

The current average EI of the SAM Region is 78.56%. This percentage already includes the result of the ICVM of Panama. As indicated, this goal was not reached in 2016.

- b) **Accidents.** The goal was to reduce the gap of the accidents rate in the SAM Region by 50% in relation to the global accidents rate.

The rate of accidents in South America for regular commercial air transport operations with aircraft of more than 5 700 kg has been declining progressively from 2009 to 2015. However, in 2016 the rate increased to 2.71 but remained below the rate world ranking of 3.74. Based on this performance, the target set until December 2016 in the Declaration of Bogotá was exceeded in 2014 and for the first time the 2015 rates of 1.03, and 2016 of 2.71 were lower than the global averages of 2.78 in 2015 and 3.74 in 2016.

- c) **Accidents by runway excursions.** The goal was to reduce the rate of runway excursions by 20% in relation to the average rate of the SAM Region between 2007 and 2012, which were 2.24 accidents per one million departures.

The 20% reduction as a compromised goal according to the Declaration of Bogotá was 1.8 accidents per one million departures. As of 2017 the indicator remained below the regional average so that the goal of the Declaration of Bogotá was met in this category of accidents until November 2016.

- d) **Certification of aerodromes.** The goal was to reach 20% of certified aerodromes.

Up to December 2016, 24% of certified international aerodromes were reached, thus exceeding the established goal.

- e) **Implementation of the SSP and oversight capacity of the SMS of service providers.** The compromised target was 100% in the implementation of the SSP and 100% in the oversight capacity of the SMS of service providers.

The SSP implementation meeting, held in Lima, Peru, from November 7 to 11, 2016, after qualitatively evaluating the progress of the SSP, agreed to begin its implementation from the first element of the first phase, therefore the agreed targets were not reached until December 2016.

C. Institutional strength

A study undertaken at the end of 2016, in order to determine the level of independence and institutional strength of the civil aviation authorities and aviation accident investigation authorities of the South American Region, was based on the analysis of available public information on the legal bases that support its establishment and performance, finding a series of differences and disparities with respect to five dimensions: the status of the agency head, the status of the members of the management board, the relationship with government and parliament, financial and organizational autonomy, and regulatory competencies.

The results of the study, related to each of said dimensions, denote the following.

a. Status of the agency head

The score obtained in this dimension is low for most States for different reasons. The main factor affecting the independence of the authority is the procedure for appointing its director: in no State is the appointment prerogative of the management board or similar collegiate body, when it exists; In 9 States the appointment comes from the government at the highest level; In 3 States the appointment is made by a complex mix of the parliament and the government; In 2 other States the minister of the sector is in charge of the appointment. The low score levels derived from this situation are also due to the lack of specific provisions regarding the appointment of the director as for the term of office, renewal, dismissal and independence of the candidate.

b. Status of the members of the management board

The factor that affects the levels of independence of the authorities in 8 States is the lack of a management board or similar collegiate body. In the other 6 States there is a collegiate body in the organizational structure of the civil aviation authority with different conformations: in two States it is composed of representatives of different ministries, who are appointed by the respective ministers; in 4 States has a composition related to the aeronautical authority, in which the appointment of its members is granted by a complex mix of the parliament and the government in one State, by the President of the Republic in another one and by the minister of the sector In the remaining two. The lack of specific provisions regarding the status of the members of the collegiate body also affects the low score in the terms of appointment.

c. Relationship with government and parliament

The level of the scores reached in this dimension is high and homogeneous. The differences are due to the fact that in 4 States the independence of the civil aviation authority has not been formally stated; in 8 States the authorities meet obligations required by the government; in one State the agency is fully accountable to the government; in 4 States the authorities have obligations required before the parliament, and in one State it is established that another level of the administration of the sector can overturn the decisions of the civil aviation authority where it has exclusive competence.

d. Financial and organizational autonomy

The independence index of civil aviation authorities in terms of financial and organizational autonomy is at an average level because only in 3 States the source of the budget comes exclusively from the fees levied on the regulated industry. In the other States both, the government and the fees levied on the regulated industry, finance the budget. Only in 3 States does the authority control its budget, in another State it is controlled by the government accounting office, and in the other States both the authority and the government exercise the control. In 12 States the authority decides on its internal organization and in the other 2 this power is shared with the government. In 11 States the authority is in charge of its personnel policy, in another 2 it is in charge of both the authority and the government, and in one State it is in charge of the government.

e. Regulatory competencies

All civil aviation authorities of the South American Region have competence to regulate in civil

aviation in their respective States. The DSAC of French Guiana is only competent to apply the rules promulgated by the central authority of its State, the French DGAC.

