



Agenda Item 1: Follow-up on the conclusions adopted by previous RAAC meetings

(Presented by the Secretariat)

SUMMARY

This working paper presents a review 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. It also presents the list of completed conclusions with their corresponding follow up actions, which enabled their completion.

**ICAO Strategic
Objectives:**

A: Safety

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. For this reason, the meeting must review the status of compliance of the conclusions considered as valid, to evaluate their status of application and determine the most appropriate actions to encourage and facilitate their application, mainly for those conclusions the Meeting might consider valid at the end of their analysis.

2. Discussion

2.1 Using the same methodology of GREPECAS mechanism, the Secretariat has studied the implementation situation of the conclusions formulated by RAAC/13 Meeting, as well as those then considered valid. **Appendix A** contains completed or superseded conclusions, together with the follow up actions, and **Appendix B** includes valid conclusions. Taking into consideration the information in both Appendices, the following situation arises:

Completed or superseded conclusions

2.2 Of the 23 valid conclusions up to RAAC/13 Meeting and from the analysis carried out by the Secretariat, the following conclusions have been considered as completed: 6/16, 10/4 A, 11/8, 12/3, 12/11, 13/1, 13/2, 13/6 and 13/7.

Valid conclusions

2.3 The still valid conclusions are the following: 9/5, 10/1, 11/1, 11/7, 12/1, 12/4, 12/7, 12/8, 12/9, 12/10, 13/3, 13/4, 13/5 and 13/8.

2.4 Conclusion 12/1 has three paragraphs, from which only paragraph c) is still valid.

3. **Suggested action**

3.1 The Meeting is invited to examine the information presented in this working paper and review the information presented in Appendices A and B, with the aim of updating the status of implementation of the conclusions formulated up to RAAC/13 Meeting, proposing, as necessary, the most appropriate courses of action for their implementation.

APPENDIX A

REVIEW OF RAAC 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
6/16 C	PERSONNEL AND FINANCIAL LIMITATIONS	To encourage States to: a) participate in the ICAO associated experts programme (short-term secondment of national officials, paid by the State under an agreement with ICAO, in those areas in which the Office has insufficient human resources to meet the needs of the Region; and b) continue supporting the meeting programme of the SAM Office and, thus, reduce their cost.	States have been collaborating with the Regional Office in providing experts as well as supporting the meetings/seminars/workshops programme. With the restructuring of GREPECAS, the Subgroups were replaced by programmes and projects, requiring States experts for the coordination of the projects and carrying out of related tasks, as well as greater support to conduct the projects which, once completed, will be of great support to the States of the Region..	ICAO Regional Office	Completed States have noted and will continue providing the required support.	Enough human and financial resources to face Region’s current requirements	Continuous
10/4 A	IMPORTANCE OF AN APPROPRIATE MANAGEMENT OF ARTICLE 83 Bis	That, in order to increase the level of safety oversight, adequate information on the obligations derived from the agreements under Article 83 Bis should be made available by civil aviation administrations of the Region to the other States, including, insofar as possible, information on the procedures applied to ensure compliance of	Even though some agreements have been signed in the Region under Article 83 Bis, some administrations have yet to make available to States the information on applicable procedures. ICAO is developing a new manual that will replace Circular 295 LE/2 – Guidance	Civil aviation authorities	Completed		Undefined

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C: Environmental Protection - Minimize the adverse effect of global civil aviation on the environment

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		safety oversight obligations.	on the Implementation of Article 83 bis of the Convention on International Civil Aviation, which will include the revision on the way to manage Article 83 bis; a new registration process on line; the presentation of a new document which will accurately indicate that will be transferred, this document will be taken on board the aircraft and will facilitate the work of the inspectors during ramp inspections and will have a link between the Annexes' standards and Article 83 bis. The manual will be completed in December 2015 and will be edited at the end of 2016.				
11/8 A, C	SUPPORT TO THE ACTIVITIES OF THE RASG-PA	SAM States are urged to give maximum support to the Regional Pan-American Aviation Safety Group and to its activities developed, with a view to implementing the GASP/GASR.	Both Brazil and Chile are providing tangible support in RASG-PA activities. SRVSOP JG/23 meeting agreed in supporting RASG-PA in the adaptation of an Advisory Circular for their dissemination among SAM States. This circular is oriented towards mitigating the runway excursion (RE) problem. States have taken note and during the RACC close	States	Completed	GASP/GASR implementation	Undefined

