



## ASSEMBLY — 35TH SESSION

### PLENARY

#### Agenda Item 10: Election of Contracting States to be represented on the Council

#### CANDIDATURE OF COLOMBIA TO BE A MEMBER OF THE COUNCIL OF ICAO

(Presented by Colombia)

#### SUMMARY

This working paper describes the infrastructure, services and contributions made by the State of Colombia to regional and global aviation, thus presenting its candidature for Group 2 of the Council of ICAO for the 2005-2007 triennium.

Action by the Assembly is in paragraph 4.

#### 1. INTRODUCTION

1.1 By means of this working paper, the Republic of Colombia states its motives and presents its candidature for election as a member in Group 2 of the Council of the International Civil Aviation Organization (ICAO). The election will be held in Montreal during the 35th Session of the Assembly. The quality of the air navigation services and the aeronautical and airport infrastructure available in the airspace under the jurisdiction of Colombia, enable the provision of facilities and services for international civil air navigation, which, over the last years, have gained the recognition of the international aeronautical community.

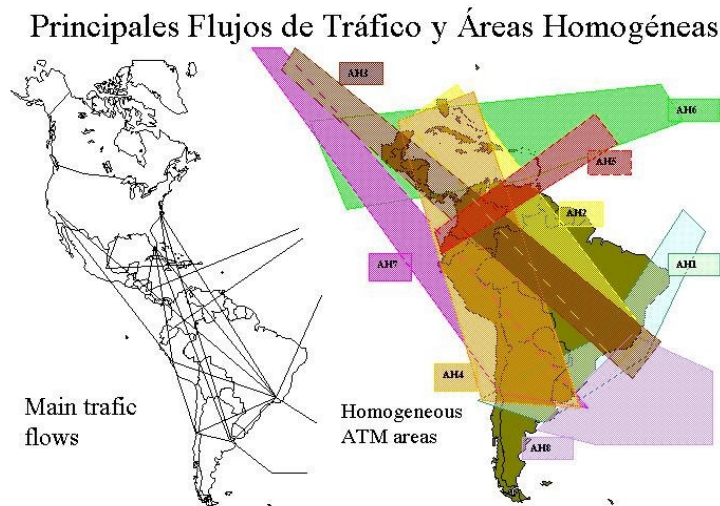
1.2 Since 1992, an important cooperation agreement on aeronautical matters has been established between Colombia and Venezuela. Among other things, the agreement has enabled them to maintain a rotational representation on the Council of ICAO. On several occasions, Colombia has assumed the role of member of the Council, widely participating and performing functions for the benefit of regional and global aviation, as well as actively participating in the development of guidelines, norms, programmes, and ICAO Standards and Recommended Practices (SARPs).

## 2. COLOMBIA'S CONTRIBUTIONS TO CIVIL AVIATION

2.1 Colombia possesses air transport services which connect it to 21 countries and has formalized bilateral relations with 26 countries. The number of international passengers carried by Colombia saw an increase from 1 134 000 in 1990 to 3 010 000, who are expected to be carried by the end of this year. This is one of the most representative aviation markets in Latin America. With respect to international cargo, Colombian airports expect to move approximately 500 000 tonnes of cargo by the end of 2004. During the last decade, there has been a sharp increase in domestic operations. By the end of 2004, the number of domestic passengers carried is expected to rise from 5 247 500 in 1990 to 7 600 000.

2.2 Colombia possesses a strategic airspace where there is a merge of traffic from different areas, mainly South-North American routes and European-South American routes. In order to provide better service to the users of this airspace, Colombia has taken on the task of updating its technology, raising the level of skills of its human resources and improving the level of air navigation services through major capital investments.

### Main traffic flows and homogeneous ATM areas



2.3 In addition to the continental airspace itself, Colombia controls a portion of the airspace above the Atlantic and Pacific oceans, defined within the limits of the Bogota FIR and Barranquilla FIR, adjacent to the Cenamer FIR; Kingston-Curacao FIR; Lima-Guayaquil-Maiquetia-Manaos FIR; and Panama FIR. Colombia controls the second most congested airspace in South America, after the Sao Paulo Terminal Area in Brazil. In 2003, 910 500 air operations were carried out in Colombian airspace.

2.4 The continuous improvement in the infrastructure of the transport and air navigation networks and the application of quality standards to services place Colombia in the top ranks in Latin America, and provide a more promising vision for the future of aviation in Colombia for the benefit of the Region.

2.5 Colombia is concerned with overseeing the safety and regularity of the flows of air traffic. To ensure these two conditions, it possesses personnel specialized in air traffic management, communications, navigation, surveillance, and legal, institutional, domestic and international matters. This activity has been coupled with progress made in communications and surveillance coverage, a plan to relocate radio aids to accommodate new requirements, and a transition to support new demands in terms of communications and surveillance.

2.6 In order to provide relevant, timely and in some cases real-time information, Colombia has developed modern information systems that would allow it to efficiently implement AIS Virtual, a webpage to receive flight plans, and in the future, flight plans via telephone (Flight Plan Call Centre), among other things.

2.7 In terms of airport security management, Colombia is the only Latin American country which has an organization, the Intersectoral Airport Security Commission, which coordinates airport security at the highest level of the administration.

### **3. INVESTMENTS 2000-2005**

3.1 During the last five years, the State of Colombia, through the Civil Aviation Authority, has invested more than US \$200 000 000 to modernize different areas of its civil aviation sector. Under the premise of promoting cooperation and assistance, Colombia has been participating actively in ICAO programmes. In conjunction with this Organization, the following projects have been implemented: COL/93/018 “Civil Aviation Master Plan” through which investments in the amount of US \$156 250 353 were made, and COL/01/042 “Development and Modernization of the Infrastructure and Airports of Colombia and Institutional Strengthening of Aerocivil” through which the amount of US\$ 24 345 567 was invested.

3.2 An effort of such magnitude has enabled the Colombian Civil Aviation Authority to ensure 100% radar coverage, to equip new control centres, to operate its own communication networks (in addition to the new digital network of ground radio links, it possesses a satellite network which includes States/organizations of the CAR/SAM Region), to extend the VSAT network, to invest in Mode S surveillance systems, to invest in aeronautical meteorology, to acquire a radar simulator for ACC, APP and tower service training, to significantly increase, among other things, the amount of fire fighting vehicles and equipment for fire fighters and SAR equipment.

3.3 With respect to the airport network, in addition to investments to improve main terminals, the State of Colombia has been implementing regional investment projects, such as the “Improvement and Construction of Community Airports”, which consists of strategies for an economic and social recovery of the country, aimed at solving the problem of transport in depressed areas and areas of major social conflict, and which foresees the expansion of the airport infrastructure to include 40 new air terminals spread over the entire national territory.

4. **ACTION BY THE ASSEMBLY**

4.1 The Assembly is invited to take note of the contributions made by Colombia to the safe and orderly development of regional and global civil aviation, and is thus invited to support its candidature for Group 2 of the Council of ICAO for the 2005-2007 triennium.

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