The civil aviation authorities of 9 States retain functions of service providers and/or aircraft accident investigation, which should be exercised by other independent bodies, existing or to be created, to avoid the role of judge and party in the exercise of activities that, by virtue of their competences, must control, monitor and supervise in accordance with the rules and regulations whose application and observance they should oversee.

D. Environment

Regarding the impact of aviation activity on the environment, the current situation in the South American Region is as follows:

- With regard to aircraft noise in the vicinity of airports, 9 of the 14 States in the region have issued national regulations or have adopted the regulations of another State on the application of noise standards.
- Concerning aircraft engine emissions, 9 of the 14 States in the region have issued national regulations or adopted another State regulation on fuel drainage and exhaust emissions from turbine engine aircraft.
- Regarding procedures for the treatment of environmental aspects of aviation, 6 of the 14 States in the region have adopted a related environmental policy.
- In compliance with Resolution A37-19 and ratified by Resolutions A38-18 and A39-2 of the ICAO Assembly on the reduction of CO₂ emissions in civil aviation activities, 6 of the 14 States of the region have voluntarily submitted to ICAO an action plan with a description of the respective policies and measures to be implemented.
- On the implementation of the Market Based Measures Plan (MBM), established by ICAO Assembly Resolution A39-3 in the form of a Carbon offsetting and reduction scheme for international aviation (CORSIA), no State of the region has still adhered to the first phase of this plan.

However, the following aspects require the adoption of appropriate actions by the States concerned to achieve the greatest possible compatibility between the safe and orderly development of civil aviation and the quality of the environment in the South American Region:

1. ICAO and its Member States are aware of the impact of civil aviation on the environment, the impact of which is reflected in aircraft noise, engine emissions, air quality disturbances, undue use of terrain in the vicinity of airports, as well as in the treatment of waste from aircraft, aspects that civil aviation authorities should take into account when designing and implementing their environmental policies.
2. The States of the SAM Region should have a thorough knowledge of the effects of civil aviation on the environment, for which they need to develop uniform criteria with the most concrete and reliable information on the matter.

3. It is imperative that civil aviation authorities address environment-related aviation issues by maintaining the initiative to develop policies in this area without deriving this task to other sectors. It is very important that the authorities have an environmental policy for air transport.
4. Civil aviation authorities should have a thorough understanding of the impacts of aviation on the environment, which would require studies and research that are generally not considered in their budgets. It would therefore be important for civil aviation authorities to establish strategic cooperation links with other national institutions or international agencies to advance the knowledge of the environmental impacts of aviation and to define appropriate criteria for addressing them.
5. The Global Air Navigation Plan (GANP) has predicted sustained growth in air transport at the global level. For the SAM Region, it is vitally important that this growth be accompanied by measures that ensure its compatibility with the quality of the environment and develop in a way that mitigates the negative effects.
6. The States of the Region have understood that the adverse effects of civil aviation on the environment can be reduced through the implementation of comprehensive measures including technological developments, air traffic management procedures and more efficient operations, the use of clean, renewable and sustainable energy sources, proper planning and use of land, the use of airport planning mechanisms, market-based measures, and so on.
7. In relation to clean, renewable and sustainable energy sources, it is important that civil aviation authorities, in cooperation with other State institutions, promote or generate cooperation programs for the production and use of alternative fuels. In addition, civil aviation authorities need to coordinate with the aerodrome operators the use of clean energy sources to promote the concept of increasingly green airports.

Vision of sustainable development of civil aviation by 2035

The vision of the situation of civil aviation and air transport in the South American region by 2035 is summarized as follows:

A. Connectivity

A region that provides greater access to the benefits of air transport is contemplated, through a greater level of connectivity between the peoples of the South American region and with the rest of the world, thus fostering greater commercial, social and cultural exchange. The infrastructure needed to support the demand with the required fluidity will be planned well in advance and in a collaborative environment that allows understanding the expansion plans at both the State and industry levels. Airport master plans will have 40-year horizons with periodic revisions to adjust to changes in demand.

B. Safety

It is contemplated a region that is a leader in the global context in terms of air safety, in strict compliance with international civil aviation standards, in a harmonized regulatory environment that allows economies of scale to be used to provide an effective and efficient level of surveillance to service providers by the civil aviation authorities, without creating unnecessary costs to States and the industry, building an enabling environment for the development of the air transport business.

