

Characteristics of the Arab Civil Aviation Organization (ACAO, also known as the Arab Civil Aviation Commission)

The information below is collated directly from the sources attributed and does not reflect endorsement of its contents.

Establishment and history

The Arab Civil Aviation Organization (ACAO, also known as the Arab Civil Aviation Commission) is a specialised Arab organisation affiliated to the League of Arab States (LAS, also known as the Arab League), which [aims to strengthen cooperation and coordination](#) among Arab countries in the field of civil aviation and its development. ACAO was established on 7 February 1996 replacing the Civil Aviation Council of Arab States, whose agreement came into force on 14 October 1967. Its first General Assembly was held on 5 June 1996.

It is headquartered in Rabat, Morocco. Its working language is Arabic.

Aims and objectives

The [objectives and goals of ACAO](#) are to provide the civil aviation authorities of the Member States with a framework for joint action to:

- Implement a general plan for civil aviation among Arab countries in order to develop and secure its safety.
- To promote the necessary cooperation and coordination among Member States in the field of civil aviation and to lay the foundations for this in a uniform approach.
- To develop and advance Arab civil aviation in a manner that responds to the needs of the Arab nation for a safe, secure and orderly air transport.

Activities and responsibilities

[ACAO has the following responsibilities and performs the following activities](#), in particular:

- Conduct research and prepare studies, as appropriate, on the economic, regulatory, legal, and technical and security aspects of civil aviation among Member States.
- Coordinate the positions of Member States on matters of common interest and concern.
- Support the integration of Arab air transport institutions.
- To encourage and support the aviation industry and to promote its use in Member States.
- Monitor changes, including technical changes, in civil aviation and determine Member States' requirements to respond to important challenges.
- Encourage coordination and harmonization between the legislation and procedures of civil aviation in Member States and work towards unifying these legislations and procedures.
- Promote the application of ICAO's standards and recommended practices.
- Strengthen arrangements among Member States as long as they contribute to the implementation of ICAO regional plans for air navigation equipment and services.
- Facilitate the exchange of information on safety and the promotion of security awareness
- Coordinate with regard to training and training programs, while encouraging the implementation of programs to develop training institutes, and their capacity to address current and future needs of civil aviation professionals.
- To study any situation as an obstacle to the progress of air transport and air navigation in the Arab countries at the request of any Member State and recommend what it deems appropriate.

Organisational structure

The [structure of ACAO](#) includes a general assembly, an executive council, a general directorate and five committees composed of specialised experts representing Member States (the Environment Committee, the Air Transport Committee, the Air Navigation Commission, the Air Safety standards Committee and the Aviation Security Committee) in addition to the Financial oversight committee.

The General Assembly consists of the presidents and directors-generals of civil aviation in the Arab Member States, which meets every two years to adopt the plans, programs and the budget of ACAO.

The General Directorate is the administrative body of ACAO, headed by a Director-General elected by the General Assembly for a term of four years, renewable once. The role of the Director-General is to implement the recommendations and resolutions of the General Assembly and the Executive Council and to prepare ACAO's projects and activities.

The Executive Board is composed of nine members elected by the General Assembly among the heads or general managers of civil aviation every two years. The Board meets twice a year. Its role is to study the problems of civil aviation in the Arab countries to work on the development of this sector, and to propose the programs and budget of ACAO as well as the implementation of General Assembly resolutions.

The committees of ACAO: the Air Transport Committee, the Environment Committee, the Aviation Security Committee, the Air Navigation Commission and the Safety Committee prepare the work of ACAO and its projects and discuss the topics that are referred to it. Each committee consists of 9 specialised experts representing Member States. Each committee meets at least twice a year. These committees can establish subcommittees or task forces to accomplish their work.

Membership

A [journal article](#) on ACAO from 1996 in Arab Law Quarterly provides a translation of the ACAO Agreement, which states that members must be in the LAS. [According to ACAO's website](#) its members are: 'Republic of Djibouti; People's Democratic Republic of Algeria; Republic of Tunisia; Syrian Arab Republic; Republic of Sudan; Saudi Arabia; Sultanate of Oman; Republic of Iraq; Republic of Somalia; Republic of the Comoros; State of Qatar; State of Palestine; the State of Libya; the Republic of Lebanon; State Kuwait; the Islamic Republic of Mauritania; the Kingdom of Morocco; the Arab Republic of Egypt'.

