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WORKING PAPER

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ASSEMBLY — 38TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 18: Cooperation with Regional Organizations and Regional Civil Aviation Bodies

**IMPORTANCE OF THE PARTICIPATION OF REGIONAL ORGANISATIONS IN THE AIR
TRANSPORT WORK PROGRAMME WITHIN THE FRAMEWORK OF ICAO**

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

REVISION NO. 1

EXECUTIVE SUMMARY

This working paper proposes the need for ICAO to support regional bodies involved in international civil aviation (LACAC, CEAC, AFCAC, and ACAC) in the implementation of the strategic plan for the “Economic Development of Air Transport.”

Action: The Assembly is invited to direct the ICAO Secretary General to develop, in coordination with the secretariats of the other regional bodies, the procedures for ordering air transport functions to said bodies and better implementing the Memoranda of Cooperation.

*Strategic
Objectives:*

This working paper relates to all ICAO Strategic Objectives.

References:

Doc 7300, *Chicago Convention on International Civil Aviation
Annex 17
Risk Context Statement
DGAC/CAP/97 - WP/15
Final Report - DGAC/CAP/97
C/CAR/DCA/13 - IP/28
Draft Report - C/CAR/DCA/13*

¹ English and Spanish versions provided by LACAC.

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

1. INTRODUCTION

1.1 As established in the Preamble to the Convention on International Civil Aviation (Chicago), ICAO Member States have agreed on principles and arrangements in order that international civil aviation may be developed in a safe and orderly manner and that international air transport services may be established on the basis of equality of opportunity and operated soundly and economically. This explains the interactive complementarity of the technical, political, economic, and legal aspects of this important activity. Accordingly, ICAO should consider the aforementioned areas in an equitable and balanced manner within its functions and budget.

1.2 Resolution A27-17 on the relationship between ICAO and the regional civil aviation bodies states, inter alia, that ICAO supports the work and activities of any existing or future regional civil aviation bodies, provided the regional body concerned requests such support and that support is duly approved, taking into account ICAO resources and compliance with its work programme.

1.3 Furthermore, Resolution A37-21 on cooperation with regional organisations and regional civil aviation bodies, inter alia, encourages regional organisations and regional civil aviation bodies to enter into suitable agreements with ICAO, in accordance with ICAO's Policy and Framework on Regional Cooperation. Likewise, it directs the Council to ensure, through cooperative arrangements, that both ICAO and the regional civil aviation bodies encourage States to harmonise operational regulations, requirements and procedures, based on Standards and Recommended Practices. It also requests the Secretary General to establish a synergy between ICAO and each regional civil aviation body in accordance with arrangements as reflected in the memoranda of cooperation concluded by them, thereby obviating duplication of work.

1.4 Accordingly, on occasion of the 37th Session of the ICAO Assembly (Montréal, 27 September 2010), the regional bodies (LACAC, CEAC, AFCAC, and ACAC) and ICAO concluded memoranda of mutual cooperation with a view to strengthening mutual cooperation through stronger work links, information sharing, and agreements to improve communication and cooperation, identifying areas of mutual cooperation.

1.5 Based on the above, the regional civil aviation bodies have cooperated with ICAO in different areas. In the case of our region, for example, a single LACAC/ICAO AVSEC/FAL regional group was established, which is developing guidelines on procedures for Member States and establishing regional policies. LACAC and ICAO have jointly organised seminar/workshops for providing information and training to States in the areas of air navigation, security, and air transport.

1.6 In the area of safety, based on an agreement between LACAC and ICAO, the Regional Safety System (SRVSOP) was established, which has contributed to the harmonisation of standards and provided support to its Member States. Likewise, the LACAC Secretariat has supported ICAO in the convening of various events on air transport.

1.7 Note should also be taken of ICAO's vision and general mandate, which focus on achieving a sustainable global air transport system through the development of policies and guidelines to assist Member States, defining a clear strategic objective for an economically sound and feasible "Economic development of air transport."

1.8 As had already been recognised by the ICAO Council, the Sixth Worldwide Air Transport Conference ratified the priority assigned to the "Economic development of air transport"

through economic regulation and the development of policy guidelines to assist States in the creation of a favourable regulatory environment.

1.9 It also highlighted the need to start harmonising air transport regulations, for which ICAO should create a favourable global environment through the establishment of policies and guidelines on economic regulation, infrastructure management, and economic management of aeronautical activities, including taxes and charges levied on users. This can be achieved through international cooperation and coordination, with the support of the regional bodies.

2. **DISCUSSION**

2.1 Over the years, regional civil aviation bodies have taken on many of the tasks related to air transport, incorporating into their respective strategic plans issues related to regulations, economic aspects, market access, cargo services, ownership, air carrier control, consumer protection, competition, etc. This is because ICAO has focused more on air navigation, security, and safety, as reflected in the budget assigned to the latter as compared to air transport.

2.2 The Latin American Civil Aviation Commission (LACAC) Member States feel that the time has come to increase LACAC/ICAO cooperation based on the agreement reached, through a more effective, better planned, and tangible coordination; that is, establishing suitable procedures for communications, delivery of information, teamwork, and consultation mechanisms.

2.3 To this end, coordination meetings are required to clearly define forms and mechanisms of mutual cooperation through a joint work programme and assessing costs and resources, so that regional bodies may support ICAO without affecting the administrative autonomy of each body.

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