



APPENDIX

INTERNATIONAL CIVIL AVIATION ORGANIZATION South American Regional Office

BOGOTA DECLARATION

The thirteenth meeting of Civil Aviation Authorities of the SAM Region held in Bogota, Colombia, from 4 to 6 December 2013, convened by the ICAO South American Regional Office, and counting with the participation of high level officials representing 13 States and 8 international organizations and industry:

Considering that, in accordance with Article 37 of the International Civil Aviation Convention, each contracting State undertakes to collaborate in securing the highest practicable degree of uniformity in regulations, standards, procedures and organization in relation to aircraft, personnel, airways and auxiliary services in all matters in which such uniformity will facilitate and improve air navigation;

Noting the objectives to be achieved through the Global Air Navigation and Safety Plans, recently approved by the Thirty-eighth Session of the ICAO Assembly;

Taking into account the paramount role civil aviation performs in the socio-economical, exchange and commerce development for regional integration;

Aware that the constant air transport growth in the region and the great worldwide events to be developed in the next years require additional efforts to improve even more the aviation safety, efficiency and security indicators;

Aware that the air transport growth poses additional challenges for the infrastructure of both airports and air navigation;

Aware that the management of regional processes towards the implementation of air navigation, safety and security operational improvements require the establishment of clear indicators and goals;

Recognizing that the South American Region has successfully implemented regional technical cooperation mechanisms adopting a joint approach in the solution of problems of common interest;

Aware that the harmonization of regional standards and procedures will facilitate a collaborative environment among States, guaranteeing an increase in the levels of air operations safety in the region and the achievement of joint goals;

Aware that regional air navigation operational improvements are more productive, and that delays from one State can negatively affect the remainder States;

Recognizing that legislation on the protection of sources of information is necessary for a better regional State Safety Programme (SSP) and Safety Management Implementation (SMS) implementation;

Aware that the safety objectives achieved to date require specific actions for their sustainment;

Recognizing the importance of developing air safety intelligence using reactive, proactive and predictive information to accompany the taking of decisions, mitigation of safety risks and continuous improvement;

Recognizing the collaborative working potential of the runway safety teams (RST) as a risk management tool; and

Considering the action plan agreed upon during the Meeting of Air Navigation and Flight Safety Directors of the South American (SAM) Region.

The thirteenth meeting of Civil Aviation Authorities of the SAM Region (RAAC/13):

DECLARES its commitment in achieving the following goals by 2016:

1. **Safety oversight**

Have 80% of effective implementation (EI) in the SAM Region.

2. **Accidents**

Reduce the SAM regional accident rate gap in 50% with regard to the global accident rate.

3. **Runway excursions**

Reduce runway excursions in 20% with regard to the average rate of the Region (2007 – 2012).

4. **Aerodrome certification**

Have 20% of the international aerodromes certified.

5. **State Safety Programmes (SSP) and Safety Management System (SMS) Implementation**

- *Reach 67% of SSP implementation.*
- *Reach 100% of the service providers SMS oversight capacity.*

6. **PBN terminal**

Full compliance with goals established in ICAO Assembly Resolution A37-11 regarding approach procedure with vertical guidance (APV).

7. **PBN enroute**

- *60% of the international aerodromes with standard instrument departure (SID) / standard instrument arrival (STAR) PBN.*
- *60% of the routes/airspace with performance based navigation (PBN).*

8. **CDO**

40% of the international aerodromes / terminal control areas (TMA) with continuous descent operation (CDO).

9. **CCO**

40% of the international aerodromes / TMAs with continuous climb operations (CCO).

10. **Estimated fuel savings/ CO2 emissions reduction based on the ICAO fuel savings estimation tool (IFSET)**

Reach 40,000 tons of regional CO2 emissions reduction per year in en-route PBN implementation.

11. **ATFM**

100% of the area control centre (ACCs) providing air traffic flow management (ATFM).

12. **AIM**

100% of the required elements in PHASE I (aeronautical information services (AIS) to aeronautical information management (AIM) Roadmap).

13. **AMHS interconnection**

100% of the Air Traffic Services Message Handling Services (AMHS) regionally interconnected.

14. **Interconnection of automated systems (ATS interfacility data communications (AIDC) exchange)**

100% of the automated systems interconnected.

15. **Implementation of national Internet protocol (IP) networks**

80% of the States with national IP communications networks implemented.

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