



INTERNATIONAL CIVIL AVIATION ORGANIZATION
South American Regional Office

DECLARATION

The Civil Aviation Authorities of South America:

Considering that the Convention on International Civil Aviation establishes the basic principles to be followed by Governments to ensure that international air transport services may be developed in an orderly, regular, efficient, economical, harmonious and sustainable manner and that, consequently, one of the purposes of ICAO is to support the principles and agreements that allow international air transport services to be established on the basis of equal opportunities, healthy and economic exploitation and mutual respect for the rights of States, and taking into account the general interest;

Taking note of the consolidated statement of ICAO permanent policies in the field of air transport based on those principles, adopted by Resolution A39-15 of the thirty-ninth session of the ICAO Assembly;

Conscious that the growth of air transport poses additional challenges to airport infrastructure and airport and air navigation services;

Conscious that aviation is a growing industry that is critical to promoting global connectivity while helping the development and economic growth of nations around the world;

Taking into account the fundamental role of air transport in socio-economic development, exchanges, trade and regional integration;

Taking note of the avocation of ICAO Assembly Resolution A39-25 on the contribution of aviation to the United Nations Sustainable Development Agenda 2030 in pursuit of its objectives with the support of air transport;

Taking note of Resolution A39-14 of the ICAO Assembly on regional cooperation and assistance to address safety deficiencies through the establishment of priorities and quantifiable targets;

Considering that the State should ensure or establish a basic safety oversight program to supervise service providers.

Conscious that the objectives achieved so far in terms of safety require concrete actions to sustain the achievements;

Recognizing that for the better implementation of the State Safety Program (SSP) and the Safety Management System (SMS) at the regional level, it is necessary to implement legislation on the protection of information sources;

Taking into account the extent of, and as it concerns, the No Country is Left Behind (NCLB) initiative, adopted by the thirty-ninth session of the ICAO Assembly through Resolution A39-23;

Considering that the Chicago Convention requires each Contracting State to undertake to maintain, as far as possible, its own regulations relating to the operation and navigation of aircraft engaged in international air navigation with those established from time to time in under the Convention.

Taking into account that for a State to fulfill its obligations under the Convention, it is clear that it requires the establishment of a properly organized, financed and empowered civil aviation system, based on national and structured legislation to effectively develop the tasks that is expected to

carry out;

Considering that in order to efficiently carry out its tasks, in harmony with the requirements demanded by the effective implementation of the State safety oversight system, civil aviation authorities should act with independence, administrative, financial and organizational autonomy, achieving a adequate level of institutional strength;

Taking into account that the State must establish an organization, department, commission or other accident and incident investigation entity, which is independent of the other aviation organizations of the State;

Considering the consolidated statements of ICAO permanent policies and practices relating to environmental protection adopted with ICAO Assembly resolutions A39-1, A39-2 and A39-3;

Taking into account the general provisions on environmental protection impacted by the aeronautical activity;

Taking into account the requirements on policies, operational measures, regulations, standards and procedures relating to the attenuation of aircraft noise and the control of local air quality impacted by engine emissions;

Recognizing that ICAO's work on environmental protection contributes to the achievement of 10 of the 17 United Nations Sustainable Development Goals; and

Considering the measures being taken at global level on climate change, including the implementation of action plans for limiting, minimizing or offsetting the impact of greenhouse gas emissions by aviation, and the global plan of market-based measures,

The 15th Meeting of Civil Aviation Authorities of the South American Region (RAAC/15)

DECLARES its commitment to gradually achieve the following regional goals for 2035:

A. In terms of air connectivity

1. Liberalization of air transport regulations

- *Achieve 100% application of open skies policy in the SAM Region.*
- *Simplify immigration controls and eliminate visas among all SAM States.*

2. Strengthening of national airlines

Allow foreign investment in all SAM States to strengthen the operation and sustainability of national airlines.

3. Optimization of air infrastructure and air navigation services

Ensure that in all SAM States the required capacity in the air and land areas of airports has been successively installed and expanded to meet the increase in air traffic demand.

