



International Civil Aviation Organization

South American Office

Third Meeting of Air Navigation and Flight Safety Directors of the SAM Region

(Lima, Peru, 22 to 24 August 2016)

AN & FS/3–WP/10

Agenda Item 3: Preparation activities for the 39th Session of the ICAO Assembly (A/39)

**PREPARATION FOR THE ICAO ASSEMBLY – 39th SESSION
AIR NAVIGATION ACTIVITIES**

(Presented by the Secretariat)

SUMMARY

This paper presents to the Meeting the main items to be analyzed during the ICAO Assembly 39th Session on aspects referred to air navigation and the working papers presented by the SAM Region with the support of States.

References:

- Provisional Agenda for the ICAO Assembly 39th Session.
- Teleconferences on Preparation to the A39 (15 April, 20 May, 20 June and 21 July 2016).

ICAO Strategic Objectives:

A – Safety
B – Air Navigation capacity and efficiency
D – Environmental Protection

1. Introduction

1.1 The ICAO Assembly is the sovereign body of the organization and meets at least once every three years. It is convened by the ICAO Council. Also the Assembly can held extraordinary sessions at any time upon the call of the Council or at the request of not less than the fifth part of the total number of Contracting States addressed by the Secretary General (article 2 of the rules of procedure permanent of the Assembly of ICAO document 7600/8).

1.2 From 27 September to 7 October 2016, the 39th period or sessions of ICAO Assembly (A39) will take place at ICAO headquarters in Montreal, Canada, where the global policy for the upcoming triennium 2017-2019 will be established. To this event all 191 ICAO member States has been invited as well as a several international organizations.

1.3 The agenda for the A39 and working papers to be examined are published at the website: <http://www.icao.int/Meetings/a39/Pages/default.aspx>.

1.4 The Assembly consists of plenary sessions and meetings of the Executive Committee and the Technical, Economic and Legal Commission. The functions of the Executive Committee shall be,

among others, the submission to the Assembly, when necessary, of a list of Contracting States desirous of being considered for election to the Council; the consideration of amendments to, or the addition of items to the Assembly's agenda; create committees and commissions of the Executive Committee, examine the agenda items the Assembly may refer to it and report on them; submit recommendations to the Assembly on the organization and conduct of the business of the Assembly; and advise the President of the Assembly, upon request, on matters on which it should resolve. Technical, Economic and Legal Commissions analyze respectively air navigation and safety matters regarding politics, standardization and implementation support, economic aspects related to international air transport and legal affairs.

2. Analysis

2.1 Air navigation aspects of A39 are basically discussed in the Executive Committee and Technical Committee. What follows is a summary of issues related to the PIRGs activities in the Executive Committee and Technical Commission of A39.

Executive Committee

2.2 Item 14 related to the *ICAO Technical assistance programme*, which expected outcomes refer mainly to urge States to support ICAO in continuing its work on the development and implementation of technical assistance under the respective Strategic Objectives, in partnership with States, international and regional organizations, and industry.

2.3 Item 15 on *Technical Cooperation - Policy and activities on technical cooperation* where ICAO Council will present to the Assembly policies and technical cooperation activities carried out on the period 2013-2015. As a result it is expected that the Assembly considers an Updated Consolidated Statement on ICAO Policies on Technical Cooperation (Resolution A36-17) to be amended as appropriate to reflect the recent innovations.

2.4 On Item 23 on *ICAO Civil Aviation Training Policy and Capacity Building in Aviation*, the Council will inform the progress made by the new ICAO section GAT (Global Aviation Training) which expected outcomes in the Assembly are to encourage States to support the TRAINAIR PLUS programme.

2.5 On Item 22 *Environmental Protection – International Aviation and Climate Change – Policy, Standardization and Implementation Support* the council will present reports on international aviation and climate change, including the progress in the formulation of a new standard regarding CO2 emissions applicable to aircrafts, sustainable alternative fuels for the aviation, a global market-based measure (MBM) and the evaluations of civil aviation impacting trends on global environment. Information will be also provided on the strategy of building capacity for action, including development and implementation of governmental action plans to reduce CO2 emissions and cooperation and major event with other United Nations organisms. The Council will present proposals for updating the consolidated statement of continuing ICAO policies and practices related to environmental protection – climate change (Assembly resolution A38-18).

2.6 Concerning Item 26 *Multilingualism at ICAO* the Council will present information of the progress in the implementation of policies and decisions adopted to enhance the efficiency and effectiveness of the language services of the organization, highlighting pending issues to improve the availability and quality of language services.

2.7 On Item 27 *Increasing the efficiency and effectiveness of ICAO* with respect to the low response of States to the ICAO communications, the Council expects a resolution be adopted urging States to provide complete and timely replies.

2.8 Item 28 *No Country Left Behind (NCLB)* has as expected outcome that the Assembly encourages States, international organizations, industry and donors to support NCLB and adopt the Assembly resolution proposed.

2.9 Item 29 *United Nations Agenda 2030 – Sustainable Development Goals (SDGs)* where expected outcomes of the Assembly are encourage States to contribute to achieving the United Nations SDGs through the implementation of ICAO Strategic Objectives and work programmes; direct ICAO to further assist its Member States in enhancing their air transport systems and ensure that no country is left behind so that all can foster sustainable development and benefit from improved air connectivity and adopt the Assembly Resolution proposed.