Relationship with other organisations

[According to ACAO](#), it has the following relationships with other organisations (paraphrased):

- Entities dealing with ACAO:
 - International Civil Aviation Organization; Arab Air Transport Association; African Civil Aviation Commission; Latin American Civil Aviation Commission; European Civil Aviation Conference; Queen Noor College of Civil Aviation, Jordan; Qatar Aviation Science College; Singapore Aviation Academy; Eurocontrol; International Air Transport Association; Alcatel Company; Airport Council International; ESCWA; National Airport Authority - Mohammed VI Aviation Academy; Arab Standing Committee for Meteorology; Arab Organization for an earth monitoring satellite system (Arab Sat); Civil Aviation Authorities of Friendly States.
- Special relationship between ACAO and ICAO:
 - ACAO has a strong relationship with ICAO and ACAO adopts and follows up the implementation of ICAO's Standards and Recommended Practices. The culmination of this relationship was the 1999 signature of a cooperation agreement between ACAO and ICAO.
 - ACAO strives to comply with all ICAO decisions, which enhanced its credibility and role in international aviation industry forums. ACAO contributes effectively to all the meetings and

conferences organised by ICAO. ACAO is a strong contributor in drafting resolutions adopted during those meetings where the Arab Group introduced a specific proposal or demand.

- Cooperation with the Arab League:
 - ACAO abides by the decisions of Council of Arab Ministers of Transport according to the Agreement on its Establishment. It submits a periodic report on its activities. It is also committed to the decisions of the Economic and Social Council, and provides periodic memoranda during its meetings, as well as the Committee of organisations for coordination and follow-up purposes, and the High Coordination Committee for joint Arab action. The organisation also attends the meetings of the Council of the League and the Summit by invitation of the General Secretariat of the League. It coordinates its work with the General Secretariat of the League of Arab States and other organizations. In this context, the ACAO is committed to presenting its draft plans, programs and budget to the Organization's Committee for coordination and follow-up and to the Economic and Social Council in view of its approval.
- ACAO's contribution to promoting the integration of air transport institutions (cooperation with the Arab Air Carriers Organization):
 - One of the most important concerns of ACAO since its establishment is to create the right framework for assisting airlines consolidate and coordinate their positions and unify their plans and programs, hoping to achieve integration in the various components of the Arab civil aviation sector.
 - ACAO has worked to strengthen cooperation with the Arab Air Carriers Organization through the establishment of a unified Arab air transport policy and its restructuring, easing restrictions on air freedoms, intensifying flights between Arab countries and encouraging Arab carriers to cooperate in the areas of spare parts exchange, aircraft maintenance, computer reservation systems, code sharing and marketing alliances. Other steps have been taken as a platform for cooperation and integration in the development of air corridors in the Arab airspace, cooperation in search and rescue, improvement of air navigation services towards the implementation of the air navigation system through satellite and the expansion of cooperation to include safety services as well as the harmonisation of civil aviation regulations and laws in the Arab States.

Funding

While the UAE's General Civil Aviation Authority notes in a [LinkedIn post](#) that the ACAO 2023–24 budget was approved at the 66th session meeting of the Executive Council, held around 20-21 December 2022, there are no budget papers available online.

A [journal article](#) on ACAO from 1996 in Arab Law Quarterly provides a translation of the ACAO Agreement, which discusses funding as follows:

- the revenues of the organisation consist of: the contributions of member states; income from its services and activities as a specialised Arab institution of expertise (this would refer to consulting, research and training work it may undertake for member states); and grants, wills, donations and aid accepted by the decision of the General Assembly.
- the organisation has a separate budget of USD\$500,000 per year in 1996. While this figure is no longer current, it indicates that the organisation had its own budget at the time (outside of the LAS), given it is an independent entity, to fund its functions, responsibilities and activities.

