



WORKING PAPER

ASSEMBLY — 39TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 20: Environmental Protection – Aircraft Noise – Policy, Standardization and Implementation Support

Agenda Item 21: Environmental Protection – Aircraft Engine Emissions affecting Local Air Quality – Policy, Standardization and Implementation Support

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

(Presented by Guatemala, representing the Member States of the Latin American Civil Aviation Commission (LACAC²))

EXECUTIVE SUMMARY

This Working Paper presents the Latin American Region's developments concerning the environment and civil aviation, which have been consolidated in the document containing Resolution A21-07 – Guidelines related to the Environment and Civil Aviation in Latin America – adopted by consensus by the 22 LACAC Member States. Similarly, it presents the mainstreaming of the environmental factor into LACAC's different working groups, mainly its link with participation in the development of a strategic plan for the Commission and the integration of a sustainable vision in the area of airport management. The foregoing, through the respective working groups.

Action: The Assembly is invited to:

- a) Take note of the information presented herein;
- b) Incorporate the Latin American Region's environmental strategies and vision into the documents being prepared on this matter; and
- c) Require a higher level of representation of developing countries in the Committee on Aviation Environmental Protection (CAEP).

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective E - <i>Environmental Protection</i>
<i>Financial implications:</i>	It is expected that most of the related activities and the implementation of initiatives will be carried out through each State's own funds for the improvement of their environmental performance; nevertheless, some proposed measures may require additional resources from international cooperation, in different forms.

¹ Spanish version provided by Guatemala.

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

<i>References:</i>	<ul style="list-style-type: none">• Resolution A38-17: Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality.• Resolution A21-07: Guidelines related to the Environment and Civil Aviation in Latin America.• Strategic Plan of the Latin American Civil Aviation Commission (LACAC).
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1. BACKGROUND

1.1 Stemming from the current significance and relevance of environmental issues, the Member States of the Latin American Civil Aviation Commission (LACAC) have considered the need for a common perspective between aviation and the environment by enacting plans, programmes and projects to reduce the environmental impact generated by the aviation sector. The latter is based on a concern for the global environmental heritage and is in compliance with the different responsibilities assumed within the different international forums on this matter, mainly those stemming from the International Civil Aviation Organization.

1.2 In this respect, LACAC Member States have worked towards consolidating the different environmental initiatives that have been developed within the framework of the various working groups, and which have been enshrined in the documents that reflect the commitment of Latin American States to promote sustainable aviation, which increases their competitiveness and improves their environmental performance.

2. DISCUSSION

2.1 At the Latin American level, the 21st Ordinary Session of the LACAC Assembly was marked by a development in environmental matters with the adoption through Resolution A21-07 of the document containing the Guidelines related to the Environment and Civil Aviation in Latin America, which established the vision, objectives and different strategies to support Member States in improving environmental performance and minimizing its impacts, which also leads to an improvement of the sector's competitiveness. The document integrates both the visions from the items established in the different Conventions on the Environment and the guidelines from various civil aviation organizations, and is based on the principles of sustainable development, efficiency and competitiveness, technology, coordination, safety and pollution prevention.

2.2 Also at the aforementioned meeting, the Strategic Plan for the biennium 2015-2016 was adopted. This Plan addresses the different strategic areas for the development of the Latin American civil aviation sector, which includes the environmental macro-task that establishes as focal point various tasks such as: a) implementation of the Guidelines, b) coordination with environmental organizations, c) regional management of biofuels, d) harmonization of airport systems with the environment, e) harmonization of measures for climate change mitigation and adaptation; and f) broadening LACAC representation within CAEP.

2.3 By virtue of the content of both Resolution A21-07 and the strategic areas of the Environmental Strategic Plan, LACAC Member States have implemented different actions that support

environmental protection, as well as training and the exchange of successful experiences that have been implemented in the Region.

2.4 In this respect, mention can be made of the course on land-use planning related to the expansion of airports and the environment, developed jointly with the Civil Aviation Authority of Singapore (CAAS). This course provided capacity building to representatives from the Civil Aviation Authorities to ensure comprehension of the fundamental considerations in land-use planning and airport capacity extension, and to include the environmental factor in each of those stages.

2.5 It is also important to highlight the results obtained in the Seminar on Air Transport and Policy, carried out by the Economic Commission for Latin America and the Caribbean (ECLAC), in which environmental issues were one of the main topics for discussion and for an exchange of opinions, mainly on topics related to market-based measures and biofuels. One of the results was the importance of having a comprehensive vision regarding the contribution of air transport to economic growth and the impact, both social and environmental, that it has globally³, and the importance of coordination among the different civil aviation sector stakeholders on these issues.

2.6 Similarly, the Ad-hoc Group on the Environment is in the process of developing a document for the systematization of experiences that have been implemented by different stakeholders from various areas of aviation (aircraft operators, airports, etc.). These experiences highlight the practices in comprehensive solid waste management, airspace segregation and implementation of continuous descent operations, soil and subsoil remediation, GHG emissions reduction, energy efficiency and the development of renewable energy projects.

2.7 Environmental issues have been a core theme within LACAC's different working groups. In the Ad-hoc Group on Airport Management, the environmental factor has been included as one of the main aspects to be considered in the concession of airports, in addition to its inclusion in LACAC's regulatory manual on airports and airport efficiency.

2.8 The Permanent Group for Updating Resolution A20-11 concerning LACAC's Strategic Plan has included the environmental factor as one of the priority topics in the Commission's planning and strategies in the short, medium, and long terms, since they have identified the significant role that this factor plays in the comprehensive development of the civil aviation sector in the Latin American Region.

2.9 Additionally, it is important to consider in their true proportions the efforts made by a number of Latin American States in developing, updating and implementing the State Action Plans (APER), in compliance with the commitments made through the different ICAO Resolutions, which can be seen in the presentation of these documents by 14⁴ out of the 22 LACAC Member States, which has led to the establishment of objectives, targets and specific strategies for the effective reduction of greenhouse gases from international civil aviation in their multiple action areas.

2.10 LACAC Member States acknowledge the work carried out by the International Civil Aviation Organization, through CAEP and its different working groups, to ensure environmental

³ For more information on the seminar, visit http://repositorio.cepal.org/bitstream/handle/11362/38921/4/S1500816_es.pdf [in Spanish only]

⁴ Argentina, Aruba, Belize, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay and Venezuela.

protection and the improvement of environmental performance of the sector at the global level; however, it is noted that developing countries are under-represented in the aforementioned groups. Such countries can benefit from the different experiences and projects implemented by the countries of the Latin American Region in this area.

3. CONCLUSION

3.1 Member States of the Latin American Civil Aviation Commission acknowledge the efforts made and guidelines carried out by the International Civil Aviation Organization related to environmental issues and air transport. For its part, LACAC, also taking into account those efforts, has achieved different initiatives for improving the environmental performance of civil aviation in Latin America. This has been substantiated through regional coordination and the integration of air transport in Latin America, which is its ultimate goal. Also stemming from the significance of the environmental factor, the latter has been mainstreamed into the different manuals and documents developed by the various Working Groups.

3.2 Similarly, it is important to add that LACAC Member States could enrich the work that ICAO is carrying out through CAEP due to the exchange of successful experiences in implemented environmental projects, as well as the awareness of the characteristics specific to civil aviation in the Latin American Region.

4. PROPOSED MEASURES

4.1 The Assembly is invited to:

- a) Take note of the information presented herein;
- b) Incorporate the Latin American Region's environmental strategies and vision into the documents that are being prepared on this matter by ICAO;
- c) Require a higher level of representation of LACAC Member States in CAEP.

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