2.10 In Item 31 related with *Other high-level policy issues to be considered by the Executive Committee* the Council will present programme NGAP (New Generation of Aeronautical Professionals). The expected outcome is that the Assembly takes note on the programme NGAP and encourages States, international organizations, industry and TRAINAIR PLUS programme (TPP) network to participate and support ICAO by providing resources (human, financial and data) to support the NGAP programme; instructs the Council to update and make it accessible to all Doc 9956 (*Global and Regional 20 year Forecasts*) and adopted the resolution proposed on this respect.

Technical Commission

2.11 In Item 33: *Aviation safety and air navigation monitoring and analysis* the ICAO Council will present a report on the status of priorities and goals of the worldwide implementation of the global aviation safety plan using regional and global notification mechanisms. The Council will also inform the status of compliance of priorities GASP and GANP in each region. Reports will include the recent information on Continues Monitoring Approach (CMA) ICAO Universal Safety Oversight Audit Programme (USOAP).

2.12 Similarly, a report will be presented on the results of the Second High-Level Safety Conference (HLSC 2015) and emerging issues remarking the recent developments on remoted piloted aeronautical systems (RPAS), Global Aeronautical Distress and Safety (GADSS) that includes the monitoring of aircraft, coordination in areas of conflict and emerging troubles such as cyber security.

2.13 Item 34 *Aviation Safety and air navigation policy* where the ICAO Council will present the Fifth Edition of the Global Aviation Safety Plan (GANP Doc 9750) for the Assembly endorsement. As a result of the Assembly it is expected that PIRGs States, service providers and air space users establish priorities and targets consistent with the GANP objectives, as well as the operational needs of each region. Also States are urged to implement PBN as per objective of Resolution A37-11, and ASBU modules according to operational needs identified regionally or locally. It is also expected that a new Resolution be adopted to supersede A38-2. Finally it is expected the Assembly endorses edition (2017-2019) of Global Aviation Safety Oversight Plan (GASP, Doc 10004).

2.14 Under Item 35: *Aviation safety and Air Navigation Standardization* ICAO Council will report the activities of standards making for the preparation of the Air Navigation (AN) working programme, roadmap for standardization and the reactivation of the initiative known as the roundtable discussion of standardization. Also an overview of the ICAO provisions over the next three years and beyond will be drawn. All these activities are oriented to support the strategic direction of the Organization in terms of aviation safety and capacity and efficiency of air navigation aligned with the Global Aviation Safety Plan (GASP, Doc 10004) and the Global Air Navigation Plan (GANP, Doc 9750) including block 1 of the Aviation System Block Upgrades (ASBU) of the GANP.

2.15 Item 36: *Aviation safety and air navigation implementation support* will inform the status of objectives and enabling elements of the edition 2014-2016 of the Global Aviation Safety Plan (GASP) and the priorities of the Fourth Edition of the Global Air Navigation Plan (GANP) and has as expected outcome that the Assembly encourages States to take actions to achieve GASP objectives and coordinate its priorities with those of the GANP; encourage States to support safety regional groups (RASG) and planning and implementation regional groups (PIRG) in the implementation of regional priorities and providing information on their progress and status of execution, and finally timely reporting their progress in their corrective action plans (CAP) of the deficiencies identified by the USOAP through the On Line Frame (OLF).

Preparation of the A39

2.16 In order to assist SAM Region States in preparation for the A39, ICAO SAM Office organized teleconferences via WEB for air navigation, safety and aviation security areas. These teleconferences were conducted by the ICAO SAM' air navigation, safety and air navigation officers and States were represented by air navigation, safety, and aviation security directors or officials nominated by States.

2.17 In the air navigation area four teleconferences were carried out on monthly basis starting on April 2016. The first issue considered in these teleconferences was the analysis of the A39 agenda for the Executive Committee and the Technical Commission, the working papers that could be presented by the region and the analysis of working papers related to air navigation presented so far.

2.18 Air navigation directors of SAM Region agreed to contribute with the Assembly in the preparation of three working papers. One with respect to the Agenda Item 15 *Technical Cooperation and technical Cooperation activities*, the second with respect to the Agendas Item 26 *Multilanguage in ICAO* and the last one on the Agenda Item 33 *Aviation Safety Control and Analysis*. Agenda Items 15 and 26 corresponds to the Executive Committee and Agenda Item 33 to the Technical Commission.

2.19 The working paper regarding Agenda Item 15 will be on the regional technical cooperation projects and its positive support to the implementation of air navigation systems and the safety sustainability that could be used as reference by ICAO States from other regions. For the development of this Working Paper, Peru offered volunteer. This working paper covers air navigation regional projects RLA/03/901 and RLA/06/901 and project RLA/99/901 related to safety.

2.20 The working paper on Agenda Item 26 will state the necessity of the Region to have ICAO documentation in Spanish language and the difficulties encountered at this moment due to the absence of such version affecting the planning and implementation of services, proceedings and facilities for the air navigation and safety. Colombia offers as volunteer for the preparation of this Working Paper.

2.21 With respect to the working paper on Agenda Item 26, the safety group also considered that for the preparation to the A39, a working paper should be prepared on the need to have all ICAO documents in Spanish version. This activity was committed to Brazil. In this sense the Secretariats in charge of the air navigation and safety aspects will coordinate for the consolidation of the information.

