International Civil Aviation Organization
ICAO South American Regional Office
Thirteenth Meeting of the Civil Aviation Authorities of the SAM Region (RAAC/13)
(Bogota, Colombia, 4 – 6 December 2013)

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

(Presented by the Secretariat)

SUMMARY
This working paper contains 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 mainly with regard to valid conclusions.

ICAO Strategic Objectives:	*A - Safety*
	C - Environmental Protection and Sustainable Development of Air Transport

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. In this connection, 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/12 meeting, as well as those then considered valid. **Appendix A** contains completed or superseded conclusions and **Appendix B** includes valid conclusions.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Completed or superseded conclusions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 26 valid conclusions up to RAAC/12 meeting and from the analysis carried out by the Secretariat, the following conclusions have been considered as completed: 5/4, 6/15, 9/3, 9/17, 11/6, 11/10, 12/2, 12/5 and 12/6. Conclusion 10/2 has been superseded by 12/7 and Conclusion 11/5, by 12/4.

Valid conclusions

2.3   The still valid conclusions are the following: 6/16, 9/5, 10/1, 10/4, 11/1, 11/7, 11/8, 12/1, 12/3, 12/4, 12/7, 12/8, 12/9, 12/10 and 12/11.

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/12 meeting, proposing, as necessary, the most appropriate courses of action for their implementation.

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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
5/4 A, C	COORDINATION BETWEEN CIVIL AVIATION AUTHORITIES AND GEOGRAPHIC INSTITUTE AUTHORITIES	That civil aviation administrations: a) in close coordination with the geographic institutes responsible for national cartography, establish plans for effectively implementing the WGS-84; and b) send in due time the implementation schedules resulting from the plans cited in the previous paragraph to the ICAO Regional Office.	States have been carrying out coordinations with geographic institutes and issued publications in WGS-84 coordinates.	Corresponding States, geographical institutes	Completed	Effective implementation of WGS-84	Undefined
6/15 C	SUPPORT TO THE PAN-AMERICAN CIVIL AVIATION INSTITUTE	The Sixth Meeting of Civil Aviation Authorities of the SAM Region, recognising the need to provide management-level training to the personnel from civil aviation entities, agrees to provide its full support to the development of the activities of the Pan-American Civil Aviation Institute "Assad Kotaite", expediting the participation of the professionals required as speakers for the courses it organises, and making use of the training programmes it fosters.	To date, no training courses have been implemented within the IPAC framework, therefore, no request has been made regarding participation of professionals as speakers.	States, ASAC	Completed States have recognized the need for management-level training and provide support to their development and participation, as they are implemented	Support to the Pan-American Civil Aviation Institute	Dec 2011

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ICAO Strategic Objectives:

A: Safety - Enhance global civil aviation safety

B: Security - Enhance global civil aviation security

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

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
9/3 A	SUPPORT TO THE ACTIVITIES OF THE REGIONAL SAFETY OVERSIGHT COOPERATION SYSTEM	Recognising the benefits of the SRVSOP, the civil aviation authorities of the Region are urged to: a) continue supporting the efforts being made, together with ICAO and LACAC, to achieve the objectives set forth by the Regional Safety Oversight System b) do their utmost to adopt the LARs once they have been approved by the General Board of the System.	States of the Region have made important progress in the process for the harmonization and adoption of the LARs. As regards their adoption, Paraguay was the first State to do so. To date, most States are in the harmonization process.	States	Completed a) States have been supporting the activities required to achieve SRVSOP objectives. b) States have adopted or harmonized the LAR approved by the System's General Board. SRVSOP annually presents the situation on the progress made in the adoption and harmonization process.	SRVSOP objectives completion	Undefined
9/17 C	ESTABLISHMENT OF WORKING GROUPS AMONG STATES, AIRPORT OPERATORS AND INTERNATIONAL ORGANIZATIONS	Civil Aviation Authorities are encouraged to establish working groups with airport operators IATA and AITAL, aimed at analyzing costs' systems and other aspects of mutual interest, with the purpose of improving the efficiency of aeronautical operations.	Phase 1 of the route optimization that is completed and Phase 2, in implementation process, will improve air operations efficiency with the reduction of fuel consumption. With this action, the conclusion has been complied with.	ICAO Regional Office	Completed	Costs' systems and other aspects of mutual interest updated	Undefined