The rapid development of technology will be used to ensure adequate information protection so that States and industry share vital information on safety to be processed in real time, either by human elements or by algorithms, so that allow the identification of hazards and their mitigation before they are manifested as an accident or an incident.

C. Institutional strengthening

It is contemplated that State entities entrusted with ensuring the safe, orderly and sustainable development of air transport be strong and independent institutions, duly funded in a way that can guarantee the recruitment, retention and professional development of the human talent required in the exercise of its mandate, to achieve an effective and efficient oversight of both safety and economic aspects of air navigation and airport services providers by ensuring the application of fees in accordance with the principles of the Convention on International Civil Aviation, with a wide use of e-government mechanisms and constant search for the most efficient forms of management.

D. Environment

It is contemplated an environmentally friendly aviation that coexists in harmony with nature and protect wild flora and fauna and other species of living beings. The

aeronautical activity must be developed in harmony with the environment to ensure the sustainability of the airline industry. A greener aviation will ensure that the preservation of nature makes it possible to continue developing and achieving greater progress in this field. The aviation activity, which is the driving force of the economy in several States, must take the lead in protecting the environment by implementing legislative measures relating to engine technology and fleet renewal, operational improvements, infrastructure improvements, green airports and compliance with the ICAO targets for carbon dioxide reduction.

The medium in which aviation operates is the air, an integral part of the environment, where the consequences of the deterioration of nature due to the activity of man are also manifested with greater force, causing atmospheric events to become more extreme and generate problems safety and inconvenience to air operations. Working in harmony with nature will reduce the intensity and severity of these phenomena, which will result in a greater efficiency of aerial operations, with reduction of noise, that are not disturbing the inhabitants that perform tasks or live in places near the aerodromes, and do not affect biodiversity.

In the South American Region, an operationally efficient and environmentally friendly aviation should be achieved.

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Development objectives

In its ongoing mission to support and facilitate a global air transport network that meets or exceeds social and economic development needs and wider connectivity worldwide, ICAO has established five overall strategic objectives that will contribute to the achievement of several Sustainable Development Goals of the United Nations, in which civil aviation and air transport can play an important role:

- 1. Safety:**
Enhance global civil aviation safety.
- 2. Air navigation capacity and efficiency:**
Increase the capacity and improve the efficiency of the global civil aviation system.
- 3. Security and facilitation:**
Enhance global civil aviation security and facilitation.
- 4. Economic development of air transport:**
Foster the development of a sound and economically viable civil aviation system.
- 5. Environmental protection:**
Minimize the adverse environmental effects of civil aviation activities.

United Nations Sustainable Development Goals

to whose achievement can contribute air transport with better connectivity



Objective 1. End poverty in all its forms everywhere

Objective 3. Ensure healthy lives and promote well-being for all at all ages

Objective 4. Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all

- Objective 5. Achieve gender equality and empower all women and girls
- Objective 8. Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all
- Objective 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation
- Objective 10. Reduce inequality within and among countries
- Objective 12. Ensure sustainable consumption and production patterns
- Objective 13. Take urgent action to combat climate change and its impacts
- Objective 17. Strengthen the means of implementation and revitalize the global partnership for sustainable development

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Plan objectives

Objective 1: Consolidate and expand the air connectivity of the South American Region.

	Goals	Actions	Dates
A	Liberalization of air transport regulations.	1. Achieve 100% application of open skies policy in the SAM Region. 2. Simplify immigration controls and eliminate visas among all SAM States.	2020 to 2030 2020 to 2025
B	Strengthening of national airlines.	3. Allow foreign investment in all SAM States to strengthen the operation and sustainability of national airlines.	2022 to 2028
C	Optimization of air infrastructure and air navigation services.	4. Ensure that in all SAM States the required capacity in the air and land areas of airports has been successively installed and expanded to meet the increase in air traffic demand.	2022 to 2030
D	Simplification of airport processes.	5. Modernize airport processes for greater flow of passenger, cargo and aircraft traffic in all SAM States. 6. Facilitate and simplify the security control for passengers in transit in all SAM States.	2020 to 2030 2022 to 2030
E	Optimization of the level of rates and taxes.	7. Reduce rates and / or exempt taxes on air transport in all SAM States. 8. Improve the control of the operating rates applied by airports to other air service providers in all SAM States.	2022 to 2030 2022 to 2030
F	Promotion of new routes.	9. Expand the network of existing direct routes to achieve a higher level of intra-regional connectivity in at least 80% of SAM States. 10. Explore new destinations and markets in countries with high growth potential outside the region by at least 70% of SAM States.	2025 to 2030 2025 to 2035
G	Establishment of an alliance for regional tourism.	11. Attract jointly to travelers from distant regions with little presence in South America, such as Asia / Pacific, Middle East and Oceania, by at least 70% of SAM States.	2020 to 2023
H	Consolidation of hub airports.	12. Strengthen the operation of existing and potential regional and domestic hub airports to ensure that each South American State that requires them has at least one efficient one.	2020 to 2030