2.22 The Working Paper on Agenda Item 33 will refer to the mechanism used by the SAM Region to identify the implementation priorities for the air navigation and safety areas for the period 2014-2016 (Declaration of Bogota), the progress in the implementation of priorities and planning foreseen once the aspects of the Declaration of Bogota has been completed. This working paper was prepared jointly with the safety group and Chile offered as volunteer for its preparation.

2.23 As the fruitful result of the contribution of practically all SAM Region States, the above-mentioned working papers to be presented in the A39 with the support of SAM Region States are enclosed as **Appendixes A, B and C** respectively.

2.24 It is important that States of the SAM region continue their preparation and make follow-up to the information that ICAO uploads on the website related to the A39.

3. **Suggested actions**

3.1 The Meeting is invited to take note on the information provided, make follow-up to the information that ICAO uploads in the A39 website <http://www.icao.int/Meetings/a39/Pages/default.aspx>.

- END-

**WORKING PAPER****ASSEMBLY – 39TH SESSION****TECHNICAL COMMISSION****Agenda Item 15: Technical Cooperation - Policy and activities on technical cooperation****REGIONAL TECHNICAL COOPERATION PROJECTS IN THE SOUTH AMERICAN REGION**

(Presented by Peru with the support of Argentina, Brazil, Chile, Colombia, Ecuador, Panama, Paraguay, Uruguay, Bolivia, Guyana, Venezuela, and Suriname)

SUMMARY

This working paper is aimed at providing information regarding the technical cooperation projects that ICAO SAM Regional Office supports in the region.

At the same time presents the achievement obtained in the Region, such as the implementation of services, technologies, preparation of standardized Latin American regulations; with the intention of increasing safety in SAM States and EI USOAP.

Assembly decision: The Assembly is invited to:

- a) Inform States on the advantages of working in common goals through ICAO technical cooperation regional projects.

Strategic Objectives:

- Safety.
- Air Navigation Capacity and Efficiency.
- Environmental protection.

Financial implications:

Resources for the mentioned activities depend upon Regional projects to be implemented.

References:

- *Convention on International Civil Aviation (Doc. 7300);*
- *Assembly Resolution A38-2; and*
- *Meeting of Civil Aviation Authorities of the SAM Region (RAAC/5, 9 and 13).*

1. INTRODUCCION

1.1 Since 1948, the ICAO South American Regional Office is located in Lima, having as main objective to provide support to South American States including Panama, in all matters related to international civil aviation.

1.2 ICAO Assembly Resolution A38-2 has recognized that the best way to further enhance safety, capacity and efficiency of civil aviation worldwide is through the cooperative association, collaborative; between States. In this sense member States were convened to devise sustainable solutions in order to fully exercise their responsibilities of monitoring safety and air navigation, objective that can be achieved by sharing resources, using internal or external resources, such as regional and sub regional organizations and the expertise of other States; coordination of all stakeholders under the leadership of ICAO.

1.3 South American States in connection with ICAO SAM Office, has adopted a working method through technical cooperation regional projects addressed to the suitable implementation of the Air Navigation Regional Plan. In this sense, SAM Office manage the following regional projects:

- a) Project RLA/03/901, System for the Management of the REDDIG and the Administration of the Satellite Segment (REDDIG).
- b) Project RLA/06/901, Assistance in the implementation of an ATM regional system according to the ATM operational concept and the corresponding technological support for communications, navigation, and surveillance (CNS).
- c) Project RLA/99/901, Regional Safety Oversight Cooperation System (SRVSOP).

1.4 Project RLA/99/901 - SRVSOP began operations on 1 November 2001 under the framework of the Memorandum of Understanding signed between ICAO and LACAC, the agreement for the implementation of the Regional Safety Oversight Cooperation System, the Regulations for such Systems and the Trust Found Agreement signed by the participant States to support the operational capacity of the System, consisting of the ICAO Technical Cooperation Project Document RLA/99/901 of five years of duration, removable for same terms.

1.5 Project RLA/03/901 is in charge of the administration of the South American Digital Network (REDDIG) which is the communications platform that interconnects all SAM States with oral and data communications through which the interconnection of AMHS systems, the radar and interconnection of centers of control via the AIDC have been implemented. This network has been recently modernized currently attending services through a satellite network supported by a terrestrial network and planned for all CNS/ATM applications scheduled in the Region.

1.6 Regional Project RLA/06/901 has as main objective to provide assistance to the civil aviation authorities of participating States and organizations in the development of global air navigation plan initiatives that will contribute to the implementation of a regional air traffic management system, taking into account the global ATM operational concept and the corresponding CNS technology support, including the necessary AGA, AIS, and MET elements, the exchange of experiences concerning the processes, and the training of personnel in the topics involved.

2. Analysis

RLA/99/901 – SRVSOP

2.1 The Fifth Meeting of Civil Aviation Authorities of the SAM Region (RAAC/5) hold in Cuzco, Peru in 1996, requested ICAO to evaluate the feasibility of creating a multinational or regional organism of safety, agile, dynamic and with supranational authority to assist States in their responsibilities with regard to the implementation of ICAO standards and recommended practices, which should operate under direct coordination of ICAO through it Regional Office.

