



International Civil Aviation Organization

WORKING PAPER

A38-WP/175

P/10

26/8/13

English only

(Information paper)

ASSEMBLY — 38TH SESSION

PLENARY

Agenda Item 5: Election of Member States to be represented on the Council

CANDIDACY OF THE BOLIVARIAN REPUBLIC OF VENEZUELA FOR THE COUNCIL OF THE INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

(Presented by Venezuela (Bolivarian Republic of))

EXECUTIVE SUMMARY

This information paper describes advances by the Bolivarian Republic of Venezuela in the development of international and domestic civil aviation, in light of which the country presents its candidacy for Group II of the Council in the election for the 2013-2016 triennium to be held during the 38th Session of the Assembly of the International Civil Aviation Organization (ICAO). This candidacy is supported by the Latin American Civil Aviation Commission (LACAC).

<i>Strategic Objectives:</i>	This working paper relates to all Strategic Objectives.
<i>Financial implications:</i>	No additional resources required.
<i>References:</i>	A38-WP/2

1. INTRODUCTION

1.1 The Bolivarian Republic of Venezuela has the honour to announce its candidacy for membership of Group II on the Council of ICAO, in the election to be held during the 38th Session of the Assembly of the Organization.

1.2 The State of Venezuela has been a member of ICAO since entry into force of the *Convention on International Civil Aviation*, and a member of the Council since its inception in the 1950s, resuming participation in 1980, and in alternation with the Republic of Colombia since 1992.

1.3 We believe that the presence of Venezuela on the Council will help ensure that the decisions of that forum are taken in a spirit of equanimity, harmony and mutual cooperation among the 191 Contracting States of ICAO, and will contribute to achieving the lofty goals enshrined in the preamble of the *Convention on International Civil Aviation*, in a context of cultural diversity and of differing policy positions and economic situations.

1.4 The Bolivarian Republic of Venezuela, as a Contracting State under the *Convention on International Civil Aviation*, has played a key role in the rapid development of international civil aviation and has witnessed the major decisions taken in the Organization, thus helping to secure the safe and orderly development of civil aviation at the international level. Venezuela has also been working hard to address recent changes in global civil aviation arising from issues and events that have created a new and challenging world for air transport including aviation authorities, air and airport operators, air navigation service providers and all other civil aviation stakeholders.

1.5 These changes have led to major achievements in our endeavours to heighten the safety standards of national civil aviation, and to combat acts of unlawful interference against civil aviation. Policies have been developed for the planning and implementation of systems for air navigation services and facilities, airports and airlines. We have also taken steps to ease congestion in airports and air space, and passed new regulations to standardize the fast-paced development of international air transport.

2. ACHIEVEMENTS

2.1 In light of the new commitments that have resulted from the global growth of civil aviation, the People's Ministry for Air and Water Transport of the Bolivarian Republic of Venezuela and the National Civil Aviation Institute have sought to maintain a higher level of safety under the Standards of the International Civil Aviation Organization (ICAO) and the principles of the *Convention on International Civil Aviation*. To this end, major initiatives have been taken to upgrade systems to state-of-the-art technology for enhanced safety and, above all, to humanize the aviation system of Venezuela.

2.2 Aviation Infrastructure

2.2.1 The Venezuelan Aviation Authority is the National Civil Aviation Institute (INAC), which is part of the People's Ministry for Air and Water Transport (MPPTAA). Both entities work to continually improve subsidiary aviation systems such as air navigation services, fleets and airport infrastructure, by formulating, implementing, following up on and evaluating policies, strategies, programmes and projects intended to provide the necessary services and promote the balanced development of national infrastructure.

2.2.2 The National Civil Aviation Institute (INAC) of the Bolivarian Republic of Venezuela has adapted its body of laws to the new demands and dynamics of the international aviation sector by incorporating the Standards and Recommended Practices (SARPs) of the International Civil Aviation Organization (ICAO) into the Venezuelan Aviation Regulations (RAVs).

2.3 **Air Transport**

2.3.1 As regards action in recent years by the National Civil Aviation Institute, a commercial air transport strategy has been developed in line with the foreign policy objectives of the Bolivarian Republic of Venezuela and the interests that we as a country must protect and assert, for the safe, orderly and efficient development of air transport on an equal opportunity basis.

2.3.2 The State of Venezuela has signed commercial air transport agreements with 45 countries, and stands ready to sign new agreements aimed at encouraging and strengthening aviation relations and consolidating cooperation in air services.

2.3.3 Concerning airport infrastructure, the Bolivarian Republic of Venezuela has 34 airports with air traffic control services, including ten international airports, serving 15 domestic commercial airlines and 31 foreign airlines from the Americas, the Caribbean and Europe. In the last three years, the addition of new routes and destinations has boosted international passenger traffic by an average of 14.72% year on year.

