



ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 30: Aviation Safety – Implementation Support
35: Air Navigation – Implementation Support

BOGOTÁ DECLARATION

(Presented by the 22² member States of the Latin American Civil Aviation Commission)

EXECUTIVE SUMMARY

This working paper contains information about activities in the SAM region to support a results-based approach in line with the GASP and GANP. The Thirteenth Meeting of Civil Aviation Authorities of the South American Region (RAAC/13) (Bogotá, Colombia, December 3–5, 2013) will submit for the consideration of the States the signature of the Bogotá Declaration, in which States commit to a series of goals for the next three years. The States of the SAM region support the GASP and GANP global plans, as well as results-based work under the rationale "if you can't measure it, you can't improve it". The Assembly is encouraged to find out about the Bogotá Declaration and to support regional efforts in South America for the safe and orderly development of civil aviation.

Action: The Assembly is invited to:

- a) take note of the information in this paper; and
- b) support regional efforts in South America for the safe and orderly development of civil aviation by setting goals for 2016 in the areas of operational safety and air navigation.

<i>Strategic objectives:</i>	This working paper relates to the Strategic Objectives of Safety, and Environmental Protection and Sustainable Development of Air Transport.
<i>Financial implications:</i>	Four man-months during the three-year period for the Secretariat to collect and process the metric information.
<i>References:</i>	<ul style="list-style-type: none">• Doc 9750, <i>Global Air Navigation Plan</i>• Doc 10004, <i>Global Aviation Safety Plan</i>

¹ Spanish version provided by LACAC.

² Argentina, Aruba, Belize, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay and Venezuela.

1. INTRODUCTION

1.1 The ICAO Member States of the South American Region welcome the incorporation of a results-based approach into the GASP and GANP and the daily work of the Secretariat.

1.2 In support of this results-based approach, the CAR/SAM PIRG (GREPECAS) was transformed from a functional organization with a high proportion of its work based on meetings to a project-based organization, where fast approval mechanisms are used for necessary decisions and the use of technology is favored for holding meetings via teleconferencing, although the value of exchange and holding face-to-face meetings is not underestimated.

1.3 While the new working method is still being perfected, it has been possible to demonstrate the advantages that this approach represents for adapting to the GANP.

1.4 The RASG-PA, of which the SAM region forms part, has worked since its inception on the development of an Annual Safety Report, which is already on its third edition and includes a series of indicators that were developed collaboratively. The information is organized in accordance with its nature (reactive, proactive or predictive). This report has been the tool for consensus, enabling all the different actors within the RASG-PA to coordinate their efforts in areas where operational safety intelligence shows that action is needed.

2. ANALYSIS

2.1 The progress made with these processes allows us to confirm that the South American region is developing an effective way of managing the implementation of necessary improvements in the field of operational safety as well as capacity. However, alongside these efforts, clear goals need to be established for the next three years and the States need to commit to achieving them, under the rationale of "*if you can't measure it, you can't improve it*".

2.2 With this aim, the Directors General of Civil Aviation intend to sign the Bogotá Declaration at the Thirteenth Meeting of Civil Aviation Authorities of the South American Region (RAAC/13), to be held in the first week of December in Bogotá, Colombia.

2.3 This Declaration will contain goals to be achieved by 2016 in the following areas:

2.3.1 Operational safety

- a) Operational safety monitoring (effective implementation by State);
- b) Accidents and serious incidents (number of accidents per million departures);
- c) Runway excursions and incursions (runway excursion and incursion accidents as a percentage of total accidents);
- d) Aerodrome certification (number of certified international aerodromes); and
- e) SSP/SMS implementation [Implement Phase 1 of the State Safety Programs (SSP) and ensure that all service providers implement a Safety Management System (SMS)].

2.3.2 **Capacity** (metrics)

- a) PBN TERMINAL (% of international aerodromes with APV);
- b) PBN ENROUTE (% of routes/airspace based on PBN);
- c) CDO (% of international aerodromes/TMAs with CDO);
- d) CCO (% of international aerodromes/TMAs with CCO);
- e) Estimated fuel saving / Reduction in CO2 emissions based on IFSET;
- f) ATFM (% of ATS units/international aerodromes providing ATFM service); and
- g) AIM (% of required elements (from AIS to AIM roadmap) facilitating the transition from AIS to AIM — PHASE I implemented).

2.4 To support the achievement of these goals, the South American region relies on the continued assistance of ICAO and two major regional technical cooperation projects. One of these projects supports the implementation of the GANP and the other is the administrative mechanism of the Regional Safety Oversight Organization (RSOO) in Latin America, known as the Regional Safety Oversight Cooperation System (*Sistema Regional de Cooperación para la Vigilancia de la Seguridad Operacional* — SRVSOP).

2.5 In recent years, the South American region has demonstrated a high growth rate in the air transport sector. This growth must be accompanied by improvements in both operational safety and the efficiency of the air traffic management system. In both areas, very significant improvements have been successfully made; however, commitment at the highest level is required in order to face the challenges involved in maintaining steady rates of growth in the sector.

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