2.2 Nevertheless on October 1, 1998 a Memorandum of Understanding (MoU) between LACAC and ICAO was signed in Montreal, Canada, to establish the Regional Safety Oversight Cooperation System.

2.3 Under this context and in order to administrate SRVSOP founds and activities the Regional Technical Cooperation Project RLA/99/901 called Regional Safety Oversight Cooperation System, is used.

2.4 The SRVSOP aims to optimize levels of civil aviation safety in the region providing advice and assistance toward overcoming difficulties of the States in the compliance of their responsibilities in safety field, as well as to contribute, in close coordination with ICAO, to the harmonization and updating of safety regulations and proceedings for the civil aviation among their participant States.

2.5 In order that States of SAM Region increase their effective implementation (EI) obtained in the last USOAP audit, the SRVSOP sends experts provided by States to advice on the best way to meet the requirements for each orientation of the Protocol's questions. A significant improvement in EI has been obtained in States where these assistances have been offered.

2.6 So far the SRVSOP has developed 31 LAR regulations corresponding to ICAO Annexes 1, 2, 6, 7, 8, 14, 16, 18 and 19; as well as more than 65 supporting documents. 147 training activities, around 80 meetings; activities of assistance to the States and multinational activities which include multinationals certification of maintenance organizations, training and medical centers, have been carried out.

2.7 On 2015 the implementation of project LAR ANS began, whose objective is to develop regulations for ICAO Annexes 3, 4, 10, 11, 12 and 15. To date model regulations for Annexes 10 and 11 have been drafted and the Manual of the ANS Inspector has been prepared. Additionally the first course of governmental inspector ANS was delivered. The courses encompassed aspects of Annexes 10 and 11 and was attended by 23 participants from Argentina, Bolivia, Brazil, Colombia, Ecuador, Paraguay, Peru and Venezuela.

2.8 The objective of the development of the Latin American regulations - LAR, is supporting States in the harmonization of their national regulations with ICAO Annexes and Documents, therefore LARs are a valuable tool to carry out their safety activities. Additionally, LAR ANS project was drawn up considering the USOAP aspects that the annexes do not contain. In that sense, the ANS LAR, also are intended to support States in increasing the USOAP EI.

RLA/03/901 - REDDIG

2.9 On 2003 the South American Digital Network was implemented through RLA/98/019 Technical Cooperation Regional Project to meet the aeronautical fixed service requirements within the medium term, and support those pertaining to the aeronautical mobile service. The REDDIG is based on sharing of satellite segment users and network resources to establish a system of management and control of network. This network currently has 17 nodes. For the network administration and maintenance, Project RLA/03/901 *Management of the REDDIG and the Administration of the Satellite Segment (REDDIG)* was arranged.

2.10 In order to upgrade the REDDIG equipment, SAM Region civil aviation authorities agree to begin the bidding process through the ICAO technical cooperation section. The implementation of REDDIG II went into operation at the beginning of February 2015.

2.11 REDDIG II is a mixed satellite and ground, fully IP-based technology digital network with a ground network acting as a support network highly available. REDDIG II is capable of supporting current services over the new envisaged in the Performance Based Implementation Plan (PBIP) for the SAM Region (PBIP). The new services will be part of the requirements provided for corresponding modules of the blocks 0 and 1 of the ASBU (Aviation System Block Upgrades), mainly, to the global interoperability of data and systems by means of an information management of the entire system with global interoperability (Area 2 of efficiency improvement - PIA 2).

2.12 REDDIG II, as a communications platform has enabled the interconnection of systems AMHS, AIDC, sharing of radar data between different States of the SAM Region to date.

2.13 The REDDIG management has been assigned to the Regional Project RLA/03/901 monitored by ICAO SAM Regional Office. The REDDIG has 02 network control centres NCC for their management, the principal at Manaus, Brazil, and the NCC's back in Buenos Aires, Argentina. Management has an administrator located in the NCC WHO coordinates all operational technical aspects technical contacts of each States REDDIG. Maintenance of the network is also managed by the administrator.

RLA/06/901 ATM Regional

2.14 During the Ninth Meeting of Civil Aviation Authorities of the SAM Region (RAAC/9) (Santiago, Chile, 18/20 April 2015) Conclusion RAAC/9 -8 it was requested to ICAO the preparation of a document of technical cooperation project to guide SAM States in the implementation of the ATM regional system considering the Global ATM operation concept and the corresponding CNS support.

2.15 Project RLA/06/901 was created with the purpose of providing assistance to the civil aviation authorities of participating States in the development of global air navigation plan initiatives that will contribute to the implementation of a regional air traffic management system, taking into account the global ATM operational concept and the corresponding CNS technology support, including the necessary AGA, AIS, and MET elements, the exchange of experiences concerning the processes, and the training of personnel in the topics involved.

2.16 This project has achieved to support activities required by the SAM implementation group (SAM/IG), which include the structuring of the airspace of the Region, the PBN implementation; automation support; support in the implementation of quality systems for AIM and MET among others.

2.17 Since 2007 41 training activities and 34 meetings have been carried out, totalizing 320 fellowships awarded and 2400 attendees, plus several assistance missions. Through RLA/06/901 project has been possible to implement an availability prediction service RAIM via WEB in support of the air navigation operations based on PBN.