While the ACAO Agreement appears to be silent on what happens to voting rights after non-payment of contributions, this could be dealt with through the General Assembly's resolutions.

Characteristics of the African Civil Aviation Commission (AFCAC)

The information below is collated directly from the sources attributed and does not reflect endorsement of its contents.

Establishment and history

[According to ICAO](#), the African Civil Aviation Commission (AFCAC) was conceived by the Constitutive Conference convened by ICAO and the Organization of African Unity (OAU) held at Addis Ababa, Ethiopia in 1964 and the constitution was adopted on 17 January 1969; it came into force on 12 January 1972 after ratification by twenty Member States of the OAU.

It is a consultative body whose objectives are to provide the civil aviation authorities in the Member States with a framework within which to discuss and plan all the required measures of coordination and cooperation for all their aviation activities, and to promote coordination, better utilisation and orderly development of African air transport systems.

A new constitution was adopted on 16 December 2009 at the end of the meeting held in Dakar, Senegal from 14 to 16 December 2009. AFCAC is a specialised institution of the African Union (which replaced the OAU in 2000).

From inception, AFCAC was technically, administratively and financially managed by ICAO through African member State's contributions. AFCAC became autonomous from ICAO management on 1 January 2007. AFCAC's headquarters are located in the same building as the Dakar, Senegal-based Western and Central African (WACAF) Office of ICAO. AFCAC's working languages are those of the [African Union](#) – where possible, African languages, Arabic, English, French and Portuguese.

Aims and objectives

AFCAC's objectives are (consistent with Article 3 of the [AFCAC Constitution](#)):

- Coordinating civil aviation matters in Africa and cooperating with ICAO and all other relevant organizations and other bodies which are involved in the promotion and development of civil aviation.
- Facilitating, coordinating and ensuring the successful implementation of the Yamoussoukro Decision by supervising and managing Africa's liberalised air transport industry.
- Formulating and enforcing appropriate rules and regulations that give fair and equal opportunity to all stakeholders and promote fair competition.
- Promoting understanding on policy matters between its Member States and States in other parts of the world.
- Fostering inter alia, the implementation of ICAO Standards and recommended Practices for the safety, security, environmental protection and regulatory of the aviation sector.
- Ensuring adherence to and implementation of Decisions of the Executive Council and Assembly.

Activities and responsibilities

In accordance with Article 4 of the [AFCAC Constitution](#), it has the following responsibilities and carries out the following activities:

- undertake studies on technical regulatory and economic developments in air transport, with particular focus on their implications for Africa
- encourage and Sipolt Member States to comply with ICAO Standards and Recommended Practices, as well as the regional air navigation plans
- foster and coordinate programmes for the development of training facilities in Africa and to encourage and support the training and development of personnel in all fields of civil aviation

- encourage and support the creation of autonomous civil aviation entities
- develop collective arrangements to secure the necessary resources for the promotion of international civil aviation, particularly those provided within the framework of bilateral and multilateral programmes for technical cooperation to Member States
- ensure advocacy and defence of common positions of member States at international fora relating to civil aviation
- ensure seamless and close co-operation with the various RECs as well as those of other African Organisations concerned with civil aviation matters
- advise Member States on all civil aviation matters
- examine specified problems which may hinder the development and operation of the African civil aviation industry and, where possible, take corrective and/or preventive actions in coordinating with Member States as required
- act pursuant to provisions of the Article 9 of the Yamoussoukro Decision to discharge its duties of Executing Agency of Air Transport in Africa
- develop and harmonise common rules and regulations for the safety, security, environmental protection, fair competition, dispute settlement and consumer protection, amongst others
- increase and coordinate synergies in the fields of search and rescue, salvage and accident investigation; m) coordinate the development and implementation of plans in the field of aviation infrastructure
- coordinate the election of African States into the ICAO Council and of African experts into the Air Navigation Commission after receiving the approval of AU
- support and facilitate the appointment of Africans into ICAO, its organs and other international civil aviation bodies
- perform such other functions as may be conferred upon it by the Executive Council or the Assembly of the African Union to fulfil its objectives.