4. Simplification of airport processes

- *Modernize airport processes for greater flow of passenger, cargo and aircraft traffic in all SAM States.*
- *Facilitate and simplify the security control for passengers in transit in all SAM States.*

5. Optimization of the level of rates and taxes

- *Reduce rates and / or exempt taxes on air transport in all SAM States.*
- *Improve the control of the operating rates applied by airports to other air service providers in all SAM States.*

6. **Promotion of new routes**
 - *Expand the network of existing direct routes to achieve a higher level of intra-regional connectivity in at least 80% of SAM States.*
 - *Explore new destinations and markets in countries with high growth potential outside the region by at least 70% of SAM States.*

7. **Establishment of an alliance for regional tourism**
Attract jointly to travelers from distant regions with little presence in South America, such as Asia/Pacific, Middle East and Oceania, by at least 70% of SAM States.

8. **Consolidation of hub airports**
Strengthen the operation of existing and potential regional and domestic hub airports to ensure that each South American State that requires them has at least one efficient one.

9. **Exploration and development of the low-cost airlines market**
 - *Encourage the increase of routes and the supply of flights at more competitive prices to favor a greater proportion of the population by at least 70% of the SAM States.*
 - *Promote secondary airports to boost traffic development in low connectivity cities by at least 70% of SAM States.*

10. **Promotion of alliances and agreements between airlines**
Establish in all the SAM States a regulatory framework conducive to the entry and operation of new airlines through alliances, agreements or other arrangements.

- B. In terms of safety**

11. **Effective implementation of the State safety oversight system**
Obtain gradually 100% effective enforcement (EI) in the eight (8) critical elements of the State safety oversight system, as appropriate to the complexity of the civil aviation system and the current percentage of EI of each State until 2030, ensuring its later sustainability.

12. **Implementation of the State Safety Program (SSP)**
 - *Implement a sustainable State Safety Program (SSP) in all States until 2020.*
 - *Implement an effective SSP in all States, as appropriate to the complexity of each State's civil aviation system until 2025, ensuring its later sustainability.*

13. **Reduction of accident rate in regular commercial air transport with airplanes over 5 700 kg**
Reduce, with the contribution of all States, the accident rate of the SAM Region below the global rate and achieve a consecutive period of 3 years without fatalities in aircraft accidents, maintaining it as from 2030.

14. **Reduction of the RE accident rate in regular commercial air transport with airplanes over 5 700 kg**
Reduce, with the contribution of all States, the accident rate by RE of the SAM Region below the global rate and achieve a consecutive period of 3 years without fatalities in aircraft accidents, maintaining it as of 2030, as follows.

15. **Reduction of the number of accidents by RE in airplanes of more than 2 250 kg**
Reduce, with the contribution of all States, the number of accidents per RE of the SAM Region in airplanes of more than 2 250 kg, in accordance with the targets agreed upon in the SAM Region's safety plan.

16. **Reduction of the number of accidents by RE in airplanes of 2 250 kg or less**

Reduce, with the contribution of all States, the number of accidents per SR of the SAM Region in airplanes of 2 250 kg or less, in accordance with the targets agreed upon in the SAM Region's safety plan.

17. **Enactment of laws on the protection of sources of safety information**

Produce and enact safeguards laws that ensure the appropriate use and protection of safety information, to facilitate their continued availability in support of strategies for improvement, following the guidance in this regard contained in ICAO Annex 19.

C. In terms of institutional strength

18. **Review and updating of legislation relating to the organization of civil aviation and aircraft accident investigation authorities**

- *Review and update the aeronautical legislation in harmony with the requirements demanded by the effective implementation of the State safety oversight system, including provisions that allow the aeronautical authorities to act with independence and administrative, financial and organizational autonomy, achieving an adequate level of institutional strength.*
- *Adopt a statute or similar legal instrument, which stipulates that a director and a management board or similar body heads the aeronautical authorities, and that concentrates all provisions concerning their establishment, organization, requirements, powers and operation.*

19. **Autonomy and independence of the director of the authority to discharge his duties free of the political power**