	Goals	Actions	Dates
I	Exploration and development of the low-cost airlines market.	<p>13. Encourage the increase of routes and the supply of flights at more competitive prices to favor a greater proportion of the population by at least 70% of the SAM States.</p> <p>14. Promote secondary airports to boost traffic development in low connectivity cities by at least 70% of SAM States.</p>	<p>2020 to 2025</p> <p>2020 to 2035</p>
J	Promotion of alliances and agreements between airlines.	15. Establish in all the SAM States a regulatory framework conducive to the entry and operation of new airlines through alliances, agreements or other arrangements.	2022

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Objective 2: Increase aviation safety in the South American Region.

	Goals	Actions	Dates
A	Effective implementation of the State safety oversight system	<p>1. Obtain 100% effective enforcement (EI) in the eight (8) critical elements of the State safety oversight system, as appropriate to the complexity of the civil aviation system and the current percentage of EI of each State:</p> <ul style="list-style-type: none"> - States with EI less than 65%, <ul style="list-style-type: none"> Improvement of 75% 2020 Improvement of 80% 2022 Improvement of 85% 2024 Improvement of 90% 2026 Improvement of 95-100% 2028-30 - States with EI between 65 and 74.99%, <ul style="list-style-type: none"> Improvement of 80% 2020 Improvement of 85% 2022 Improvement of 90% 2024 Improvement of 95% 2026 Improvement of 95-100% 2028-30 - States with EI between 75 and 84.99%, <ul style="list-style-type: none"> Improvement of 85% 2020 Improvement of 90% 2022 Improvement of 95% 2024 Improvement of 95-100% 2028-30 - States with EI between 85 and 95%, <ul style="list-style-type: none"> Improvement of 95% 2020 Improvement of 95-100% 2028-30 	<p>2020 to 2030</p>
B	Implementation of the State Safety Program (SSP)	<p>2. Implement a sustainable State Safety Program (SSP) in all States.</p> <p>3. Implement an effective SSP in all States, as appropriate to the complexity of each State's civil aviation system.</p>	<p>2020</p> <p>2025</p>

	Goals	Actions	Dates
C	Reduction of accident rate in regular commercial air transport with airplanes over 5 700 kg	<p>4. Reduce, with the contribution of all States, the accident rate of the SAM Region below the global rate and achieve a consecutive period of 3 years without fatalities in aircraft accidents, maintaining it as from 2030, as follows:</p> <ul style="list-style-type: none"> - 10% below 2.34, which corresponds to the value of the SAM slope, calculated for 2020. Target: 2.10 - 10% below 2.11, which corresponds to the value of the SAM slope, calculated for 2022. Target: 1.90 - 10% below 1.91, which corresponds to the value of the SAM slope, calculated for 2024. Target: 1.72 - 10% below 1.74, which corresponds to the value of the SAM slope, calculated for 2026. Target: 1.57, no fatalities - 10% below 1.59, which corresponds to the value of the SAM slope, calculated for 2028. Target: 1.43, without fatalities - 10% below 1.45 which corresponds to the value of the SAM slope calculated for 2030. Target: 1.30, no fatalities 	<p>2020 to 2030</p> <p>2020</p> <p>2022</p> <p>2024</p> <p>2026</p> <p>2028</p> <p>2030</p>
D	Reduction of the RE accident rate in regular commercial air transport with airplanes over 5 700 kg	<p>5. Reduce, with the contribution of all States, the accident rate by RE of the SAM Region below the global rate and achieve a consecutive period of 3 years without fatalities in aircraft accidents, maintaining it as of 2030, as follows:</p> <ul style="list-style-type: none"> - 10% below 0.54, which corresponds to the value of the SAM slope, calculated for 2020. Target: 0.48 - 10% below 0.42, which corresponds to the value of the SAM slope, calculated for 2022. Target: 0.38 - 10% below 0.32, which corresponds to the value of the SAM slope, calculated for 2024. Target: 0.29 - 10% below 0.24, which corresponds to the value of the SAM slope, calculated for 2026. Target: 0.21, no fatalities - 10% below 0.16, which corresponds to the value of the SAM slope, calculated for 2028. Target: 0.14, no fatalities - 10% below 0.09, which corresponds to the value of the SAM slope, calculated for 2030. Target: 0.08, no fatalities 	<p>2020 to 2030</p> <p>2020</p> <p>2022</p> <p>2024</p> <p>2026</p> <p>2028</p> <p>2030</p>
E	Reduction of the number of accidents by RE in airplanes of more than 2 250 kg,	<p>6. Reduce, with the contribution of all States, the number of accidents per RE of the SAM Region in airplanes of more than 2 250 kg, which was 21 in 2016, as follows:</p> <ul style="list-style-type: none"> - 20% of the total SAM accidents of 2016: 17 - 30% of the total SAM accidents in 2016: 15 - 40% of the total SAM accidents of 2016: 13 - 50% of the total SAM accidents of 2016: 10 - 60% of the total SAM accidents in 2016: 8 - 70% of the total SAM accidents of 2016: 6 	<p>2020 to 2030</p> <p>2020</p> <p>2022</p> <p>2024</p> <p>2026</p> <p>2028</p> <p>2030</p>