Organisational structure

AFCAC has a Plenary, Bureau and Secretariat, as detailed in the AFCAC Constitution.

The Plenary is the supreme organ of AFCAC and it is composed of duly accredited representatives of Member States responsible for Civil Aviation. It meets every 3 years, or may hold an extraordinary session at the initiative of the Bureau. The [functions of the Plenary](#) are to:

- issue policy guidelines through resolutions and recommendations
- elect the President and Vice-Presidents to serve as members of the Bureau
- approve the Organizational Structure of AFCAC and appoint the Secretary General upon the recommendation of the Bureau
- approve the work programme, business plan, budget, rules and regulations of AFCAC
- establish committees and working groups, as necessary, to undertake special assignments or tasks on civil aviation in Africa, with such functions as may be specified, and appoint their members
- approve such other activities, rules and procedures as deemed appropriate, to meet the objectives of AFCAC
- appoint External Auditors of AFCAC
- consider and take appropriate action on the External Auditors report
- ensure the effective implementation of the Yamoussoukro Decision, principally the liberalization of air transport services
- adopt the financial rules and regulations, accounting and auditing rules and regulations for AFCAC

- submit its triannual report on the state of implementation of the Yamoussoukro Decision to the Assembly of Heads of State and Government through the Executive Council
- adopt its rules of procedure, including the establishment of committees as deemed appropriate as well as the Rules of Procedures of the Bureau
- undertake such other functions as may be requested or conferred upon it by the relevant Organs of the AU, the Monitoring Body and the Sub-Committee of Air Transport.

The Bureau is composed of the President and 5 Vice-Presidents elected by the Plenary in accordance with the AU geographical representation formula. The Presidency of AFCAC is on a rotational basis, with each region serving 1 term of 3 years. The functions of the Bureau are to:

- convene the ordinary and extraordinary plenary sessions, subject to the relevant provisions of Article 10, and determine the provisional agenda
- ensure the implementation of the AFCAC work programmes and other resolutions of the AFCAC Plenary
- supervise and coordinate the activities of the Secretariat and any committee or working group
- prepare its own rules of procedures and submit them to the Plenary for approval
- implement the resolutions, directives and decisions of the Plenary and discharge the duties and obligations which are conferred upon it in the Constitution
- select and recommend from a shortlist to the Plenary, candidates for Secretary General
- supervise the administrative and financial management of the Secretariat
- submit periodic reports on its activities to the Plenary
- carry out any other functions that may be assigned to it by the Plenary.

The Secretariat is headed by a Secretary-General assisted by the necessary and competent Staff for the smooth functioning of AFCAC. The Secretary General is appointed by the Plenary upon the recommendation of the Bureau. The Secretary-General's role is to:

- follow up and ensure the implementation of the resolutions, directives and decisions of the Plenary, Bureau and Monitoring Body, in accordance with the rules and regulations of AFCAC
- represent AFCAC and defend its interests under the guidance and approval of the Plenary and the Bureau
- promote the development of the programmes, projects and initiatives of AFCAC
- prepare and submit proposals concerning the work programmes, business plans, strategic objectives, projects, activities and budgets of AFCAC and ensure their implementation
- oversee the administrative and financial management of AFCAC by appropriately managing the budgetary and financial resources including collecting revenue from various sources
- prepare financial reports including reports for the past triennial and a budget for the forthcoming triennial to be submitted by the Bureau to the Plenary for approval in accordance with AFCAC rules and regulations
- submit reports on the activities of AFCAC to the Plenary, Bureau and Monitoring Body
- appoint staff and terminate contracts of appointment in accordance with AFCAC Staff Rules and Regulations
- prepare and service meetings of the Plenary, Bureau and Committees of AFCAC
- organize meetings and undertake studies as necessary and maintain relevant records
- submit to the Bureau and the Monitoring Body annual reports on the operations of AFCAC
- keep in custody the seal, documents, files and other data relating or relevant to AFCAC
- make recommendations to improve AFCAC's operational efficiency.

Membership

Based on Article 5 of the [Constitution of the African Civil Aviation Commission \(2009\)](#), Article 5, membership of AFCAC is open to all African states.