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
10/2 A	ESTABLISHMENT OF WORKING GROUPS BY THE STATES	That SAM States consider the establishment of working groups to create the conditions for SMS implementation, in keeping with each Annex.	Most States have established SMS/SSP working groups, bust on an ad-hoc basis.\n\nThe Secretariat considers that, for an effective SMS/SSP implementation, human resources are required for the exclusive dedication to this task.	Civil aviation authorities	Superseded by Conclusion 12/7	SMS implemented	Dec 2016
11/5 A, C	TECHNICAL ASSISTANCE FOR THE IMPLEMENTATION OF A REGIONAL MULTINATIONAL ORGANISATION (RMO)	That, in order to establish the technical assistance for the implementation of a Regional Multinational Organisation (RMO), ICAO circulate the Technical Cooperation Project Document shown in Appendix C to this part of the Report for approval by the States.	The South American Air Navigation and Safety Organization is expected to be approved.\n\nRLA/99/901 and RLA/03/901 projects can be used to make progress in the implementation of the RMO.	Regional Office	Superseded by Conclusion 12/4	Technical assistance for the South American Air Navigation and Safety Organization	2014

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
11/6 A	ANALYSIS AND REPORTING OF USOAP AUDIT RESULTS	That the Regional Office, once the USOAP audit cycle has been completed, conduct an analysis of the results of such audits conducted in the States of the Region, and submit a report to civil aviation authorities, containing relevant comments indicating the causes and possible solutions to the lack of compliance with the eight critical elements of a safety system.	The USOAP continuous monitoring approach (CMA) started in 2011. To date, five (5) ICAO coordinated validation missions (ICVM) have been conducted, as well as one (1) comprehensive system approach (CSA) audit. The results of the 5 ICVM are presented in RAAC/13-WP/11. No results are presented with regard to the CSA audit, as it was recently conducted in October 2013. Incorporated in the RASG-PA annual reports.	Regional Office	Completed	Seminars and workshops on the new continuous monitoring approach (CSA). Possible technical assistance to SAM States for CMA preparation	31 Dec 2013

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
11/10	PARTICIPATION OF SAM STATES IN THE USAP	That States, in correspondence with Standard 2.1.1 of Annex 17 to the Convention on International Civil Aviation: a) ensure the backup and support for the AVSEC organisation within their administration for the establishment, approval and effective implementation of their AVSEC National Civil Aviation Security Programme (NCASP), and related programmes and documents, and the activation of their National Civil Aviation Security Committees or similar arrangements; b) ensure complete and effective implementation of their corrective action plans regarding the recommendations of the USAP first audit report before receiving the USAP second cycle audit, notifying the progress on their action plans to ICAO; and c) should any differences identified during the audit remain unaddressed, States are reminded of their obligation under Article 38 of the Convention on International Civil Aviation to officially notify ICAO of any such differences.	All AVSEC-related topics will be handled by the ICAO/ LACAC Regional Group on Aviation Security and Facilitation (NAM/CAR/SAM AVSEC/FAL/ RG). States have given the necessary support to their AVSEC organization. The action plans have been completed, as well as the second cycle of USAP audits. States have taken note of the ICAO official notification on differences to be corrected.	ICAO and SAM States	Completed	Ensure compliance with Annex 17 SARPs	31 Dec 2013

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
12/2	Implementation of Amendment 1 to the 15th Edition of ICAO Doc 4444 (New flight plan format) in the SAM Region	That, in order to achieve a harmonised implementation of Amendment 1 to the 15th Edition of ICAO Doc 4444 within the Region and with other Regions of the world, SAM States: a) that have not yet developed the action plan for the implementation of the Amendment do so as soon as possible, sending a copy to the ICAO SAM Regional Office by 15 October 2011; b) whose national action plan has not been approved and signed by the highest civil aviation authority, should do so as soon as possible, sending a copy to the ICAO SAM Regional Office by 15 October 2011; c) report any changes in the designation of the national focal point to the ICAO SAM Regional Office, in order to update the amendment website (FITS); d) participate actively in all the events planned in this regard;	Amendment 1 to the 15th Edition of ICAO Doc 4444, related with the implementation of the new flight plan format, was successfully implemented. States of the Region have implemented new automated systems, converters and manual procedures. States with converters and manual procedures are currently implementing new automated systems.	States	Completed	New flight plan format implemented	Nov 2012