	Goals	Actions	Dates
F	Reduction of the number of accidents by RE in airplanes of 2 250 kg or less	<p>7. Reduce, with the contribution of all States, the number of accidents per SR of the SAM Region in airplanes of 2 250 kg or less, which was 53 in 2016, as follows:</p> <ul style="list-style-type: none"> - 20% of the total SAM accidents in 2016: 42 - 30% of the total SAM accidents of 2016: 37 - 40% of the total SAM accidents of 2016: 32 - 50% of the total SAM accidents of 2016: 26 - 60% of the total SAM accidents of 2016: 21 - 70% of the total SAM accidents in 2016: 16 	<p>2020 to 2030</p> <p>2020 2022 2024 2026 2028 2030</p>
G	Enactment of laws on the protection of sources of safety information	8. Produce and enact safeguards laws that ensure the appropriate use and protection of safety information, to facilitate their continued availability in support of strategies for improvement, following the guidance in this regard contained in ICAO Annex 19.	2020

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Objective 3: Increase the institutional strength of the civil aviation and aviation accident investigation authorities of the South American Region.

	Goals	Actions	Dates
A	Review and updating of legislation relating to the organization of civil aviation and aircraft accident investigation authorities.	<ol style="list-style-type: none"> 1. Review and update the aeronautical legislation in harmony with the requirements demanded by the effective implementation of the State safety oversight system. 2. Consider in the legislation provisions that allow the aeronautical authorities to act with independence and administrative, financial and organizational autonomy, achieving an adequate level of institutional strength. 3. Adopt a statute or similar legal instrument, which stipulates that a director and a management board or similar body heads the aeronautical authorities, and that concentrates all provisions concerning their establishment, organization, requirements, powers and operation. 	2020
B	Autonomy and independence of the director of the authority to discharge his duties free of the political power.	<ol style="list-style-type: none"> 4. Strengthen the stability and independence of the director by establishing that his appointment lasts for eight years or more in all States. 5. Stipulate that the director be selected and appointed by the members of the management board or similar collegiate body. 6. Stipulate that his dismissal is impossible except for legally prescribed reasons. 7. Determine that he cannot hold other positions in government. 8. Provide that the appointment is not renewable. 9. Establish that independence is a formal requirement for appointment. 	2020

	Goals	Actions	Dates
C	Autonomy and independence of the members of the management board of the authority to perform their functions free of the political power.	<p>10. Ensure the stability and independence of the members of the management board or similar collegiate body by establishing that their appointment lasts for eight years or more.</p> <p>11. Stipulate that be appointed by the director of the authority.</p> <p>12. Stipulate that their dismissal is impossible except for legally prescribed reasons.</p> <p>13. Determine that they cannot hold other positions in government.</p> <p>14. Provide that their appointments are not renewable.</p> <p>15. Establish that independence is a formal requirement for appointments.</p>	2020
D	Independence of the authority formally established and without obligations in its relationship with government and parliament.	<p>16. Formally establish the independence of the authority.</p> <p>17. Stipulate that the authority has no formal obligations before the government.</p> <p>18. Stipulate that the authority has no formal obligations before the parliament.</p> <p>19. Determine that no body, other than a court, can overturn the decisions of the authority in which it has exclusive jurisdiction.</p>	2020
E	Financial and organizational autonomy of the authority.	<p>20. Establish that the source of the budget of the authority comes exclusively from the fees levied on the regulated industry.</p> <p>21. Stipulate that only the authority control the budget.</p> <p>22. Provide that only the authority decides on the agency's internal organization.</p> <p>23. Provide that only the authority is in charge of the agency's personnel policy (hiring and firing staff, deciding on its allocation and composition), ensuring that the professional staff have a similar or higher level of competence and a remuneration level higher than those of the industry personnel.</p>	2020

