



ASSEMBLY — 38TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 17: Environmental Protection

CIVIL AVIATION DEVELOPMENTS IN LATIN AMERICA IN SUPPORT OF AIR
TRANSPORT SUSTAINABILITY IN THE REGION

(Presented by Aruba, Belize, Bolivia, Chile, Colombia, Costa Rica, Cuba, Dominican Republic,
Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Nicaragua, Panamá, Paraguay, Peru,
Uruguay and Venezuela)

EXECUTIVE SUMMARY

This working paper contains an analysis of the discussions and developments concerning the environment and civil aviation. It also calls for an active participation and the promotion of initiatives that will improve the quality of global environment as an inalienable right of all the peoples of the world, recognising, *inter alia*, the principle of common but differentiated responsibility, the principle of non-discrimination and fair and equitable air transport opportunities, and specific capabilities and special circumstances. It also invites the Assembly to endorse the proposed measures.

Action: The Assembly is invited to:

- a) take note of the information presented herein;
- b) recognise the principles of common but differentiated responsibility, as well as the principle of non-discrimination and fair and equitable opportunities in air transport, recognising specific capabilities and special circumstances;
- c) support the ICAO criterion on voluntary action plans for the reduction of emissions;
- d) endorse the criterion of transparency of the aforementioned action plans; and
- e) require a higher level of representation of developing countries in the CAEP.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective C – <i>Environmental Protection and Sustainable Development of Air Transport</i> .
<i>Financial implications:</i>	It is foreseen that most activities related to the environmental analysis will be carried out making use of existing resources, although some of the proposed measures could require additional resources.
<i>References:</i>	Doc 9958, <i>Assembly Resolutions in Force (as of 8 October 2010)</i> Doc 9975, <i>Annual Report of the Council - 2011</i> Resolution A37-19, <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change</i> United Nations Framework Convention on Climate Change (UNFCCC)

¹ English and Spanish versions provided by the Latin American Civil Aviation Commission (LACAC).

1. **BACKGROUND**

1.1 Despite being one of the regions that issue the least amount of greenhouse gases into the atmosphere, Latin America is one of the most affected by climate change. Thus the importance that many countries--especially those declared by the United Nations Framework Convention on Climate Change (UNFCCC) as most vulnerable to this phenomenon--promote various initiatives to address global warming through gradual and phased implementation of activities that foster proactive ways of addressing this phenomenon. In this sense, our region has taken into account the principles of common but differentiated responsibility, as well as the principle of non-discrimination and fair and equitable air transport opportunities, recognising specific capabilities and special circumstances.

1.2 Undoubtedly, the ICAO 37th Assembly held in 2010 was an important step towards addressing the issue of emissions by international civil aviation. This was an important landmark for ICAO aspirational objectives. Several resolutions and declarations were subsequently formulated at different forums (Cartagena, New Delhi, and Moscow), which in one way or another contributed to the analysis of this issue. Noteworthy is the work done by ICAO through its cooperation and assistance mechanisms.

2. **DISCUSSION**

2.1 The international aeronautical community should be aware that the Latin American Civil Aviation Commission (LACAC) has included in its Strategic Plan a macro-task specifically on the environment, whereby the Panels are working in the development of guidelines for addressing the various environmental elements, including noise, climate change, air quality, biofuels. The work programme being implemented takes into account the following principles: gradual implementation of activities, integrated analysis of all issues, and impact on market competitiveness.

2.2 It should be noted that LACAC countries recognise that voluntary action plans of the States are important for achieving the ICAO objective related to environmental protection and promotion of a sustainable aviation. Therefore, the Latin American region is highly committed to promoting the drafting of such plans. The action plans to reduce emissions have been an important strategy since they allow for the adoption of measures in the short, medium, and long term, allowing States to adopt measures based on their capabilities.

2.3 Based on the foregoing, it should be noted that the Central American countries members of LACAC have developed a joint regional plan for the definition of actions to reduce emissions from operations generated in any of their States.

2.4 LACAC member States acknowledge the work done by the CAEP in favour of the environment and civil aviation. However, developing countries are barely represented in the aforementioned group. Consequently, ICAO must take the corresponding actions to increase the level of representation of those countries, so that their needs and reality may be reflected through their contributions in the CAEP.

3. **CONCLUSION**

3.1 The Latin American Civil Aviation Commission (LACAC) member States recognise the efforts made by ICAO to lead the work and activities related to the environment, climate change, and air transport. In this regard, regional bodies have contributed substantially to this subject and, in the case of LACAC it has placed it in the heart of the debate. Furthermore, regardless of the voluntary nature of action plans, the States must implement them. Likewise, as a matter of urgency, developing countries must be duly represented in the CAEP.

4. **PROPOSED MEASURES**

4.1 The Assembly is invited to:

- a) take note of the information presented herein;
- b) recognise the principles of common but differentiate responsibility, as well as the principle of non-discrimination and fair and equitable opportunities in air transport, recognising specific capabilities and special circumstances;
- c) support the ICAO criterion on voluntary action plans for the reduction of emissions;
- d) endorse the criterion of transparency of the aforementioned action plans; and
- e) require a higher level of representation of developing countries in the CAEP.

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