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			sessions will be carried out with the Directors. Also, a new configuration of the RASG-PA Executive Committee is expected, with more representation of the States.				
12/3 A, C	RISK ANALYSIS AND RESOLUTION OF DEFICIENCIES	That the States, in order to prioritise the effective implementation of safety management systems (SMS) in air navigation service providers and the State safety programme (SSP): a) conduct the risk analysis of all the deficiencies included in the GREPECAS list that correspond to their State; and b) update the GANDD, including the action plan for the resolution of the deficiencies by 30 March 2012.	Very few States have applied the risk analysis to the GREPECAS air navigation deficiencies. During PPRC/2 meeting (July 2013), it was deemed convenient that ICAO examine and make necessary modifications to improve the air navigation deficiencies methodology and the GANDD, and present it at next GREPECAS meeting (July 2014). GREPECAS 17, after analyzing the deficiencies database, agreed that ICAO uniform methodology for the identification, assessment and reporting of air navigation deficiencies presented several improvement opportunities and that during the last years ICAO has implemented a series of management tools that could justify the need to review in	ICAO, States	Completed	Application of risk analysis to GREPECAS deficiencies. Updated GANDD	Dec 2014

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			detail the effectiveness of this programme, and thus decided to adopt Conclusion 17/12, requesting ICAO to review this methodology.				
12/11 A, C	IMPLEMENTATION OF THE MEMORANDUM SIGNED BETWEEN ICAO AND LACAC TO PROVIDE A FRAMEWORK FOR IMPROVED COOPERATION	Taking into account the important achievements obtained to date through the 2011-2012 action plan for the implementation of the Memorandum of Cooperation between ICAO and LACAC, signed in September 2010, the 12th Meeting of Civil Aviation Authorities of the South American Region supports the continuation of the actions undertaken by both organisations to improve the efficiency of the common efforts made in benefit of regional civil aviation, avoiding duplication of efforts and saving costs through joint activities, and facilitating access to their respective sources of information and databases, amongst other benefits.	The cooperation between ICAO and LACAC is carried out taking into account the action plan for the implementation of the ICAO/LACAC memorandum of cooperation.	ICAO, LACAC	Completed	ICAO/LACAC memorandum of cooperation	Continuous

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13/1	SUPPORT TO THE PAN-AMERICAN CIVIL AVIATION INSTITUTE	That the Thirteenth Meeting of the Civil Aviation Authorities of the SAM Region (RAAC/13), recognizing the need to provide management-level training to the personnel of civil aviation entities, agrees to support the work being carried out by LACAC to reactivate the Pan-American Civil Aviation Institute.	Search for a State to accommodate the Pan-American Civil Aviation Institute (IPAC). LACAC and the Argentinean authorities signed documents for the reactivation of IPAC. Activities should start in Nov. 2015.	LACAC	Completed	Reactivation of the Pan-American Civil Aviation Institute	Dec 2014
13/2	STRATEGY TO MITIGATE AERONAUTICAL PERSONNEL SHORTAGE IN THE SAM REGION	That, States and the industry, with the aim of mitigating the personnel shortage in the several civil aviation fields, take under consideration the strategy presented as Appendix A to Agenda Item 2 of RAAC/13 meeting report	Promote the implementation of the strategy to mitigate aeronautical personnel shortage in the SAM Region. States took note of the strategy and are applying it.	States and Industry	Completed	Application of the strategy to mitigate aeronautical personnel shortage.	Continuous
13/6	ICAO ACCIDENT STATISTICS IN THE ANNUAL SAFETY REPORT	The South American States request ICAO to review the manner in which the accident statistical information is presented in the Annual Safety Report, in order that the contribution of the foreign operators can be distinguished by State of occurrence in a specific region, or any other method helping to present a more precise image regarding the safety levels obtained by a given region.	Carry out actions with HQ in order to consider reviewing the way accident statistical information is presented in the Annual Safety Report. The review of the statistical methodology applied to accidents and its presentation in the annual reports has been requested to HQ.	States and ICAO SAM Regional Office	Completed	Review of the way accident statistical information is presented in the Annual Safety Report.	Dec 2014