2.18 Progress in the implementation in the upper airspace RNAV routes has been 65%, achieving overcome the goal of 60% established in the Declaration of Bogota signed by all the States of the Region during the RAAC/13 meeting of authorities. The processes of complete redesign with implementation of PBN in the main TMA South American are being carried out through workshops PBN, under the auspices of the Regional project RLA/06/901. The status of implementation of SIDs / STARs regional PBN has reached 70%, exceeding 60% stated in the Declaration of Bogotá.

2.19 All of these PBN procedures PBN have led to the reduction of CO2 that was reached during 2015 (23.351 tons of CO2). It is expected for 2016 more annual savings of CO2, if States continue accomplishing their implementation plans foreseen for this year. The great majority of States have used

the ICAO IFSET tool. Other States have calculated these savings collaboratively with operators.

2.20 Guidance material for the implementation of the CNS systems as well as support in the implementation of automated systems such as the AIDC interconnection supporting the realization of tests and training have been developed. Several training events (courses, seminars and workshops) required for the implementation of the CNS systems improvements. These documents and courses generated by regional projects have helped States succeed in the implementation.

2.21 The project also supports the drafting of the Performance Based Implementation Plan (PBIP) for the SAM Region as well as the activities in aeronautical information management, meteorology and airdromes.

3. CONCLUSION

3.1 These projects contribute to SAM States to increase its effective implementation with respect to the questions of Protocol USOAP. Currently the EI of the SAM Region has been increased to 71.75%. This proves a breakthrough in safety at regional level, with a significant percentage of compliance with the USOAP questions protocol.

3.2 The projects presented on this Working Paper have allowed States to jointly implement services and systems for the benefit of all SAM Region, supporting the achievement of common objectives. To achieve these objectives, regulations, manuals, guides, advisory circulars and courses and workshops delivered by specialists from different SAM States, have played a main role.

4. RECOMENDATION

With base on the positive experience described in this Working Paper, the Assembly is invited to promote among the States the implementation of technical assistance, new services, new systems together and with Regional vision through technical cooperation projects to achieve joint objectives that support the increase of the operational safety in all aviation areas.

-END-



International Civil Aviation Organization

WORKING PAPER

ASSEMBLY – 39TH SESSION

TECHNICAL COMMISSION

Agenda Item 26: Multilingualism at ICAO

ICAO POLICY ON LANGUAGE SERVICE MATTERS

(Presented by Colombia, supported by Argentina, Brazil, Chile, Ecuador, Panama, Paraguay, Peru, Uruguay, Bolivia, Guyana, Venezuela and Suriname)

SUMMARY

The provision of all documentation issued by ICAO is essential for the preservation of safety and security of international civil aviation, as well as its labor in other important areas; therefore is crucial to keep an adequate level of service in the working languages of the Organization, for the worldwide spreading of ICAO documentation.

Thus, with a population close to 500 million of inhabitants, the Spanish-speaking Region is of vital importance for the achievement of ICAO objectives.

Action:

The Assembly is invited to:

- a) Reaffirm the need for multilingualism in ICAO work.
- b) Continue exploring new methods and procedures to further increase efficiency and ensure that ICAO could continue to provide quality services to its Member States; and
- c) Request to the Assembly to empower Regional Offices, so that they can implement cost-return mechanisms thus to produce translations that are officially recognized by ICAO.

<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety. • Security and facilitation. • Air Navigation Capacity and Efficiency.
<i>Financial implications:</i>	Not applicable
<i>References:</i>	<ul style="list-style-type: none"> • <i>Convention on International Civil Aviation (Doc. 7300);</i> • <i>Publications Regulations (Doc. 7231);</i> • (A38-WP/403.), • <i>Assembly Resolutions in force (Doc 10022)</i> • <i>Resolutions A37-25 ICAO police on language services</i>

1. INTRODUCTION

1.1 Since the beginning of ICAO in 1944, its main objective has been to ensure safety, aviation security and economic environmental sustainability of all contracting States.

1.2 During the 37^o ICAO Assembly carried out in Montreal from 28 September to 8 October 2010, it was a matter of discussion the importance of the provision of the adequate levels of service in the working languages of ICAO, reaching **“Resolution A37-25, ICAO Policy on the language services”**

1.3 The resolutions states the following:

“Resolution A37-25, ICAO Policy on the language services

The Assembly:

1. *Reaffirms that multilingualism is one of the fundamental principles to achieve goals of ICAO as the specialized UN agency;*
2. *Reaffirms its previous resolutions regarding the strengthening of the working languages of ICAO;*
3. *Recognizes that language services are an integral part of any ICAO programme;*
4. *Resolves that parity and quality of service in all of the working languages of ICAO be the continuous objective of the Organization;*
5. *Resolves that the introduction of a new language should not affect the quality of service in the other working languages of the Organization;*
6. *Resolves that the Council continue to monitor language services, which will be a subject of review;*
7. *Requests the Secretary General to develop and implement a quality management system in the field of language services;*
8. *Requests the Secretary General of ICAO to adhere to UN best practices related to the language Services, including temporary recruitment of staff at peak periods and the level of outsourcing translations and interpretation;*
9. *Requests the Council to consider the need for amendment of Doc 7231/11 “ICAO Publication Regulations” to provide dissemination of ICAO publications in all working languages of ICAO;*
10. *Invites those Member States who represent ICAO’s working languages, if they so desire, to support ICAO through the establishment of officially recognized centres for translation of ICAO publications and by the secondment of competent staff to the ICAO Secretariat, including the Regional Offices, in order to reduce backlogs and support special events; and*
11. *Declares that this Resolution supersedes Assembly Resolution A31-17”.*