	Goals	Actions	Dates
F	Strengthening of the regulatory powers of the civil aviation authority.	24. Establish that only the civil aviation authority is the competent body for regulation in the domain that concerns it, free from the provision of services or investigation of aircraft accidents or incidents that do not correspond to its duties.	2020

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Objective 4: Seek the highest level of environmental protection of impacts produced by the aeronautical activity in the South American Region.

	Goals	Actions	Dates
A	Reduction to the maximum possible of the affectation of the population to noise produced by aircraft.	<ol style="list-style-type: none"> 1. Establish policies to mitigate noise from civil aviation at aerodromes and surrounding areas. 2. Promote operational measures and regulations that strike the balance between air operations at the aerodromes and the quality of life of surrounding populations. 3. Promote the emission and implementation of norms and procedures to attenuate the noise coming from the ground tests of engines. 4. Promote the implementation of aircraft certification standards in terms of noise. 5. Promote the implementation of technologies to optimize air operations and allow working with quieter aircraft and advanced technology (Types III and IV). 6. Promote the gradual renewal of aircraft operating in the region by quieter aircraft. 	2020
B	Limitation or reduction to the maximum extent possible the impact of aviation emissions on local air quality.	<ol style="list-style-type: none"> 7. Promote the adoption of measures to reduce emissions from engines that affect local air quality (particles of materials, nitrous oxides, among others). 8. Promote the issuance and implementation of local regulations regarding the certification of aircraft in relation to engine emissions. 9. Promote the gradual renewal of aircraft operating in the region by higher technology aircraft and lower emissions. 	2020 to 2024

	Goals	Actions	Dates
C	Limitation, reduction to the maximum extent possible or compensation of the impact of greenhouse gas emissions by aviation in the regional and global climate.	<p>10. Promote the study and research of the effects of greenhouse gases on local, regional and global climate.</p> <p>11. Promote the development, emission and updating of action plans for CO₂ reduction (updates must be made and sent to ICAO every three years).</p> <p>12. Promote the adoption of a system of inventory or accounting of emissions from civil aviation through the implementation of measurement, reporting and verification (MRV) systems.</p> <p>13. Create capacities in the States so that they can assume the responsibilities inherent to participation in the Carbon offsetting and reduction scheme for international aviation (CORSIA).</p>	2021 to 2035
D	Safe and orderly development of civil aviation in relation to the quality of the environment.	<p>14. Conduct studies and research to enable civil aviation authorities to gain a full understanding of the impacts of aviation on the environment.</p> <p>15. Promote the planning, remodeling or construction of greener airports, with designs and architecture that allow ventilation and natural lighting, using renewable energies, electric vehicles and ecologically treated water, also considering the recovery of affected areas and the reforestation of endemic flora.</p> <p>16. Ensure that land-use planning in the vicinity of airports is effectively compatible with aeronautical activity and does not endanger aircraft or surrounding communities.</p> <p>17. Achieve the greatest possible compatibility between the safe and orderly development of civil aviation and the quality of the environment.</p>	2020 to 2035

Monitoring and evaluation

The biannual meeting of Directors of Civil Aviation of the South American Region will be in charge of monitoring and evaluating the fulfillment of the plan objectives and goals, with the support of the ICAO South American Regional Office and other entities and organizations of the sector.

The South American Region will present to each ICAO Assembly a report on the plan progress, facilitating the exchange of experiences, including successes, challenges and lessons learned, to achieve the plan coherence and coordination with ICAO policies.

Greater capacity-building support will be offered in countries with less air connectivity, to transform South American civil aviation by providing a high degree of connectivity in a secure manner, with strong and environmentally friendly government institutions by 2035, in benefit of the development of the peoples of the region.

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