			
	EZEIZA			YES	13/10/2016	
	MONTEVIDEO	YES	01/01/17			
EZEIZA	COMODORO RIVADAVIA			YES	13/10/2016	
	MENDOZA			YES	13/10/2016	
	PUERTO MONTT	OG				
	CORDOBA			YES	13/10/2016	
	RESISTENCIA			YES	13/10/2016	
	MONTEVIDEO	YES	01/01/17	YES	2010	PAPIX, KUKEN and DORBO 20NM
MENDOZA	EZEIZA			YES	13/10/2016	
	SANTIAGO	OG				
	CORDOBA			YES	13/10/2016	
COMODORO RIVADAVIA	EZEIZA			YES	13/10/2016	
	PUNTA ARENAS	OG				
	PUERTO MONTT	OG				

<b>BOLIVIA</b>						
ACC	ACC ADJ	Longitudinal separation				Comments
		40 NM GNSS/ DME	Date of Implementation	20 NM GNSS/ DME	Date of Implementation	
LA PAZ	AMAZÓNICO	YES	01/01/17			
	ASUNCION	YES	01/01/17			
	CURITIBA	YES	01/01/17			
	CORDOBA	YES	01/01/17			
	LIMA	OG				
	IQUIQUE	OG				
	RESISTENCIA	YES	01/01/17			

<b>BRAZIL</b>						
ACC	ACC ADJ	Longitudinal separation				Comments
		40 NM GNSS/ DME	Date of Implementation	20 NM GNSS/ DME	Date of Implementation	
AMAZÓNICO	BRASILIA	---	---	---	---	10NM
	BOGOTÁ	YES	13/10/16			
	CAYENNE	---	---	---	---	10 Minutes
	CURITIBA	---	---	---	---	10NM
	GEORGETOWN	YES	07/01/16			
	LA PAZ	YES	01/01/17			
	LIMA	YES	31/03/16			COM/SUR required, does not apply, overflights from/to La Paz FIR
	MAIQUETIA	YES	23/10/16			
	PARAMARIBO	YES	13/10/16			
	RECIFE	---	---	---	---	10NM
	ATLANTICO	---	---	---	---	10 Minutes
BRASILIA	AMAZÓNICO	---	---	---	---	10NM
	CURITIBA	---	---	---	---	5NM
	RECIFE	---	---	---	---	5NM
CURITIBA	ASUNCION	YES	Mar/2016			
	AMAZONICO	---	---	---	---	10NM



	BRASILIA	---	---	---	---	5NM
	LA PAZ	YES	01/01/17			
	MONTEVIDEO	YES	01/01/17			
	RECIFE	---	---	---	---	5NM
	RESISTÊNCIA	YES	01/01/17			
	ATLÂNTICO	---	---	---	---	10 Minutes
RECIFE	AMAZÔNICO	---	---	---	---	10NM
	BRASÍLIA	---	---	---	---	5NM
	CURITIBA	---	---	---	---	5NM
	ATLÂNTICO	---	---	---	---	10 Minutes
ATLÂNTICO	AMAZÔNICO	---	---	---	---	10 Minutes
	CURITIBA	---	---	---	---	VHFCom. problems
	RECIFE	---	---	---	---	
	CAYENNE	---	---	---	---	

CHILE						
ACC	ACC ADJ	Longitudinal separation				Comments
		40 NM GNSS/ DME	Date of Implementation	20 NM GNSS/ DME	Date of Implementation	
SANTIAGO	IQUIQUE					5NM
	LIMA	OG				
	MENDOZA	OG				
	PUERTO MONTT					5NM
IQUIQUE	CORDOBA	OG				
	LA PAZ	OG				
	LIMA	OG				
PUERTO MONTT	SANTIAGO					5NM
	PUNTA ARENAS					5NM
	EZEIZA	OG				
	COMODORO RIVADAVIA	OG				
PUNTA ARENAS	PUERTO MONTT					5NM
	COMODORO RIVADAVIA	OG				

COLOMBIA						
ACC	ACC ADJ	Longitudinal separation				Comments
		40 NM GNSS/DME	Date of Implementation	20 NM GNSS/DME	Date of Implementation	
BOGOTÁ	AMAZÓNICO	YES	13/10/16			
	CENAMER	NO				80 NM due to VHF/HF Communications Constrains
	GUAYAQUIL	YES	13/10/16			Reduced separation of 40 NM is applied. Memorandum of Understanding among ATC service providers signed.
	LIMA	YES	31/03/16			COM SUR required, does not apply overflights
	MAIQUETIA	OG				
	PANAMÁ	YES	Oct/16			
	BARRANQUILLA	YES				
BARRANQUILLA	MAIQUETIA	OG				
	PANAMÁ	YES	Oct/16			
	BOGOTÁ	YES				
	KINGSTON	YES	30/Ago/2013			
	CURAÇAO					No available information

