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South American Regional Office

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**Agenda Item 4: Initial activities for the implementation of a regional plan to sustain air transport in the SAM Region**

**REGIONAL PLAN TO SUSTAIN AIR TRANSPORT IN THE SAM REGION**

(Presented by the Secretariat)

**SUMMARY**

This working paper presents information on the drafting of a regional plan to sustain air transport in the SAM Region, which would serve 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).

**References:**

- Sustainable development goals of the United Nations – United Nations 2030 Agenda for Sustainable Development  
<https://sustainabledevelopment.un.org/sdgs>
- Definition of connectivity  
<http://www.icao.int/sustainability/Pages/Connectivity.aspx>
- ICAO strategic objectives and their relationship with the United Nations sustainable development goals <http://www.icao.int/about-icao/aviation-development/Pages/SDG.aspx>

*ICAO  
strategic  
objectives:*

*A - Safety  
B – Air navigation capacity and efficiency  
C- Security and facilitation  
D –Economic development  
E – Environmental protection*

**1 Introduction**

1.1 The SAM Region has plans for the development of civil aviation in the area of air navigation, safety and security strategies, as well as mechanisms to support the implementation of the former, in order to ensure the harmonisation and coordination of efforts aimed at enhancing safety, capacity, civil aviation efficiency, and security.

1.2 These plans, strategies and mechanisms do not contemplate all the aspects required to ensure the sustainable development of air transport as a whole, and their relationship with all the entities involved. Therefore, it was necessary to draft a plan for the SAM Region that took into account all the areas.

1.3 The plan to be drafted would constitute a management tool to support decision-making by States to ensure the sustainable development of air transport during the next 15 years (until 2032), thus contributing to the attainment of several of the sustainable development goals (SDGs) established by the United Nations to ensure the prosperity of individuals and environmental protection.

1.4 Based on a diagnosis of the current status (using a gap analysis), the plan would establish the activities and action to be taken to arrive at a “desired future” (vision), through defined objectives, metrics and goals.

1.5. The goals, indicators, and metrics of the plan are based on the following four main axes:

- Connectivity
- Institutional strengthening
- Safety
- Environment.

1.6 The regional objectives will be aligned with ICAO strategic objectives for the aeronautical industry and will be defined in collaboration with, and with the approval of, the States and the regional aeronautical industry, organisations such as IATA, ACILAC, CANSO, ALTA, IBAC, IFALPA, IFATCA, LACAC, and other regional organisations and/or institutions. The agreed goals and metrics will permit the establishment of the appropriate regional planning framework with a view to attaining the proposed goals for the benefit of all stakeholders.

## 2 Discussion

2.1 A description follows of the contents of the plan in the four main axes (connectivity, safety, institutional strengthening, and environment), the plan format, and the timetable for its preparation.

### Connectivity

2.1 Connectivity is based on the following concept: Movement of passengers, mail, and cargo, involving the minimum number of transit points to shorten the trip as much as possible for optimal customer satisfaction, and at the minimum possible price (<http://www.icao.int/sustainability/Pages/Connectivity.aspx>).

2.2 There are several factors that permit connectivity: the availability of air transport, air navigation and airport services, airline practices, and security and facilitation procedures.

2.3 The chapter on connectivity in the plan makes reference to the benefits derived from taking advantage of air connectivity opportunities as a fundamental element to make sure that the region will attain greater economic, social, and technological prosperity. It has four sections:

- Air transport in the South American Region
- Operational improvements (ASBU)
- Improved airport planning
- Improved security, facilitation, and safe transportation of dangerous goods by air

*Air transport in the South American Region*

2.4 This section would contain a diagnosis of the status of air transport in the South American Region, initially covering the following aspects:

- Socio-economic characterisation, taking into account demographic and economic aspects.
- Description of regional air transport (operators, fleet, general aviation, military aviation, etc.)
- Air transport statistics and forecasts.
- Current connectivity aspects inside and outside the Region.
- Analyse air transport demand.
- Identify and analyse obstacles that might affect the development of the aeronautical industry of the region in areas such as the legal and regulatory framework, policies, regulations, development plans, master plans, infrastructure and facilities, technology, rates, resources, training, etc.