1.4 On the other hand, the Report of the Executive Committee of the 38th ICAO Assembly (A38-WP/403.), states for agenda item 24, to request the Council to closely monitor the implementation of the policies and decisions it had adopted to enhance efficiency and effectiveness on language service matters, **recognizing multilingualism as fundamental principle to achieve the goals of ICAO.**

1.5. Taking into consideration the multilingualism principle, during the 38th ICAO Assembly Resolution A-38-11 was also approved, stating:

“4. Reiterates that SARPs and PANS shall be drafted in clear, simple and concise language. SARPs shall consist of broad, mature and stable provisions specifying functional and performance requirements that provide for the requisite levels of safety, regularity and efficiency. Supporting technical specifications, when developed by ICAO, should be translated in all working languages of ICAO in a timely manner and shall be placed in separate documents to the extent possible”.

1.6. Although multilingualism is a fundamental principle as it has been pointing out, is has been noticed that for technical meetings English is been chosen as main working language usually, as well as aid documentation, without considering the time required to produce all the necessary information in the other five languages.

1.7. Then again, when deadlines are set for responses to surveys or positions with respect to technical matters, the documentation is also being sent in English, which complicates the work of the Spanish-speaking States.

1.8. Situations as described may result in difficulties in understanding and compliance with SARPS to States that depend more on documentation translated, impacting negatively the implementation levels measured by the ICAO Universal Safety Oversight Audit Programme.

2. DEVELOPMENT

2.1. When reviewing ICAO documentation published in ICAO NET, it is confirmed that all Annexes are in Spanish and from all the documents on the ICAO-NET, which are four-hundred more or less, only 67% are in Spanish approximately.

2.2. From the remaining 33% available only in English, it is worth mentioning documents containing important technical, operational and planning aspects, such as the Docs 8991, 9683, 9760, 9873, 9880, 9881, 9888, 9966 and 10018.

2.3. In addition, it should be noted that document 7231 "ICAO Publications Regulations" (see **Appendix A**), stipulates that all manuals and circulars will be presented in the ICAO official languages (article VII languages).

2.4. Although ICAO has supported multilingualism as a fundamental principle, it is known that in discussions aimed at the preparation of the budget for the triennium 2017-2019, zero nominal growth scenarios could be a risk for multilingualism, affecting the ability to respond to increases in demand for translation.

2.5. Even though it is possible to promote greater collaboration from States through secondment or programmes of direct support for the translation of documents produced by ICAO, it

should be noted that commitment to multilingualism is not the exclusive responsibility of States that need translation but a fundamental objective of the ICAO.

2.6. Consequently, we consider that multilingualism should not be affected by any budget limitations and is necessary for ICAO to find mechanisms of increased efficiency and effectiveness of the translation services, which ensure this important objective avoiding extended delays in the availability of documentation in all languages adopted by the ICAO.

3. CONCLUSION

3.1. To fully comply with ICAO strategic objectives, the member States must have a perfect understanding of documents of the organization. On this respect it is essential that all documents are provided in different languages recognized by ICAO, without making any exception in terms of communications, publications, working papers, information papers, appendixes, explanatory tables, content of the web page, and other means of dissemination of information established.

3.2. It must continue to ensure the provision of suitable language services for the appropriate operation of ICAO and its permanent entities, ensuring that language services are a primary part of all ICAO programmes, which preserves uniformity and quality of services in all work languages (A37-25), similarly to arrangements to provide timely translations to supporting technical specifications and valuable documents for the safety in the Region (Suggestion made by Argentina).

3.3 The possibility of requesting the Assembly to empower Regional Offices so they can implement cost-returning mechanisms thus to produce translations that are officially recognized by ICAO, should be assessed.

-END-

**WORKING PAPER****ASSEMBLY — 39th SESSION****TECHNICAL COMMISSION**

Item 33: Aviation safety and air navigation – Monitoring and Analysis

COMPLIANCE WITH THE DECLARATION OF BOGOTA

(Presented by Chile with the support of Argentina, Brazil, Colombia, Ecuador, Panama, Paraguay, Peru, Uruguay, Bolivia, Guyana, Venezuela, and Suriname)

SUMMARY	
This working paper presents the progress made by SAM States in the attainment of the safety and air navigation goals set in the Declaration of Bogota for 2016.	
Decision by the Assembly: The Assembly is invited to review the background information and request ICAO to review the way in which accidents are classified in the Regions.	
<i>Strategic objective:</i>	<ul style="list-style-type: none">• Safety
<i>Financial repercussions:</i>	<ul style="list-style-type: none">• N/A
<i>References:</i>	<ul style="list-style-type: none">• Annex 19 – Safety• Annex 13 – Aircraft accident and incident investigation