AFCAC has 54 members, according to the [list of countries which have signed, ratified or acceded to the AFCAC Constitution](#): Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cape Verde, Central African Republic, Chad, Comoros, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Swaziland, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

Relationship with other organisations

AFCAC works in close cooperation with the different AU groups, RECs, ICAO, United Nations Economic Commission for Africa (UN-ECA) and other governmental and non-governmental international organizations, civil aviation service providers on matters of mutual interest.

AFCAC works closely with other CACs, for example:

- [AFCAC and ECAC held a joint environment workshop on the ICAO LTAG in November 2022](#)
- [ECAC and AFCAC organised a joint regional workshop on testing and certification of security equipment in November 2022](#)
- [ECAC-ACAO-AFCAC held a joint regional seminar on "Innovation and Cybersecurity" in January 2020](#)
- [AFCAC-ACAO-ECAC-LACAC held a meeting on 5 September 2022 to address issues related to reciprocal support around working papers and support for election to the ICAO Council ahead of the 41st ICAO Assembly.](#)
- [In February 2023 all CACs met to strengthen cooperation and support sustainable development of civil aviation](#) – see also [here](#).

Funding

Article 17 of the AFCAC Constitution states that:

- The regular budget of AFCAC is funded by member contributions in accordance with a scale of assessment determined by the Plenary.
- Supplemental budgets of AFCAC may be made available to meet extra and/or special budgetary needs of AFCAC – the Plenary determines the contributions of members to such special budgets.
- AFCAC may receive grants, donations, and proceeds for its activities as approved by the Bureau.

At the [33rd Session of the Plenary of AFCAC](#), held in December 2021, the AFCAC Bureau reported that AFCAC had received a total collection of USD\$7 210 109 from Member States contributions, representing 57 per cent of the billed amount for the triennium. The billed amount for the triennium was USD\$12 557 038, after adjustment of contributions for 2020 and 2021. The Secretariat executed expenses of USD\$5 971 902 based on the triennium work program and this represented 83 per cent of the total amount collected for the same period.

At the [34rd Extraordinary Session of the Plenary of AFCAC](#), held in July 2022, the 2022–24 triennium budget was reduced by 41 per cent compared to the first proposal presented by the Bureau during the 33rd Plenary.

A public tender with a [terms of reference for the recruitment of an external audit firm to AFCAC](#), to conduct an audit of AFCAC's finances for the 2018–2020 triennium, states that:

“The budget of the Commission on the average is USD\$3 500 000 for a triennium which comprises of at least 55% on cost of Salary and Benefits; 11% missions to States and attending Regional and International meetings and hosting various meetings requiring translation and Interpretation Services.”

According to the South Africa's [Estimates of National Expenditure 2023](#), the Parliament of South Africa has appropriated R6.4 million (about USD\$350,000 as at March 2023) for the purposes of contributing to AFCAC in 2023/24 (this may include ordinary, special or voluntary contributions). In 2019/20, the Parliament of South Africa appropriated R7.7 million (about USD\$535,367 as at December 2019) for that purpose.

Article 18 of the AFCAC Constitution provides that any Member State that fails to honour its financial commitments to the Commission for a period of 2 years or more forfeits the right to vote in the Plenary or nominate candidates for any elective or other post within AFCAC. After 3 years of non-payment that Member State will also have its nationals deprived of the rights, privileges, benefits and advantages usually accorded to Member States.

Characteristics of European Civil Aviation Conference (ECAC)

The information below is collated directly from the sources attributed and does not reflect endorsement of its contents.

Establishment and history

A European air transport body was [first envisaged](#) when the Consultative Assembly of the Council of Europe considered, in 1951, certain proposals submitted to it with a view to achieving the greatest possible degree of coordination in inter-European air transport. ECAC held its inaugural session in Strasbourg in 1955. The session established a Constitutional Commission which considered the formal establishment and status of the "Conference" as it is usually called, its Rules of Procedure and its relationship with ICAO as well as with those European governmental and non-governmental agencies whose task might be closely associated with that of ECAC. ECAC is headquartered in Paris, France and its working languages are English and French.