ECUADOR						
ACC	ACC ADJ	Longitudina separationl				Comments
		40 NM GNSS/ DME	Date of Implementation	20 NM GNSS/ DME	Date of Implementation	
GUAYAQUIL	BOGOTÁ	YES	13/10/16			Reduced separation of 40 NM is applied. Memorandum of Understanding among ATC service providers signed.
	LIMA	YES	31/03/16			COM/SUR required, does not apply overflights. Updated with signing of LoA during SAM/IG/18, limitations on overflights is eliminated since 10/11/16.
	CENAMER	NO	---	N/A	---	Oceanic Separation

FRENCH GUIANA						
ACC	ACC ADJ	Longitudinal separation				Comments
		40 NM GNSS/ DME	Date of Implementation	20 NM GNSS/ DME	Date of Implementation	
CAYENNE	AMAZÔNICO	---	---	---	---	10 Minutes
	PARAMARIBO	---	---	---	---	10 Minutes
	PIARCO	---	---	---	---	10 Minutes

GUYANA						
ACC	ACC ADJ	Longitudinal separation				Comments
		40 NM GNSS/DME	Date of Implementation	20 NM GNSS/DME	Date of Implementation	
GEORGETOWN	AMAZONICO	YES	7/Jan/2016			
	PIARCO	YES	30/Jun/2016			
	MAIQUETIA	YES	30/01/2017			
	PARAMARIBO	YES	31/May/2016			

PANAMÁ						
ACC	ACC ADJ	Longitudinal separation				Comments
		40 NM GNSS/DME	Date of Implementation	20 NM GNSS/DME	Date of Implementation	
PANAMÁ	BOGOTÁ	YES	Oct/16			
	BARRANQUILLA	YES	Oct/16			
	CENAMER	YES	18/Oct/2012	OG	TBD	20NM under consideration in Panama
	KINGSTON	YES	10/Dec /2016			

PARAGUAY						
ACC	ACC ADJ	Longitudinal separation				Comments
		40 NM GNSS/DME	Date of Implementation	20 NM GNSS/DME	Date of Implementation	
ASUNCION	CURITIBA	YES	Mar/16			
	LA PAZ	YES	01/01/17			
	RESISTÊNCIA	YES	01/01/17			

PERU						
ACC	ACC ADJ	Longitudinal separation				Comments
		40 NM GNSS/DME	Date of Implementation	20 NM GNSS/DME	Date of Implementation	
LIMA	AMAZONICO	YES	31/03/16			COM/SUR required, does not apply overflights to/from La Paz FIR
	BOGOTÁ	YES	31/03/16			COM/SUR required, does not apply overflights
	SANTIAGO	OG				
	IQUIQUE	OG				
	GUAYAQUIL	YES	31/03/16			COM/SUR required, does not apply overflights. LoA signed during SAM/IG/18, overflights limitation is eliminated since 10/11/16.
	LA PAZ	OG				

SURINAME						
ACC	ACC ADJ	Longitudinal separation				Comments
		40 NM GNSS/DME	Date of Implementation	20 NM GNSS/DME	Date of Implementation	
PARAMARIBO	AMAZÓNICO	YES	13/10/16			Signed
	GEORGETOWN	YES	31/05/16			Signed
	PIARCO	N/A				Oceanic Separation
	CAYENNE	N/A	---	---	---	Oceanic Separation

URUGUAY						
ACC	ACC ADJ	Longitudinal separation				Comments
		40 NM GNSS/DME	Date of Implementation	20 NM GNSS/DME	Date of Implementation	
MONTEVIDEO	CURITIBA	YES	01/01/17			
	EZEIZA	YES	01/01/17	YES	2010	PAPIX KUKEN DORBO 20NM
	RESISTENCIA	YES	01/01/17			

VENEZUELA						
ACC	ACC ADJ	Longitudinal separation				Comments
		40 NM GNSS/DME	Date of Implementation	20 NM GNSS/DME	Date of Implementation	
MAIQUETIA	AMAZONICO	YES	23/10/15			
	BOGOTA	OG				
	BARRANQUILLA	OG				
	PIARCO					Negotiating
	CURAZAO	NO				Curazao does not accept.
	SAN JUAN	NO				
	GEORGETOWN	YES	30/01/2017			

— END —