2.3.4 At this time, there are plans to modernize the fleet so as to enhance safety, improve service, reduce fares and minimize environmental impacts. The State of Venezuela has acquired a fleet of 20 Embraer E-190 aircraft and three wide-bodied planes for the State airline Conviasa. Private airlines have submitted their plans for fleet upgrades that are currently in the execution stage.

2.4 **Air Safety**

2.4.1 Thanks to modernization, upgrades and progress in the Venezuelan aviation sector and its compliance with the high safety standards required by ICAO, the Bolivarian Republic of Venezuela excels in a number of ways:

- Compliance has been met on more than 80% of Standards and Recommended Practices (SARPs) on aviation safety, security and facilitation, which is above the world average;
- The Venezuelan Aviation Authority is working toward ISO 9001 certification for safety processes;
- The number of inspections has increased under the ICAO IDISR system, with the incorporation of certain SAFA and European Union methodologies;
- Service providers have made progress in implementing the first phase of the safety management system (SMS);
- The plan to implement the State Safety Programme (SSP) has advanced. To this end, Venezuelan Aviation Regulation 5 (RAV 5), *Safety Management System (SMS)* was passed, to regulate activities in this area together with other complementary regulations.

2.5 **Air Navigation**

2.5.1 The air navigation services provided by the Bolivarian Republic of Venezuela are primarily meant to ensure the safety and efficiency of air transport, and employ the best international procedures and practices for the on-going improvement of air traffic management.

2.5.2 The Air Traffic Management and Airport Upgrade Project (MAGTA) was carried out jointly by the Venezuelan Aviation Authority and the ICAO Technical Cooperation Bureau (TCB). The aim of the project was to upgrade aviation facilities and strengthen the Venezuelan aviation system with programmes, construction and procurement of the equipment and infrastructure needed to meet the standards governing international civil aviation, with investments totalling USD 250,000,000.

2.5.3 The State of Venezuela is presently in talks with ICAO for a new technical cooperation agreement to further restructure and expand the physical infrastructure of the major national aerodromes. There is to be a remodelling of air terminals, runways, taxiways and aprons. Moreover, master plans are being submitted for the construction of new airports in several Venezuelan states.

2.6 **Environmental Protection**

2.6.1 The Bolivarian Republic of Venezuela, in keeping with the shared commitment by ICAO Contracting States to protect the environment as per Assembly Resolution A37-19, was the first State in the South American Region to prepare and submit an Action Plan for the Reduction of Greenhouse Gases from International Civil Aviation, in line with common but differentiated responsibilities.

2.7 **Training**

2.7.1 The Bolivarian Republic of Venezuela is the only country in Latin America that trains aeronautical technical personnel to the graduate level (*Técnico Superior Universitario, TSU*), at the Civil Aviation University Institute (IUAC), in the fields of air traffic control, search and rescue, radio navigation aids and aeronautical station operations.

2.7.2 Training is based on the ICAO TRAINAIR Programme, to promote the safety and efficiency of air transport and ensure a high level of instruction and competence among civil aviation personnel. IUAC is currently applying for TRAINAIR PLUS accreditation, with the aim of cultivating more talent for the Venezuelan aviation sector.

2.7.3 The Aviation Authority of the Bolivarian Republic of Venezuela has offered the people of the country the opportunity to train as civil aviation commercial pilots at the May Miguel Rodríguez Civil Aviation Training Centre (CIAC).

2.8 **ICAO Audits of the State of Venezuela**

2.8.1 In early 2009, ICAO conducted two audits in the State of Venezuela. The first, under the Universal Safety Oversight Audit Programme (USOAP), found an 82% rate of compliance with ICAO Standards and Recommended Practices (SARPs) on safety. The second, under the Universal Security Audit Programme (USAP), was conducted in July 2009 and showed a rate of compliance of over 85%.

2.8.2 In May 2013, the Bolivarian Republic of Venezuela became the first State in the Americas to welcome an ICAO Coordinated Validation Mission as part of the Continuous Monitoring Approach to the Universal Safety Oversight Audit Programme (USOAP-CMA).

3. CANDIDACY FOR GROUP II OF THE COUNCIL OF ICAO

3.1 In keeping with the Council Group II Rotation Agreement between the Bolivarian Republic of Venezuela and the Republic of Colombia, the State of Venezuela is to present its candidacy to the Council for the 2013-2016 triennium. The Bolivarian Republic of Venezuela would be honoured to continue working on the Council for the on-going development of international civil aviation, and would appreciate the support of ICAO member States in the election to take place during the 38th Assembly.

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