ECAC has a unique relationship with ICAO, given that ECAC was initially established as a conference organised by ICAO. Its secretariat was provided by ICAO until 2020.

At its 221st Session, the ICAO Council was informed that the transition period leading to the legal and [administrative separation of ECAC from ICAO ended on 31 August 2020](#), confirming that from that date ECAC no longer required certain administrative services from ICAO. This included terminating the Agreement between ICAO and ECAC regarding Secretariat Services of 12 July 1969.

Aims and objectives

ECAC's objective, according to [its Constitution](#), is the promotion of the continued development of a safe, efficient and sustainable European air transport system. In so doing, its [mission](#) is to:

- harmonise civil aviation policies and practices amongst its Member States, and
- promote understanding on policy matters between its members and other regions of the world.

ECAC's priorities, according to [ECAC's Strategy for the Future 2021](#), in discharging its role are:

- To act as a pan-European think-tank
- To support its members in developing and promoting pan-European positions and solutions
- To serve as a centre of expertise for its Member States.

[ECAC's work programme 2022-2024 for external relations](#) include the following objectives:

- Aim: To promote European positions and priorities internationally. Objectives are to ensure:
 - European positions, priorities and good practices are well represented and influence the outcome of major international events.
 - close coordination with the European representatives on the ICAO Council.
- Aim: To strengthen cooperation with existing partners within and beyond Europe by:
 - close cooperation with the EU and with European organisations.
 - close coordination with ICAO.
 - effective relationships with regional aviation organisations (e.g. ACAO, AFCAC, LACAC, WAEMU, ECOWAS) and promote European priorities.
 - relationships with bilateral partners and promote European priorities.
- Aim: To strengthen cooperation with industry and other stakeholders. Objective:
 - To consolidate cooperation with the air transport stakeholders (industry, NGOs, consumers organisations) on areas of common interest.

Activities and responsibilities

ECAC engages in a [range of activities](#) on coordination and/or capacity and capability building in: External relations; Safety and accident investigations; Environment; Security and Facilitation; Economic matters and Legal matters; Uncrewed aircraft systems; Artificial intelligence; COVID-19; Communication for civil aviation; Diversity, equity and inclusion; Training.

Organisational structure

ECAC meets in [Plenary \(Triennial\) Session](#) once every three years at the European Parliament in Strasbourg, the birthplace of ECAC. The Triennial Session establishes ECAC's work programme and budget for the next three years. Items are considered for inclusion in ECAC's work programme if:

- the subject is of importance and interest to a large number of Member States or to other European organisations;
- an acceptable solution to the problems involved seems possible; and
- the results expected to be achieved can make an effective contribution, in particular to the work of the European Commission and to ICAO.

ECAC's [44 Directors General of Civil Aviation](#) meet at regular intervals, typically three times a year, to review, discuss and resolve policy issues. Annually, the ECAC Forum takes place and this gives Directors General an opportunity for informal strategic discussions on issues of topical importance.

The [ECAC Coordinating Committee](#), which steers ECAC's business between these meetings, comprises the President of ECAC, elected for a three-year term of office, three Vice-Presidents and up to seven 'Focal Points', all of whom are Directors General of Civil Aviation taking responsibility for leading specific fields of ECAC activity, with the help of specialist working groups, task forces etc.

The [ECAC Secretariat](#), under the direction of its Executive Secretary, comprises a multinational team of experts with wide experience in all aspects of civil aviation. ECAC requires all members of its secretariat to hold the nationality of a Member State of the conference.¹

Membership

According to Article 2 of the [ECAC Constitution](#), ECAC membership is open to any European State that provides assurances not only that they are ready to play an active part in furthering ECAC's objectives, but also that they will comply fully with all other parts of the ECAC Constitution. Applicants must be unanimously endorsed to be admitted by the Conference.

ECAC's 44 members are: Albania, Armenia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Monaco, Montenegro, Netherlands, North Macedonia, Norway, Poland, Portugal, Republic of Moldova, Romania, San Marino, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye, Ukraine, and the UK.