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13/7	FACILITATING ACTIVE PARTICIPATION IN ALL REDDIG II IMPLEMENTATIO N ACTIVITIES	That REDDIG II member States, through the focal points designated by the aeronautical authorities, participate actively in all the activities scheduled during the installation of REDDIG II, such as coordination meetings, courses, installations, and acceptance tests, and that the appropriate aeronautical authorities facilitate the participation of the former in said activities in order to have a successful installation and develop duly trained personnel for the operation and maintenance of the new regional communication network.	Follow up the active participation of all REDDIG II focal points in related events and activities REDDIG II has been implemented and is in operation since 31 March 2015.	States	Completed	REDDIG II implemented and in operation.	Oct 2014

APPENDIX B

REVIEW OF RAAC VALID CONCLUSIONS

Conc/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, C	EXCHANGE OF SECONDARY RADAR DATA	That the SAM States assign high priority to the exchange of SSR radar data among adjacent ATC units and develop the necessary bilateral agreements on this matter.	As part of RLA/06/901 project activities, and in follow-up to RLA/98/003 project on automated systems implementation activities, and to GREPECAS guidelines, documentation on the interconnection of automated systems, MoUs between SAM States having automated systems installed, and an action plan for their implementation, have been drafted. Radar data interconnection between Argentina and Uruguay, using IP protocol through REDDIG, was completed in March 2011.	ICAO Regional Office	Valid	Exchange of SSR radar data and flight plans (OLDI and AIDC) implemented	Dec 2016
10/1 A	SUBSCRIPTION OF CERTIFICATION RECOGNITION AGREEMENTS	States are urged to facilitate the subscription of certification recognition agreements and to continue making efforts to harmonise and/or adopt* standards and procedures, as a means to strengthen regional safety oversight activities and to avoid duplication of efforts.	RAAC/12 meeting established the Administrative Agreement for the acceptance of aircraft maintenance organizations and aircraft components among the civil aviation authorities of the SRVSOP member States. In this regard, Bolivia, Chile, Colombia, Ecuador and Peru have signed it.	Civil aviation authorities	Valid	SRVSOP standards and procedures harmonized and adopted. Three States are pending to sign the CIAC/CEAS and CMAE	Undefined

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		<p><i>* For purposes of all the work to be carried out under the SRVSOP within the framework of the “harmonisation” and “adoption” of LARs, the General Board defined the scope of these terms as follows:</i></p> <p><i>Harmonisation: Harmonisation is understood to be the set of reforms that must be introduced by the member States of the Regional System in their national regulations and procedures, based on the LARs and related documents, in order to achieve, within a period of time defined by each State and reported to the General Board, an environment in which all States have similar requirements and conditions for the issuance of a certification or aeronautical license, and thus a single certification issued by any Aeronautical Authority of an SRVSOP member State would be acceptable to the other member States. Additional requirements may be established, provided they are reported to other States through an Appendix to the LAR, for consultation by any Aeronautical Authority of the SRVSOP member States at the time of issuing a certificate in this harmonised environment.</i></p>	<p>Subsequently, 6 more States were included in the AMOs Multinational Technical Cooperation Agreement LAR 145: Argentina, Cuba, Panamá, Paraguay, Uruguay and Venezuela. State pending to sign the AMOs Agreement is Brazil.</p> <p>During RAAC/13 Meeting (Bogota, Colombia, 4 to 6 December 2014) Amendment 1 to AMOs Agreement was approved.</p> <p>In the same Meeting (RAAC/13) the Multinational technical cooperation agreement for the certification of civil aviation training centres (CIAC/CEAC) was signed, among civil aviation authorities of SRVSOP States, signatory of this agreement, based on the certification process report of the SRVSOP multinational certification team”. This Agreement was originally signed Argentina, Colombia, Cuba, Ecuador, Paraguay, Peru, and Uruguay. Subsequently Bolivia and Venezuela signed the Agreement.</p>			<p>agreements. In AMOs, one State is pending. Also the SRVSOP is working in the harmonization for the mutual recognition of licenses, which will result in a pending Agreement, and, on the other hand, the recognition of the multinational qualification of flight simulators is also programmed, thus, the recognition of certifications is an important issue for SRVSOP.</p>	