1. INTRODUCTION

1.1 ICAO has incorporated into all its processes methods for measuring performance with regard to its different strategic objectives, through the establishment of a set of indicators and metrics, and performance dashboards for each Region. The performance dashboard of the SAM Region allows States to manage safety based on measurements. This approach is based on the essential safety principles: result-based work, and measuring for the purpose of managing. In the concrete case of the Declaration of Bogota, the aeronautical authorities of the SAM Region established a set of goals to be achieved by the end of 2016, the performance of which is analysed below:

2. DISCUSSION

Safety: Achieve 80% effective implementation (EI) in the SAM Region

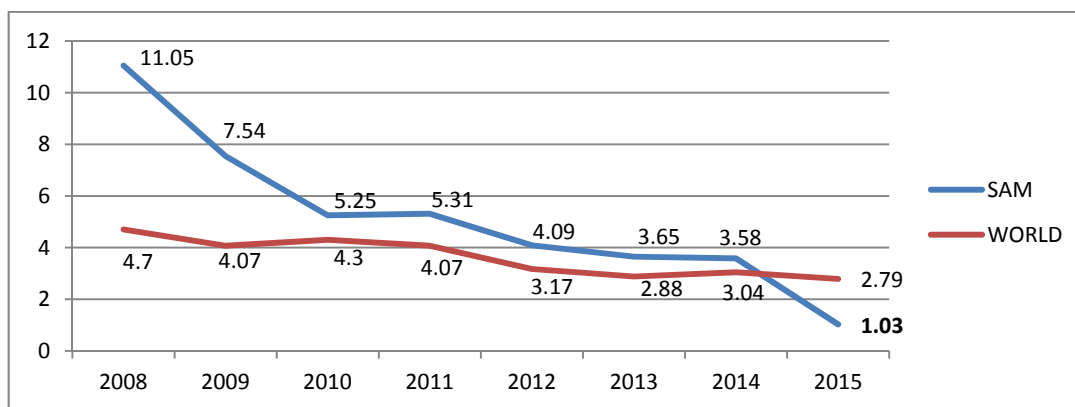
2.1 Between November 2011 and May 2016, ICAO has conducted nine (9) ICAO coordinated validation missions (ICVMs), three (3) CMA audits, and three off-site activities in the SAM Region. During this period, 8 out of the 10 States that had had a USOAP CMA activity showed significant improvement in the effective implementation of ICAO SARPs.

2.2 Based on the results obtained, the average for the SAM Region went from 66.31% in 2011 to 71.75% (+5.44%) in May 2016, still requiring an 8.25% improvement to attain the goal by the end of 2016.

2.3 The results of the three missions that ICAO will conduct starting in June 2016 until December 2016 would still need to be added. In this regard, the Region trusts that it will be able to reach the 80% goal. Seventy per cent (70%) of SAM States show an EI of SARPs above 60%.

Accidents: Reduce the accident rate gap of the SAM Region with respect to the global accident rate by 50%.

2.4 The following table shows that the accident rate in South America (blue line) for aircraft above 5 700 kg conducting scheduled commercial air transport operations has been gradually decreasing, reaching a rate of **1.03** accidents per 1.000.000 departures in 2015. Based on this performance, the goal was exceeded in 2014, and for the first time the SAM rate was lower than the global average rate (red line) in 2015 (1.03).



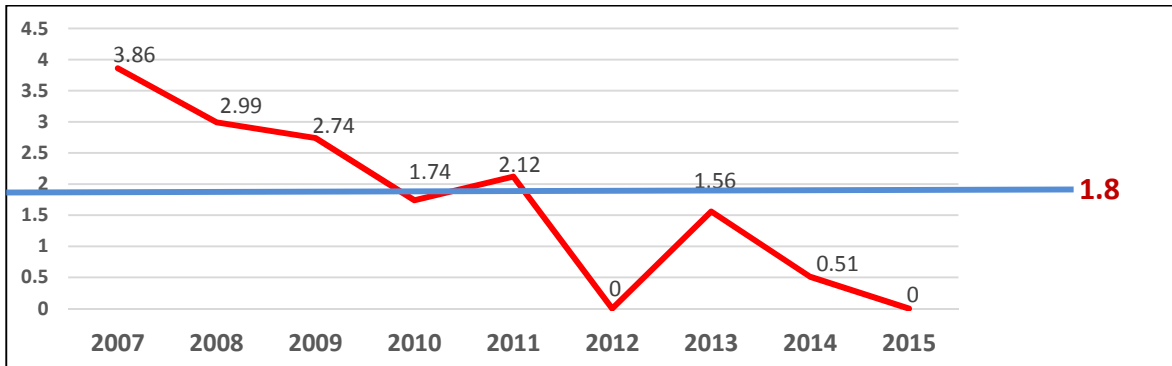
2.5 However, it should be noted that the data on accidents occurred in scheduled commercial air transport in the SAM Region between 2008 and 2016, obtained through the ICAO iSTARS 3.0 ADREP application, shows that 92 accidents occurred with aircraft above 5 700 kg, 14 of which involved aircraft of registry and operators from non-SAM States, accounting for 15% of total accidents.

2.6 In this regard, the Region requests ICAO to review the way in which accidents are classified in the Regions, so that, after identifying the cause of the accident, it should be classified by State of the Operator and its Region, or State of Registry and its Region, as applicable, when the State where the accident occurred has no responsibility.