Relationship with other organisations

ECAC has a range of cooperation agreements with non-ECAC States and international organisations, as detailed in its [ECAC in Focus](#) publication:

- Since its creation in 1955, ECAC has established and maintained cooperative relationships with a range of non-ECAC States and organisations, such as: Council of Europe, European Aviation Safety Agency (EASA), EUROCONTROL, European Parliament, European Union (EU), International

¹ ECAC, [Constitution and Rules of Procedure](#), ECAC, Article 13(2).

Civil Aviation Organization (ICAO), International Transport Forum (ITF), Organization for Economic Co-operation and Development (OECD), Universal Postal Union.

- It falls within the responsibilities of the President of ECAC to establish and maintain Member States' relations with ECAC's sister regional organisations in Africa, the Arab world, and Latin America and with other governmental and non-governmental organisations in the civil aviation field and with States worldwide, reflecting the fact that these relations are of great importance to ECAC. This is in accordance with the [ECAC External Relations Policy Statement](#).
- With 27 of its 44 Member States being also members of the EU, close cooperation with the European Commission is of fundamental importance to avoid duplication of work and making best use of limited resources and to provide vital links to the EU's air transport policies for all non-EU ECAC Member States. Representatives of the European Commission are systematically invited to participate in ECAC meetings in the various fields of the organisation's activities.
- ECAC has always had a special working relationship with ICAO and represents the interests of its Member States at ICAO Assemblies and other special events.
- Relations with ECAC's sister regional organisations are strong, inter alia through bilateral cooperation agreements and joint work programmes and activities with regional organisations and individual States. There are now also in place MOU's with the African Civil Aviation Commission (AFCAC), the Latin American Civil Aviation Commission and the Arab Civil Aviation Organization, and also with Singapore, the United Arab Emirates and the Republic of Korea.
- High-level meetings are held once or twice a year with the United States. Issues of mutual interest including security, safety and the environment, are discussed regularly with the United States, in meetings involving the departments of State and Transportation, the TSA and the FAA.

Funding

Under Article 14 of the [ECAC Constitution](#), the costs attributable to the activity of the Conference are the responsibility of the Member States of the Conference, and are apportioned among them in proportion to the number of units of their contribution to ICAO for the year in which any payment is to be made. Member States' contributions are payable in advance to the Conference in euros and interest is payable on contributions that are more than one year in arrears.

While access to the Working Paper 10, presented at the 39th ECAC Plenary in July 2021, was restricted, the [Summary of Discussions](#) noted that as a result of the impacts of the COVID pandemic:

'The Executive Secretary underlined that the Member States' contributions would be based on the following two principles: zero nominal growth principle, to be applied to Member States' contributions; and a floor rate (i.e. the minimum contribution paid by Member States) at the current 1.5% level. The Executive Secretary also informed the Plenary Session that the proposed budget would be balanced by a transfer from the reserves, if needed at the end of the 2022-2024 triennium.'

The ECAC Constitution does not appear to have a provision to remove voting rights from Member States who do not meet their financial obligations, however, this may be dealt with through a different mechanism or instrument instead.

Characteristics of the Latin American Civil Aviation Commission (LACAC)

The information below is collated directly from the sources attributed and does not reflect endorsement of its contents.

Establishment and history

Beginning with the creation of the Organization of American States in 1948, a number of international bodies have been established consisting of most of the States of Latin America and the Caribbean Economic and commercial integration of the countries of Latin America have been fostered through the efforts of these organizations. This common background was considered when the Second Latin American Civil Aviation Authorities Conference founded the Latin American Civil Aviation Commission (LACAC).²

Eventually, in 1973, during the Second Conference of Aeronautical Authorities of Latin America, that the Latin American Civil Aviation Commission was established for the purpose of collaborating fully in the solution of civil aviation problems. LACAC is headquartered in Lima, Peru. Its working languages are Spanish, Portuguese and English.

Aims and objectives

The primary objective of LACAC is to provide the civil aviation authorities of the Member States with a suitable framework within which to discuss and plan all the necessary measures for co-operation and co-ordination of civil aviation activities. It was created mainly to solve economic rather than technical problems, since the safety of air navigation at the regional planning level is the responsibility of ICAO and its Regional Offices.