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		<p><i>Adoption: Adoption is understood to be the set of reforms that must be introduced by the members of the Regional System in order to accomplish, in a period of time defined by the General Board, and in an absolutely voluntary fashion, a harmonised environment, without any additional requirements.</i></p>	<p>States pending to sign the CIAC/CEAC Agreement are: Brazil, Chile and Panama.</p> <p>In addition, the Multinational technical cooperation agreement for the certification of aviation medical examining centres among civil aviation authorities of the SRVSOP States signatory of this agreement, based on the certification process report of the SRVSOP multinational certification team. This Agreement was originally signed by Argentina, Cuba, Ecuador, Paraguay, Peru, and Uruguay.</p> <p>Subsequently Bolivia and Venezuela signed the Agreement.</p> <p>States pending to sign the CMAE Agreement are: Brazil, Chile, Colombia and Panama.</p>				

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11/1 A, C	GRADUAL IMPLEMENTATION OF GNSS TECHNOLOGY	That the SAM States gradually implement GNSS technology in keeping with regional PBN implementation programmes and their respective national plan.	<p>SAM States have started GNSS implementation in support to en route, terminal and non precision approach navigation procedures (RNAV 5, RNP APCH, RNP APV).</p> <p>Brazil has implemented a GBAS system, currently on pre-operational phase.</p> <p>States will comply with goals established in ICAO Assembly Resolution A37/11 regarding APV procedures.</p>	Civil aviation authorities	Valid	GNSS implementation	<p>Dec 2016</p> <p>En route GNSS 60% implemented</p> <p>A37/11 GNSS approach is APV 100% implemented</p>
11/7 A	COMMITMENT TO THE OBJECTIVES OF THE REGIONAL SYSTEM	<p>That the Directors of Civil Aviation of the South American Region reaffirm their commitment to the initiatives of the Regional Safety Oversight System, through:</p> <p>a) Tangible support to its work programme;</p> <p>b) Improving the rate of commitment with the Regional System, as shown in Appendix B to this working paper; and</p> <p>c) Compliance with the target dates defined by the General Board for the harmonisation and/or adoption of the LARs.</p>	<p>Bolivia, Paraguay and Uruguay have adopted the LARs.</p> <p>Peru and Ecuador has completed the transition process of its national regulations harmonized with the LARs.</p> <p>The remainder SRVSOP States are progressing in the harmonization of their national regulations with the LARs, with good results, with the compromise of completing the LAR harmonization process in March 2017.</p>	States	Valid	Commitment with SRVSOP.	Dec 2017