2.7 This is mainly based on the fact that accidents involving aircraft of extra-regional operators that occur in the Region increase the perception of lack of safety, when the Region actually is not responsible for the cause of the accident, even more so, when the number of extra-regional operators exceed by far the number of operators of the Region.

Runway excursions: Reduce the rate of runway excursions by 20% with respect to the average rate of the SAM Region (2007-2012)

2.8 The average rate of runway excursions between 2007 and 2012 was 2.24 accidents per million departures. The 20% reduction goal represents 1.8 accidents per million departures. The following table shows that the performance of the SAM Region exceeded the goal set for 2014 and 2015.



Aerodromes: Achieve 20% of international aerodromes certified

2.9 The number of certified aerodromes has gone from 8 in 2013 to 19 in July 2016, reaching 18.3%. Therefore, the goal is expected to be reached by the end of 2016.

SSP and SMS: Reach 67% implementation of the SSP and 100% implementation of the SMS of service providers

2.10 To date, 42% SSP implementation and 83% SMS implementation has been achieved, although these percentages are subjective because they are based on State estimates. These percentage estimates will improve in 2016 through a survey and virtual meetings.

Resolution A37/11: Achievement of goals concerning APV procedures

2.11 Regarding compliance with approach procedures with vertical guidance (APV), 69.14% implementation was achieved by June 2016, compared to the expected 100%.

SIDs/STARs and en-route PBN: 60% of international airports with SIDs and STARs, and 60% of routes with PBN

2.12 Regarding the implementation of SIDs and STARs, the 60% goal was exceeded in June 2016, reaching 70.7% compliance.

2.13 Regarding the implementation of PBN routes/airspaces, the 60% goal was exceeded in June 2016, reaching 65%.

CCO and CDO: 40% international aerodromes with continuous descent operations (CDO) and continuous climb operations (CCO)

2.14 Regarding the implementation of CDO and CCO, 18% and 19% was achieved by June 2016, respectively.

Reduction of CO₂ emissions: Reduce CO₂ emissions in the Region by 40,000 tonnes through the implementation of en-route PBN

2.15 As a result of the route network optimisation process in the SAM Region during 2014, the annual goal of 40,000 tonne reduction of CO₂ established in the Declaration of Bogota was exceeded by more than 11,000 tonnes, obtaining a reduction of 51,132 tonnes of CO₂. In 2015, it was 23,351 tonnes of CO₂. It is estimated that more CO₂ annual savings will be achieved during the course of 2016 if the implementation plans foreseen for this year are fulfilled. In this sense, several States have done a good job at calculating savings resulting from the optimisation of selected airspaces. Most States have used the ICAO IFSET tool, while others have calculated these savings in collaboration with air service operators.

ATFM: 100% ACCs providing ATFM service

2.16 Progress has not been as expected. By June 2016, only 56% of the States of the Region had implemented ATFM. Consequently, 44% still remains to be completed in order to comply with the Declaration of Bogota.

AIM: 100% of the elements required in Phase 1 of the AIS-to-AIM roadmap

2.17 By June 2016, 70% of SAM States had implemented Phase 1 of the AIS-to-AIM transition, which involves the implementation of quality management. The remaining States have already started the quality management process.

AMHS interconnection: 100% of AMHS interconnections in the Region implemented

2.18 Out of the 26 interconnections that had to be implemented by the end of 2016, only six had been implemented and were operational by June 2016. AMHS interconnection tests have been conducted with positive results in three interconnections, which should be in operation by the end of 2016. The goal established for this critical implementation in the Declaration of Bogota would not be attained.

Interconnection of automated systems: 100%

2.19 Out of the 15 AIDC interconnections foreseen in the Declaration of Bogota, only one is in the operational phase, three are in the pre-operational phase, and 4 have been tested, with positive results. The goal set in the Declaration of Bogota for this implementation would not be reached.

Implementation of national IP communication networks: 80%

2.20 Regarding the implementation of national IP networks, 60% of the total implementation stipulated for the end of 2016 had been achieved by June 2016.

Post-Declaration of Bogota

2.21 For safety and air navigation planning after 2016 in the SAM Region, a Regional Plan to Support Air Transport in the SAM Region is being developed as a management tool to support decision-making by States to ensure the sustainable development of air transport during the next 15 years (until 2032) and thus contribute to the attainment of several sustainable development goals (SDGs) established by the United Nations to ensure the prosperity of humankind and environmental protection.

2.22 A diagnosis of the current status (applying a gap analysis) will define the activities and actions required to attain the benefits defined in the civil aviation objectives—safety, capacity, and efficiency of air navigation, aviation security and facilitation, economic development of air transport, and

environmental protection. The goals, indicators, and metrics of the plan are based on the following four main axes: connectivity, capacity building, safety, and the environment.

3. RECOMMENDATIONS

The Assembly is invited to:

- a) take note of the information provided with respect to the progress made in the implementation of the safety and air navigation goals established in the Declaration of Bogota; and
- b) urge ICAO to review the methodology for classifying accidents in the Regions, so that, after identifying the cause of the accident, it may be classified according to the State of the Operator and its Region, or the State of Registry and its Region, as appropriate, when the State where the accident occurred is not responsible.

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