LACAC's **mission** is to: '[promote the integration, cooperation, and coordination between the Latin American States in matters of air transport, air policy, airport management, capacity building, environment, facilitation, and aviation safety and security.]' Its strategic objectives are to:

- Strengthen coordination between civil aviation authorities and other actors in the aviation sector and promote the efforts of technical groups to enable the Sustainable Development of the sector in Latin America.
- Guarantee regional representation in ICAO and in other international forums.
- Develop a strategic management model for institutional strengthening that guarantees its permanence over time and in its space of incidence.

Activities and responsibilities

LACAC has played an important role in coordinating and establishing policies and common approaches covering a wide range of subjects pertaining to the development of civil aviation among Member States. LACAC maintains close relations with ICAO in order to ensure the harmonization and co-ordination of its activities with the objectives and plans of ICAO.

The activities of LACAC include:

- Encouraging and supporting co-ordination and co-operation between the States of the region with a view to the orderly development and most effective use of air transport within, to and from Latin America
- Carrying out economic studies on air transport in the region

² Jose C. Bogolasky, Air Transport in Latin America: The Expanding Role of the Latin American Civil Aviation Commission, 44 J. AIR L. & COM. 75 (1978) <https://scholar.smu.edu/jalc/vol44/iss1/4>

- Promoting a broader exchange of statistical information between member States through an improved and timely dissemination of the ICAO questionnaires and reporting forms and the provision of other statistical information which it may be decided to compile on a regional basis
- Fostering the implementation of ICAO standards and recommended practices on facilitation of the movement of passengers, cargo and mail within the region, and proposing additional measures to achieve a speedier development in this regard
- Promoting between the States of the region agreements which lead to a more effective implementation of the ICAO regional plan for the establishment of air navigation facilities and services and to the adoption of ICAO standards relating to airworthiness, aircraft maintenance and operation, personnel licensing and aircraft accident investigation
- Promoting agreements for personnel training in all the specialized fields of civil aviation;
- Promoting joint technical co-operation agreements in Latin America in the area of civil aviation with a view to the most effective use of all available resources, particularly those provided within the framework of the United Nations Development Programme.

Organisational structure

LACAC is composed by an Assembly, an Executive Committee, and a Secretariat. The Assembly composed of the representatives of the Member States and meets in ordinary sessions at least once every two years. The Executive Committee, composed of the President and Vice-presidents elected by the Assembly, administers, coordinates, and steers the work programme established by the Assembly, and may form committees of experts as required. The Secretariat is determined by the Executive Committee in accordance with the rules and directives specified by the Assembly.

Membership

Based on Article 2 of the [Statute of the Latin American Civil Aviation Commission \(1973\)](#) membership is restricted to the states of South America, Central America (including Panama), Mexico and the Caribbean. This is a geographical area which, for the purposes of the Treaty, is called Latin America.

According to its [website](#), LACAC has 22-member states: Argentina, Aruba, Belize, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay, Venezuela.

Relationship with other organisations

LACAC has a range of agreements with other organisations, including [ACAO](#), [AFCAC](#) and [ECAC](#), as well as the civil aviation agencies of the USA, Singapore, Qatar, China, Mexico, the UAE and others. Broadly, the arrangements with other CACs extend to information exchanges; cooperation through exchanging letters and documents, mutual visits, invitations to attend meetings and consultations and coordination when necessary; executive visits; identification of joint projects; and, training.

Funding

LACAC has financial autonomy and is managed by ICAO's Technical Cooperation Project RLA/06/801, through which a record is kept of all expenses that the Secretariat reports through quarterly and annually audits. Audits dating back to 2017 are available [here](#). The contributions of members total about USD\$325,000 per year for this service. Under the [Management Services Agreement between the International Civil Aviation Organization and the Latin American Civil Aviation Commission \(2007\)](#), LACAC has managerial and financial autonomy with a management services agreement with ICAO. ICAO is contracted to oversee the coordination of work, hiring of secretariat personnel, and financial and accounting management, among other things.