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12/1 A, C	PERFORMANCE-BASED AIR NAVIGATION IMPLEMENTATION PLAN FOR THE SAM REGION (SAM PBIP)	<p>The States of the ICAO South American Region and the international organisations involved:</p> <p>a) approve the Performance-based Air Navigation Implementation Plan for the SAM Region shown in Appendix A, for its implementation at regional level;</p> <p>b) encourage those States that have not done so to prepare their national performance-based air navigation plan in accordance with the guidelines contained in the cited implementation plan; and</p> <p>c) request the ICAO South American Regional Office to review Project RLA 06/901 in order to align it with the performance objectives established in the cited implementation plan.</p>	<p>a) States approved the PBIP. As consequence of the approval of the Global Air Navigation Plan (GANP), fourth edition, the PBIP was amendment to align it with the new GANP edition.</p> <p>b) Some States have started drafting their national plans in alignment with PBIP.</p> <p>c) Project RLA/06/901 is being amended in alignment with PBIP.</p>	States, international organizations, ICAO SAM RO	Items a) and b) Completed	<p>Approval of PBIP.</p> <p>National implementation plans aligned with PBIP.</p> <p>RLA/06/901 project aligned with PBIP.</p>	<p>a) Dec 2013</p> <p>b) Dec 2014</p> <p>c) Mar 2014</p>

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12/4 A, C	STRATEGY FOR THE INSTITUTIONALI ZATION OF REDDIG AND SRVSOP	That, with the aim of giving continuity to the implementation of the Air Navigation and Safety Organization, the activities taken under consideration in the strategy shown in Appendix A be implemented.	The activities in the strategy will be considered at the RLA/03/901 (REDDIG) and RLA/99/901 (SRVSOP) RCC meetings. Meanwhile, States have agreed that the coordination of the indicated projects continue through ICAO. Project document RLA/03/901 (REDDOG), Version Q, approved ICAO management until 2018. Likewise with project RLA/99/901 (SRVSOP).	ICAO, States	Valid	Strategy for the institutionaliza- tion of REDDIG and SRVSOP	Dec 2018

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12/7 A, C	ACTIONS TO PROMOTE THE EFFECTIVE IMPLEMENTATION OF SAFETY MANAGEMENT SYSTEMS	<p>That the States of the Region, in order to achieve an effective implementation of safety management systems:</p> <p>a) make the necessary efforts to assign human and material resources to SSP;</p> <p>b) use the results of the SSP analysis to define safety risk mitigation policies;</p> <p>c) avoid designating SSP coordinators on an ad-hoc basis;</p> <p>d) support the participation of their SSP coordinators in the cycle of SSP seminars/workshops to be scheduled by the Regional Office in the years 2012 and 2013;</p> <p>e) request their SSP coordinators to develop a short and concise annual safety report covering the following aspects:</p> <ul style="list-style-type: none"> - an executive report; - reactive information analysis; - proactive information analysis; - predictive information analysis; <p>f) present the results of their annual safety reports at the SSP seminar/workshops to be organised by ICAO South American Regional Office; and</p> <p>g) regarding items c) and f), the different working groups that were being organised should be harmonised to avoid duplication of efforts and resources.</p>	<p>Very few States have carried out actions to promote effective SSP implementation.</p> <p>SSP coordinators meetings are being held in the SAM Region since 2012, in order to assist States in SSP implementation.</p> <p>In order to measure the progress in SSP implementation and reach the goals established in the Bogota Declaration for December 2016 (67%), a survey with the main regional indicators, has been developed.</p>	States	Valid	State safety management system implemented	Dec 2016

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12/8 B	SUPPORT TO THE ICAO/LACAC NAM/CAR/SAM AVIATION SECURITY AND FACILITATION REGIONAL GROUP	That the States make their utmost to support the work being carried out by the ICAO/LACAC NAM/CAR/SAM Aviation Security and Facilitation Regional Group, giving facilities to the designated officers for conducting the activities of the projects of the ICAO/LACAC NAM/CAR/SAM Aviation Security and Facilitation Regional Group.	ICAO/LACAC NAM/CAR/SAM AVSEC/FAL RG/3 meeting was held in the ICAO SAM RO, from 19 to 21 June 2013	States	Valid	Aviation security and facilitation activities implemented	Undefined
12/9 A	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 minimising the impact on civil aviation and restore the operation of air navigation and airport services as soon as possible.	The regional contingency plan has not been completed. A guide in support of the Region has been prepared in the event of a volcanic ash contingency. The same has been circulated to States for review and comments. Once all comments are received, it will be published in SAM Regional Office website to be available for users.	ICAO	Valid	Regional contingency plan to address natural disasters and/or catastrophic events.	End of 2014
12/10 A	SAM ATS ROUTE NETWORK OPTIMISATION PROGRAMME (ATS/RO)	That, taking into account the significant fuel savings and the reduction in CO2 emissions into the atmosphere as a result of the phased implementation of the ATS route network optimisation programme, it is essential to continue supporting the implementation of the subsequent phases of the ATS/RO programme in order to improve	Under the routes optimization programme, Version 01 (March 2011), 15 new RNAV routes were implemented, 19 were realigned and 18 conventional and RNAV routes, with a CO2 annual savings of 22,600,000 savings. Version 02 foresees for 2013 and 2014 fuel savings that, at	States	Valid	SAM ATS routes optimized	Dec 2016 (60% of the ATS optimized routes implemented)

