



Agenda Item 2: Global and regional civil aviation requirements and challenges

**RESULTS OF THE ANALYSIS MADE BY THE A39 OF WORKING PAPERS PREPARED
BY THE SAM REGION**

(Presented by the Secretariat)

SUMMARY	
This working paper presents to the meeting, information on the results of the analysis of working papers presented jointly by the SAM Region States in the 39 th Session of the ICAO Assembly and the required actions to comply with valid ICAO resolutions.	
REFERENCES	
<ul style="list-style-type: none">• Teleconferences in preparation to the A39 (15 April, 20 May, 20 June and 21 de July 2016).• Report of the 39th Session of the ICAO Assembly (27 September to 7 October 2016).• Fourth Meeting of Air Navigation and Flight Safety Directors of the SAM Region (Lima, Peru, 2 to 24 October 2017)	
ICAO Strategic objectives:	<i>A: Safety</i> <i>B: Capacity and Efficiency</i> <i>C: Security and Facilitation</i> <i>D: Economic Development</i> <i>E: Environmental Protection</i>

1. Introduction

1.1 The ICAO Assembly is the sovereign body of the Organization and meets at least every three years, summoned by the Council, which is the governing body of ICAO. The Assembly may also hold extraordinary sessions at any time upon the call of the Council or at the request of not less than one-fifth of the total number of contracting States addressed to the Secretary General (Rule 2 of the Standing Rules of Procedure of the ICAO Assembly, Doc 7600/8).

1.2 The 39th Session of the ICAO Assembly (A39) was held from 27 September to 7 October 2016 at ICAO Headquarters in Montreal, Canada, the main task of which was to establish the global aviation policy for the triennium 2017-2019. 2225 delegates from 184 ICAO member States participated in the event, as well as 2 delegates from non-member States, 351 delegates from observer entities (international organizations) and 53 participants from other delegations.

1.3 The ICAO Assembly consists of plenary sessions and meetings of the Executive Committee and of the economic and legal technical commissions. The functions of the Executive Committee will be, inter alia, to present to the Assembly, when necessary, the list of contracting States that wish to be considered for a position in the Council; review amendments or additions to the agenda of the Assembly; create committees and commissions of the Executive Committee; address

the agenda items assigned to it by the Assembly and report thereon; present recommendations to the Assembly on the organisation and conduction of its tasks; and advise the President of the Assembly, when so requested, on matters it must resolve. The technical, economic and legal commissions analyse, respectively, air navigation and safety aspects related to policies, standardisation and implementation support, economic aspects related to international air transport, and legal matters.

2. Discussion

2.1 In order to help SAM States in the preparation for the A39, the SAM Office organised web teleconferences on safety, air navigation and aviation security. In these teleconferences participated safety representatives, security and air navigation Directors from SAM States.

2.2 As a result of this teleconferences eight working papers were produced by SAM Region States representatives that were reviewed and supported by all States of the Region. These working papers were presented in the Technical Commission and the Executive Committee A39 and are summarized in the **Appendix**.

Results of the review of working papers submitted by the SAM Region to the A/39

2.3 By WP/102 the ICAO A/39 took note of and supported, the work being carried out by the AIG Regional Cooperation Mechanism (ARCM) of South America. Through the Assembly, the ARCM has obtained international recognition and it is possible that it might receive funds that would contribute to its strengthening. The ARCM is currently analysing the formulation of mitigation plans to reduce the rate of accidents and incidents related to runway excursions (RE). It is also strengthening its safety data collection and processing system (SDCPS), fed by the ADREP/ECCAIRS systems of each member State, and is assisting its States to improve effective implementation in the AIG area and reduce the accident and incident rates in the South American Region.

2.4 Regarding the SSP implementation strategy submitted to A/39 through WP/109, requesting ICAO to review the date of 1 January 2018 set for the commencement of audits related to the 91 PQs on the SSP, the date was postponed to 1 January 2020.

2.5 Regarding the suggestions concerning Amendment 1 to Annex 19 on the protection of safety information, submitted by the SAM Region in WP/110, most of these were incorporated into the second edition of Annex 19, with which South America made a positive contribution to the enhancement of said Annex.

2.6 Notwithstanding the proposal submitted by the SAM Region in WP/111, proposing a six (6) year GASP review cycle, removing the existing rigidity and taking account of the specific level of maturity of each State's SSP, the GASP will continue to be reviewed every three (3) years.

2.7 Regarding compliance with the Declaration of Bogota as presented by the SAM Region to the A/39 in WP/113, the Assembly took note of the progress made by SAM States in the attainment of safety goals and of the request for ICAO to review the methodology for classifying accidents in its Regions. Taking into consideration the South American State's needs, the Commission recommended that the Council evaluate the development of a system for data validation and classification of accidents and incidents at national or regional level. The system should allow the classification of the events according to its causes and the contributing factors, taking into account the existing priorities financed under the 2017-2019 budget and the availability of extra budget resources.

2.8 Regarding the work being carried out by the SRVSOP on the recognition of multinational certifications, as presented to the A/39 in WP/115, it was widely endorsed by the participants at the 39th Assembly. ICAO Headquarters is currently working on an amendment to its Annexes for the recognition of multinational certifications of AMOs.

2.9 WP/292 contributed together with others presented under this agenda item, that the Committee recommended that the Assembly encourage ICAO member States to work together towards the common objectives through the execution of regional and sub-regional technical cooperation projects. In this sense, the Assembly approved two resolutions, Resolution A39-16 *Consolidated statement of ICAO policies on technical cooperation and technical assistance*, and Resolution A39-17 *ICAO Programme for Aviation Volunteers*.

