

**Agenda Item 6: Technical Cooperation in the SAM Region**

6.1 When starting the analysis of this item, the Meeting agreed that air transportation is a method of great utility for the economic, social, cultural, among other developments for society, especially in those places where the geographic conditions does not permit the use of other forms of transportation, and that is the case for many States of this region.

6.2 It was recognized that the main objective of ICAO's technical Cooperation is to help the States improve their economic and social conditions, increasing their air transportation capacity, helping to develop its personnel, its infrastructure and civil aviation institutions. All of this of course, within its priority terms in its national plan for development in civil aviation. Similarly, the purpose of ICAO's projects is to help establish the conditions for which the States can carry out its activities on its own as soon as it is feasibly possible. In **Appendix A** different varieties are shown as well as the new Technical Cooperation Program policy.

6.3 The Meeting noted that during 2001 the States of the SAM Regions invested in assistance through technical cooperation experts in areas such as Aeronautical Communications, Navigation and Surveillance (CNS); Aeronautic Information Services (AIS), Air Traffic Management (ATM), Airworthiness (AIR), aircraft operation (OPS), Personnel Licenses (PEL), ATC Radar, Air Transport, Airport Planning, Entertainment, etc. for a total of 68.3 man/months.

6.4 Similarly, it was noted that during 2001 the SAM Region invested resources in more than US\$ 500,000 without considering the cost of airline tickets in order to adjudicate for a total of 207 scholarships.

6.5 The Meeting analyzed the Regional Technical Cooperation Projects that were being executed. PNUD/ICAO RLA/98/003 transition to CNS/ATM Systems, PNUD/ICAO RLA/98/019 implementation of South American Regional Network (REDDIG), PNUD/ICAO RLA/00/009 GNSS augmentation trial CAR/SAM (CSTB) and RLA/99/901 Regional System on Flight Safety Oversight.

## APPENDIX A

### Modalities of the ICAO Technical Cooperation Programme

There are four modalities of ICAO technical cooperation agreements

- UNDP/ICAO projects, when all or part of the funds are provided by the United Nations Development Programme;
- Trust Fund projects, when funding is provided by the Governments and/or external sources, without the participation of UNDP;
- Service Management Agreement projects, which are similar to Trust Fund projects, but allowing ICAO to accept deposits in local currency to cover local expenditures;
- Civil Aviation Purchasing Service (CAPS), used exclusively for the acquisition of equipment, spare parts and services for civil aviation, under a funding modality similar to that of trust fund projects, but with a variable overhead depending on the amount and complexity of the project.

These modalities are applicable to both country and multinational or regional projects. The decision as to the most suitable modality depends on the nature of the project and the way it is funded.

#### *New technical cooperation policy*

The ICAO Technical Cooperation Programme has placed new emphasis on compliance with the SARPs and the ANP in all of the technical cooperation projects. This new policy entails a higher level of commitment from both project international experts as well as in the ICAO equipment and services purchasing processes.

In order to comply with the ICAO standards and recommended practices, the technical cooperation programme focuses on the implementation of projects aimed at improving civil aviation facilities in developing countries, in line with the SARPs and ANP recommended by ICAO, to permit better fulfilment of the responsibility of maintaining a safe and efficient air navigation.

For the technical cooperation programme, it is of vital importance that the countries have as one of their main objectives to promote the establishment of strategic master plans. If possible, the master plans must take into account their impact on the implementation of the new CNS/ATM systems.

In order to continue assisting States in the modernisation of their equipment and services, ICAO will continue activating its contacts with the international banking system and the international and regional development banks, as well as with other international organisations, like the European Community, in order to raise funds that will help the countries with their modernisation and safety improvement plans.