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
		e) that have not yet made changes to the national documentation and the AIC publication do so as soon as possible; and f) that have not yet conducted a training programme and the safety assessment do so before 30 October 2011 and 30 November 2011, respectively.					
12/5	Signature of the "Multinational Technical Cooperation Agreement between Civil Aviation Authorities of the States participating in the SRVSOP for the acceptance of aircraft and aircraft components maintenance organisations"	That, a) SRVSOP member States are urged to take relevant actions for signing the Technical Cooperation Agreement as soon as possible; and b) SRVSOP is requested to instruct its Technical Committee to develop the procedure for the implementation of this Agreement as soon as possible.	RAAC/12 meeting established the "Multinational Technical Cooperation Agreement between Civil Aviation Authorities of the States participating in the SRVSOP for the acceptance of aircraft and aircraft components maintenance organisations". In this sense, Bolivia, Chile, Colombia Ecuador and Peru have signed it.	States, SVRSOP Technical Committee	Completed	"Multinational Technical Cooperation Agreement between Civil Aviation Authorities of the States participating in the SRVSOP for the acceptance of aircraft and aircraft components maintenance organisations"	Oct 2011

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
12/6	Start-up of the bidding process for the implementation of the new REDDIG II digital network	In order to give continuity to the activities of the action plan for the implementation of the new digital network (REDDIG II): a) ICAO is requested to begin, through its technical cooperation mechanism, the bidding process for the implementation of the REDDIG II, foreseen to begin on the first quarter of 2012; b) REDDIG member States of the SAM Region are requested to include in their budget the expenses corresponding to the non-recurring and recurring costs mentioned in Appendix C to this part of the Report; and c) REDDIG member States of the SAM Region are requested to provide the support required so that communication experts of their administrations may participate in the bidding process.	The bidding process was completed and the winning company selected. REDDIG II implementation has started, having completed the review of all REDDIG II design documents. All States have cancelled their contributions for REDDIG II implementation. All States have named experts to support REDDIG II bidding process.	ICAO, States	Completed	New REDDIG II digital network bidding process implemented	Jun 2012

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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
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	Valid	Enough human and financial resources to face Region's current requirements	Continuous

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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. Interconnection of automated systems (radar data and flight plans) between Brazil and Venezuela have been completed, to become operational on 12 December 2013.	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. *For purposes of all the work to be*	Since 2006, work has been carried out on the "Administrative Agreement for the acceptance of aircraft maintenance organizations and aircraft components among the civil aviation authorities of the SRVSOP member States, on the basis of the SRVSOP	Civil aviation authorities	Valid	SRVSOP standards and procedures harmonized and adopted	Undefined

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
		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: *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.* *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*	multinational auditor team report", which has been examined and accepted by various SRVSOP fora and LACAC, as well as three consultation rounds with Sates. During JG/23 meeting, Argentina and Chile required that changes be made to the document. At this time, we are expecting Sates to evaluate the changes suggested in order to proceed with the signature of the agreement. 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, on the basis of the SRVSOP multinational auditor team report". In this regard, Bolivia, Chile, Colombia, Ecuador and Peru have signed it. Subsequently, 5 more States were included in the LAR 145 AMO Multinational Technical Cooperation Agreement: Argentina, Cuba, Paraguay,				