- *Strengthen the stability and independence of the director by establishing that his appointment lasts for eight years or more in all States.*
- *Stipulate that the director be selected and appointed by the members of the management board or similar collegiate body, that his dismissal is impossible except for legally prescribed reasons, that he cannot hold other positions in government, that the appointment is not renewable and that independence is a formal requirement for appointment.*

20. **Autonomy and independence of the members of the management board of the authority to perform their functions free of the political power**

- *Ensure the stability and independence of the members of the management board or similar collegiate body by establishing that their appointment lasts for eight years or more in all States.*
- *Stipulate that be appointed by the director of the authority, that their dismissal is impossible except for legally prescribed reasons, that they cannot hold other positions in government, that their appointments are not renewable and that independence is a formal requirement for appointments.*

21. **Independence of the authority formally established and without obligations in its relationship with government and parliament**

- *Formally establish the independence of the civil aviation and aircraft accidents and incidents investigation authorities in all States.*
- *Stipulate that the authority has no formal obligations before the government and parliament and that no body, other than a court, can overturn the decisions of the authority in which it has exclusive jurisdiction.*

22. **Financial and organizational autonomy of the authority**

- *Establish that the source of the budget of the authority comes exclusively from the fees levied on the regulated industry, that only the authority control the budget, decides on the*

agency's internal organization and is in charge of personnel policy (hiring and firing staff, deciding on its allocation and composition) in all States.

- *Ensure that the professional staff of the authority has a level of competence similar or superior to that of the industry personnel to be supervised or to interact with, as well as a higher remuneration level, in order to strengthen their suitability and independence.*

23. **Strengthening of the regulatory powers of the civil aviation authority**

Establish that only the civil aviation authority is the competent body for regulation in the domain that concerns it, free from the provision of services or investigation of aircraft accidents or incidents that do not correspond to its duties.

D. In terms of environmental protection

24. **Reduction to the maximum possible of the affectation of the population to noise produced by aircraft**

- *Establish policies to mitigate noise from civil aviation at aerodromes and surrounding areas promote operational measures and regulations that strike the balance between air operations at the aerodromes and the quality of life of surrounding populations.*
- *Promote the emission and implementation of norms and procedures to attenuate the noise coming from the ground tests of engines and the implementation of aircraft certification standards in terms of noise.*
- *Promote the implementation of technologies to optimize air operations and allow working with quieter aircraft and advanced technology (Types III and IV), and promote the gradual renewal of aircraft operating in the region by quieter aircraft.*

25. **Limitation or reduction to the maximum extent possible the impact of aviation emissions on local air quality**

- *Promote the adoption of measures to reduce emissions from engines that affect local air quality (particles of materials, nitrous oxides, among others).*
- *Promote the issuance and implementation of local regulations regarding the certification of aircraft in relation to engine emissions.*
- *Promote the gradual renewal of aircraft operating in the region by higher technology aircraft and lower emissions.*

26. **Limitation, reduction to the maximum extent possible or compensation of the impact of greenhouse gas emissions by aviation in the regional and global climate**

- *Promote the study and research of the effects of greenhouse gases on local, regional and global climate.*
- *Promote the development, emission and updating of action plans for CO₂ reduction (updates must be made and sent to ICAO every three years).*
- *Promote the adoption of a system of inventory or accounting of emissions from civil aviation through the implementation of measurement, reporting and verification (MRV) systems.*
- *Create capacities in the States so that they can assume the responsibilities inherent to participation in the Carbon offsetting and reduction scheme for international aviation (CORSIA).*

27. **Safe and orderly development of civil aviation in relation to the quality of the environment**

- *Conduct studies and research to enable civil aviation authorities to gain a full understanding of the impacts of aviation on the environment.*
- *Promote the planning, remodeling or construction of greener airports, with designs and architecture that allow ventilation and natural lighting, using renewable energies, electric*

vehicles and ecologically treated water, also considering the recovery of affected areas and the reforestation of endemic flora.

- *Ensure that land-use planning in the vicinity of airports is effectively compatible with aeronautical activity and does not endanger aircraft or surrounding communities.*
- *Achieve the greatest possible compatibility between the safe and orderly development of civil aviation and the quality of the environment.*

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