



International Civil Aviation Organization

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ASSEMBLY — 41ST SESSION

ECONOMIC COMMISSION

Agenda Item 39: Other issues to be considered by the Economic Commission

**IMPACT OF UNILATERAL COERCIVE MEASURES AGAINST THE BOLIVARIAN
REPUBLIC OF VENEZUELA IN THE AREA OF OPERATIONAL SECURITY**

(Presented by Venezuela (Bolivarian Republic of))

REVISION NO. 1

EXECUTIVE SUMMARY

Since 2017, the Bolivarian Republic of Venezuela has been subject to the application of unilateral coercive measures (UCMs) by several countries, with consequences for the country's aviation sector. The Venezuelan aeronautical industry is currently facing difficulties in keeping its aircraft in operation and training its flight crews due to its being prevented from obtaining aircraft parts, contracting services, keeping technical literature up to date and training flight crews in flight simulators. Another impact of these measures is that they prevent the possibility of planning in regard to modernizing the airline fleet. These measures have been taken for political reasons by the Government of the United States of America against the Venezuelan State and constitute a threat to safety.

Action: The Assembly is invited to:

a) request the Council to urge States and certificate holders to enter into negotiations with Venezuelan operators to ensure that the former provide regular supplies and services required for safety.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective — <i>Economic Development of Air Transport</i> .
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<i>Financial implications:</i>	None
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<i>References:</i>	<i>Annex 19 – Safety Management</i>
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¹ Spanish version provided by Venezuela (Bolivarian Republic of)

1. INTRODUCTION

1.1 The unilateral coercive measures (UCMs) imposed by other countries on Venezuela for political reasons have had a detrimental effect on our nation's economy and in particular on the aviation sector.

1.2 In the case of the United States, the Office of Foreign Assets Control (OFAC) has sanctioned State-owned companies, including CONVIASA (Consortio Venezolano de Industrias Aeronáuticas y Servicios Aéreos S.A.), which is the Venezuelan State-owned flagship.

2. ANALYSIS

2.1 The impact of these measures on airline operations is that it is not possible to obtain equipment, parts, spare parts, relevant technical literature on flight operations and maintenance, navigation charts, instrument procedures and databases. Similarly, it is no longer possible for CONVIASA flight crews to carry out Embraer 190 simulator training in countries where such equipment is installed and available.

2.2 The devastating impact of these sanctions is shown in the inability of private airlines to negotiate the purchase of parts and spare parts directly with manufacturers. Banking transactions for the payment of goods or services are similarly severely restricted in cases where financial resources come from accounts credited to Venezuelan airlines.

2.3 A further effect of economic sanctions is that they prevent the possibility of planning in regard to modernizing the Venezuelan airline fleet. The average age of the fleet exceeds 30 years: continuing to operate these ageing engines and aircraft leaves a significant carbon footprint and makes operations inefficient due to the high cost of maintenance.

2.4 The current situation contravenes international commercial air transport safety, despite which the National Civil Aviation Institute (Instituto Nacional de Aeronáutica Civil (INAC)), within the framework of the State's Safety Programme and in coordination with the safety management systems for operators, has ensured that the risks arising as a result of the sanctions are kept under control.

2.5 Notwithstanding the efforts of the National Civil Aviation Institute of Venezuela to mitigate the situation, the refusal to cooperate on the part of aircraft manufacturers and suppliers of goods and services forces Venezuelan airlines to operate at the outer limits of operational safety.

2.6 In that regard, if the manufacturers Boeing, Airbus and Embraer refuse to provide the minimum necessary supplies to ensure safety, it can be concluded that UCMs applied to Venezuela have a direct impact on the safety of Venezuelan airlines.

2.7 The Chicago Convention provides the best point of reference for relations among signatory States. To act on the margins of the Convention should be condemned. UCMs directed at Venezuela not only compromise the present global aviation system, but also create a precedent that harms the mission and objectives of ICAO.

3. **CONCLUSION**

3.1 It is recommended that the Council urge States hosting enterprises specializing in design and manufacture (Boeing, Embraer, Airbus, Cessna, Honeywell, Jeppesen, Flight Vector, Skyplan and Flight Safety) to facilitate negotiations between those enterprises and Venezuelan operators, in order to ensure the availability of parts and services required for the safety of Venezuelan airlines.

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