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		<p>efficiency and environmental protection in the South American Region.</p>	<p>US\$1.57 per litre, would amount to US\$2,713,902 per month, equalling to an annual CO2 reduction of approximately 54,572 tons.</p> <p>For 2016, 60% of the optimized ATS routes are planned to be implemented.</p> <p>In 2014, the following PBN events were held:</p> <ul style="list-style-type: none"> - First Workshop on SAM PBN airspace design (Bogota 12-23 May); - Second Workshop on SAM PBN airspace design (Lima, 08-12 September); - Sixth Meeting for ATS network optimization SAM-ATSRO/6 (Lima 27-30 October); - Fourteenth Workshop/Meeting of the SAM Implementation Group SAM/IG/14 (Lima, 10-14 November); and - Three (3) experts were hired to develop Version 03 of the SAM Routes Network. <p>The result of these events did not reach the expected</p>				

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			<p>outcomes, mainly with regard to PBN/2 Workshop, taking into account that from the PBN redesigns presented, only two TMAs were considered sufficiently mature to start the validation process: Asuncion and Santiago.</p> <p>Lima and Rio de Janeiro TMAs, which PBN redesigns have already been made by Peru and Brazil, respectively, are the only ones ready to involve with Stage 2 of Version 03 of the SAM Routes Network.</p> <p>Santiago and Sao Paulo TMAs, which were also matter of the PBN redesign project, developed by Chile and Brazil, respectively, will be affected by ongoing projects in both States.</p> <p>The implementation of Version 03 of the Routes Network depends on a consistent and harmonized implementation in SAM TMAs and the delay in one or more States could affect the others, as well as the PBN Implementation Regional</p>				

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			<p>Project as a whole and, consequently, the compliance of the different goals of the Bogota Declaration.</p> <p>While it is not possible to develop the complete Version 3 of the Routes Network, the ATSRO Meeting has decided to implement a first stage of this version, with a view to reach the possible benefits, based on the current structure of the main South American TMAs.</p>				
13/3 B	SUPPORT TO THE ICAO USAP CMA AUDIT PROGRAMME	<p>That the States of the Region continue supporting the ICAO audit programme (USAP CMA), and:</p> <ul style="list-style-type: none"> a) attend the regional seminars held on the USAP-CMA; b) sign the new <i>Memorandum of Understanding</i> (MoU) concerning the USAP CMA when so requested; c) submit updates on the status of implementation of their corrective action plans; d) contribute through the secondment of security experts to participate in USAP CMA activities; and e) continue improving their security oversight systems, taking into account, <i>inter alia</i>, 	<p>Follow up for the States to participate in the regional USAP CMA seminars.</p> <p>Support the States to:</p> <p>Sign the MoU related to the USAP.</p> <p>Update corrective action plans and continue in the improvement of their safety oversight systems.</p>	SAM States	Valid	Assistance to regional USAP CMA seminars, prepare for the USAM-CMA Audits, which will start in 2015 in the SAM Region	Continuous Continuous cycle