*Operational improvements (ASBU)*

2.6 This section will contain a diagnosis of the current status of air navigation services in the South American Region, identifying the required operational improvements and the infrastructure and procedures needed to attain the final vision of the plan. This section will use the information contained in the SAM Performance-based air navigation implementation plan (Version 1.4, November 2013).

*Airport planning improvements*

2.7 This section will contain a diagnosis of the current status of airport infrastructure, including the international airport network, the status of international airports (requirements based on category, capacity, etc.), and regional hubs required to attain the final vision of the plan.

*Improvements to security, facilitation, and safe transportation of dangerous goods by air*

2.8 This section will contain a diagnosis of the current status of aviation security and facilitation, and of the safe transportation of dangerous goods by air, identifying the actions required to attain the final vision of the plan.

**Expected results**

2.9 Based on the aspects and limitations identified in the previous paragraphs, we should visualise the expected results in terms of air transport, connectivity optimisation, ANS plans/projects/activities, etc., being carried out and directly related to each of the areas concerned.

2.10 The expected or desired results will be defined for a period of 15 years, identifying general and specific short-, medium-, and long-term objectives, goals, and metrics to be used for measuring the results of the plan.

2.11 For each of these areas, the implementation plan will cover the transition from the current to the final scenario, based on the gaps identified. The activities to be carried out to attain the objectives will be established for each of these areas. Most of these objectives are already defined in the SAM performance-based air navigation implementation plan, the Safety Plan and the AVSEC/FAL Strategic Plan.

### **Institutional strengthening**

2.12 This chapter of the plan will include the desired model of civil aviation authority and the degree of authority and powers, substantiated by a legal document approved at the highest possible level of each State to ensure attainment of the final objective of the plan. Institutional strengthening of aeronautical authorities shall guarantee the development of commercial air transport, ensuring the provision of regular, efficient, and continuous services through a modern organisation with well-defined functions and competencies. Within this context, civil aviation authorities should promote transparency, should have sufficient resources and highly qualified and specialised personnel, offering an attractive career for the staff.

### **Safety**

2.13 In this chapter, the strategic plan will cover safety aspects related to the aeronautical authority, through its safety programme, and to the service providers, through the implementation of safety systems.

2.14 A regional safety plan should also be included, since the Region currently lacks one. This plan should include an analysis of the status of implementation, the activities of the Pan-American regional aviation safety group, and its expected objectives, goals, and metrics to attain the final vision of the plan for the sustained growth of air transport in the SAM Region.

### **Environment**

2.15 This chapter will describe the ICAO objective concerning environmental protection, aviation-related environmental activities, environmental protection policies and practices of the United Nations system and ICAO, the MBM (Market Based Measure) programme, and State action plans. In this sense, this chapter may focus on the current situation, and the objectives, goals, and metrics to attain the final vision of the plan.

### **Plan format**

2.16 The plan is structured in three interrelated levels: the first level will be a high-level, easy-to-read document with an attractive presentation, accompanied by graphic symbols mainly addressed to high State authorities and the general public; the second level will be a document containing more details about the information presented in the first-level document, to be accessed through first-level plan document hyperlinks; and the third level to be accessed through second-level plan document hyperlinks containing detailed information, such as the regional air navigation, safety, security, and other plans of the aeronautical community, addressed to the aeronautical community concerned.

### **Plan drafting timetable**

2.17 It is expected that the first level will be completed by the end of September 2016; the second level by March 2017, and the third level by mid 2017. The final document is expected to be presented at the Fifteenth Meeting of Civil Aviation Authorities (RAAC/15) to be held in November 2017 for its approval.

3                   **Suggested action**

3.1                   The Meeting is invited to take note of the information presented in this paper and make comments on the scope, structure, format, and timetable of the implementation of the regional plan to sustain air transport in the SAM Region.

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