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
		absolutely voluntary fashion, a harmonised environment, without any additional requirements.	Uruguay and Venezuela.				
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 safety oversight obligations.	Even though that some agreements under Article 83 Bis have been signed, some administrations have yet to make available to States the information on applicable procedures.	Civil aviation authorities	Valid	Obligations derived from Art. 83 bis available to other States of the Region	Undefined
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.	SAM States have started GNSS implementation in support to en route, terminal and non precision approach navigation procedures (RNAV 5, RNP APCH, RNP APC AR). Brazil has implemented a GBAS system, currently on pre-operational phase. States will comply with goals established in ICAO Assembly Resolution A37/11 regarding APV procedures.	Civil aviation authorities	Valid	GNSS implementation	Dec 2016 En route GNSS 60% implemented A37/11 GNSS approach is APV 100% implemented

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
11/7 A	COMMITMENT TO THE OBJECTIVES OF THE REGIONAL SYSTEM	That the Directors of Civil Aviation of the South American Region reaffirm their commitment to the initiatives of the Regional Safety Oversight System, through: a) Tangible support to its work programme; b) Improving the rate of commitment with the Regional System, as shown in Appendix B to this working paper; and c) Compliance with the target dates defined by the General Board for the harmonisation and/or adoption of the LARs.	Three SAM States have adopted the LARs and the remainder are achieving important progress. The commitment has been improved upon, but he harmonization process is pending completion		Valid		Dec 2017
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	Valid	GASP/GASR implementation	Undefined

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
12/1	Performance-based Air Navigation Implementation Plan for the SAM Region (SAM PBIP)	The States of the ICAO South American Region and the international organisations involved: a) approve the Performance-based Air Navigation Implementation Plan for the SAM Region shown in Appendix A, for its implementation at regional level; 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 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.	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. b) Some States have started drafting their national plans in alignment with PBIP. c) Project RLA/06/901 is being amended in alignment with PBIP.	States, international organizations, ICAO SAM RO	Valid	Approval of PBIP. National implementation plans aligned with PBIP. RLA/06/901 project aligned with PBIP.	a) Dec 2013 b) Dec 2014 c) Mar 2014
12/3	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).	ICAO, States	Valid	Application of risk analysis to GREPECAS deficiencies. Updated GANDD	Dec 2014

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
12/4	Strategy for the institutionalization of REDDIG and SRVSOP	That, with the aim of giving continuity to the implementation of the Air Navigation and Safety Organization, the activities taken under consideration in the strategy shown in Appendix A be implemented.	The activities in the strategy will be considered at the RLA/03/901 (REDDIG) and RLA/99/901 (SRVSOP) RCC meetings. Meanwhile, States have agreed that the coordination of the indicated projects continue through ICAO. Project document RLA/03/901 (REDDOG), Version Q, approved ICAO management until 2018. Likewise with project RLA/99/901 (SRVSOP).	ICAO, States	Valid	Strategy for the institutinaliza-tion of REDDIG and SRVSOP	Dec 2018

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
12/7	Actions to promote the effective implementation of safety management systems	That the States of the Region, in order to achieve an effective implementation of safety management systems: a) make the necessary efforts to assign human and material resources to SSP; b) use the results of the SSP analysis to define safety risk mitigation policies; c) avoid designating SSP coordinators on an ad-hoc basis; 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; e) request their SSP coordinators to develop a short and concise annual safety report covering the following aspects: - an executive report; - reactive information analysis; - proactive information analysis; - predictive information analysis; and f) present the results of their annual safety reports at the SSP seminar/workshops to be organised by ICAO South American Regional Office. g) Regarding items c) and f), the different working groups that were being organised should be harmonised to avoid duplication of efforts and resources.	Very few States have carried out actions to promote effective SSP implementation.	States	Valid	State safety management system implemented	Dec 2016

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
12/8	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	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 vent of a volcanic ash contingency.	ICAO	Valid	Regional contingency plan to address natural disasters and/or catastrophic events.	End of 2014

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
12/10	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 efficiency and environmental protection in the South American Region.	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 US$1.57 per litre, would amount to US$2,713,902 per month, equalling to n annual CO2 reduction of approximately 54,572 tons. For 2016, 60% of the optimized ATS routes are planned to be implemented.	States	Valid	SAM ATS routes optimized	Dec 2016 (60% of the ATS optimized routes implemented)

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
12/11	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.	ICOA, LACAC	Valid	ICAO/LACAC memorandum of cooperation	Continuous

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