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		<p>the findings and recommendations of the second USAP cycle, so as to strengthen compliance with Annex 17 standards and security-related provisions of Annex 9.</p>					
<p>13/4 B</p>	<p>AVSEC TRAINING ACTIVITIES</p>	<p>That SAM States:</p> <ul style="list-style-type: none"> a) Reaffirm their commitment to the ICAO AVSEC training programme through the participation of their delegates at seminars, courses and workshops; b) Continue providing AVSEC training to their experts at national level by disseminating the training received from ICAO; c) Request the ICAO SAM Regional Office to make arrangements with its headquarters to consider the possibility of increasing the AVSEC training centres (ASTC) and inform States on the result of same; and d) Request ICAO that the training in the facilitation field include as a minimum: machine readable travel documents, advanced passengers information (API) and passengers name registration (PNR). 	<p>Follow up in order that the States could participate, through their experts, in the AVSEC training programmes and disseminate the instruction at a national level.</p> <p>The SAM Office made coordinations with HQ to analyze the possibility of preparing courses in the Facilitation area for the SAM Region.</p> <p>Continuous development activities.</p> <p>Work is required in the Facilitation area.</p>	<p>SAM States ICAO SAM Office</p>	<p>Valid</p>	<p>Participation of the States in AVSEC training activities.</p> <p>National experts trained and information disseminated at a national level.</p> <p>Increase of training workshops and seminars in Facilitation in the SAM Region. la Región SAM</p> <p>Training in Facilitation area that includes, at least: Machine readable travel documents,</p>	<ul style="list-style-type: none"> a) continuous b) continuous d) continuous

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						advanced passengers information (API) and passengers name registration (PNR).	
13/5 A, B, C	SAM PERFORMANCE-BASED NAVIGATION IMPLEMENTATION PLAN (SAM PBIP) AS ALIGNED WITH THE ASBU	<p>That the States of the ICAO South American Region and the international organisations involved:</p> <p>a) approve the SAM performance-based navigation implementation plan (SAM PBIP) as aligned with the ASBU for its regional application, as shown in Appendix A to Agenda Item 4 of the RAAC/13 meeting; and</p> <p>b) encourage those States that have not done so yet to amend their national performance-based air navigation plans in accordance with the guidelines contained in the aforementioned SAM PBIP.</p>	<p>Approved the SAM Performance-Based Navigation Implementation Plan (SAM PBIP) aligned with ASBU</p> <p>Follow up so that States complete the update of the air navigation national plans to be aligned with ASBU.</p>	States	<p>a) Completed</p> <p>b) Valid</p>	<p>SAM Performance-Based Navigation Implementation Plan (SAM PBIP) aligned with ASBU approved.</p> <p>Performance-based air navigation national plans to be aligned with SAM PBIP</p>	<p>a) Completed</p> <p>b) July 2016</p>

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13/8 A	IMPLEMENTATION OF AIR NAVIGATION AND SAFETY OVERSIGHT PRIORITIES	That the States of the SAM Region implement the air navigation and safety oversight priorities in accordance with the regional goals agreed for the period 2014 – 2016 in the Bogota Declaration and that the International Organizations support the implementation of the States' priorities.	<p>Follow up air navigation and safety implementation by the States of the Region in accordance with the goals of 2014-2016.</p> <p>AGA January 2015- 13% certified aerodromes (12) and 15% in process (14).</p> <p>AIM Start Phase II transition to the AIM; Reduction of CO² in 2015 6.740 Tons.</p> <p>ATM PBN: PBN National Implementation Plans; Optimization of the SAM Routes Network; TMA; APP. ATFM: FMU/FMP; Calculation of sectors and runway.</p> <p>CNS Implementation of AMHS interconnection 20%; Implementation of AIDS interconnection 12%; Implementation of national IP Networks 46%;</p> <p>FLS Effective implementation level 71.45%; Reduction of the accident rate in the SAM Region 1%; Reduction of runway excursions in the Region 0%.</p>	States	Valid	Implementation of air navigation and safety priorities.	Dec 2016