2.10 WP/355 contributed as other papers presented under this agenda item to recognition by the Committee that language services, which are part of all ICAO programmes, were essential for all the Strategic Objectives of the Organization, and for global implementation of the SARPs and PANS, and that they were a requirement for the initiative *No country left behind* (NCLB). It also recognised the support provided by several countries for the translation of ICAO website into various languages. In this sense, the Meeting took note that the Committee had recommended that the Assembly request the Council to closely monitor the implementation of the policies and decisions it has adopted to enhance efficiency and effectiveness on language service matters, recognizing multilingualism as a fundamental principle to achieve ICAO goals; and request the Council to further analyse and reassess the resources required to ensure that ICAO documentation related to the implementation of standards is available on a timely basis in all ICAO working languages, and to further review the level of outsourcing required for these objectives, whilst taking into consideration the best practice of other similar UN organizations.

2.11 It is important for SAM States to follow up on the resolutions issued at A39 and the outstanding resolutions formulated by other assemblies, and fulfil the actions specified therein. Special importance should be assigned to the results of A39 in relation to the working papers prepared in the Region with the support of all its States, and be consistent with the decisions adopted, especially when responding to ICAO consultations on the proposed adoption or amendment of annexes or documents or other actions. Valid Assembly resolutions (as of 6 October 2016), Doc 10075, are found at: https://www.icao.int/Meetings/a39/Documents/Resolutions/10075_es.pdf

2.12 In view of the positive results obtained when presenting joint WPs at A39, the same modality should be applied at subsequent Assembly sessions as well as at ICAO symposia, conferences and international meetings. Likewise, in order to avoid any noncompliance in the adoption and amendment of ICAO annexes and documents, States must analyse and respond to ICAO consultations submitted by the ICAO Secretary General in State letters.

3. Suggested action

3.1 The meeting is invited to:

- a) Take note of the information presented;
- b) examine the aspects set forth in section 2 and Appendix of this working paper;
- c) continue participating actively at subsequent ICAO Assembly sessions and international events (conferences, symposia, and meetings);
- d) prepare working papers in coordination with all the States of the Region and the ICAO SAM Regional Office for subsequent ICAO Assembly sessions and international events;
- e) fulfil the actions specified in ICAO Assembly resolutions that are still valid and follow up on actions taken by ICAO on these resolutions;

- f) analyse and respond to the letters of the ICAO Regional Secretariat, especially those concerning proposals of adoption or amendment of annexes or documents; and
- g) analyse any other matters it may deem appropriate.

APPENDIX

SUMMARY OF WORKING PAPERS PREPARED IN THE SAM REGION FOR THE A39

Working Papers presented in the Technical Commission

WP/102 Establishment and management of the AIG Regional Cooperation Mechanism (ARCM) of South America (Presented by Argentina, supported by Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Uruguay, Suriname, Venezuela and CASSOS).

This working paper addressed the establishment of the AIG Regional Cooperation Mechanism (ARCM) of South America, as well as the progress attained in conforming this as a body in support of aircraft accident and incident investigation and the improvement of safety in the Region. In this regard, the Assembly was invited to:

- a) take note of the creation of the AIG Regional Cooperation Mechanism (ARCM) of South America;
- b) urge States and regional organisations worldwide to subscribe agreements with the ARCM to strengthen global AIG cooperation; and
- c) support the ARCM in achieving its objectives aimed at improving effective implementation (EI) by its member States and reducing aircraft accident and incident rates in the Region.

WP/109 Strategy for the implementation of the SSP within the safety management framework (Presented by Peru and supported by SAM States and the 22 CLAC member States)

In this WP, the SAM Region presented an analysis of the progress made in the implementation of the SSP, its challenges and the impact it would have on effective implementation (EI) results in the SAM Region, taking into account that ICAO set the date of 1 January 2018 to begin auditing the 91 PQs of the SSP. In this regard, the Assembly was invited to:

- a) analyse the arguments presented in the WP in order to assess the possibility of postponing the start-up of audits covering the 91 PQs of Annex 19.

WP/110 Protection of safety information (Presented by Peru and supported by SAM States and the 22 CLAC member States)

In this WP, the SAM Region submitted to the Assembly an analysis of opportunities for improvement relating to the need to take a closer look at aspects of safety information protection. In this regard, the Assembly was invited to:

- a) review the arguments put forward in this working paper and request ICAO to consider incorporating the Region's suggestions into Amendment 1 to Annex 19.

WP/111 Assessment of the GASP amendment (Presented by Peru and supported by SAM States and the 22 CLAC member States)

In this WP, the SAM Region proposed a six (6)-year GASP review cycle, eliminating the existing rigidity and taking account of the specific maturity level of each State's SSP. In this regard, the SAM Region invited the Assembly to:

- a) analyse the relevance of maintaining a referential milestone of 60% effective implementation (EI) of SARPs;
- b) extend the GASP amendment deadline to at least 6 years, given that it takes time for States to be able to achieve the strategic objectives. During the interim three-year period, ICAO could ask for comments, in order to be able to make an appropriate amendment every 6 years; and
- c) promote this new vision in the corresponding fora.

WP/113 Compliance with the Declaration of Bogota (Presented by Chile, supported by Argentina, Bolivia, Brazil, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Uruguay, Suriname, Uruguay and Venezuela).

In this WP, the SAM Region presented the progress made by its States in the attainment of the safety and air navigation goals set in the Declaration of Bogota for 2016. In this regard, the Assembly was invited to:

- a) take note of the information provided and request ICAO to review the methodology for classifying accidents in the Regions

WP/115 Recognition of multinational certifications (Presented by Chile, supported by Argentina, Bolivia, Brazil, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela)

In this WP, the Assembly took note that the SRVSOP, as a regional safety oversight organisation (RSOO), shared the need to reduce duplication of activities concerning certification and oversight of approved maintenance organisations (AMOs) and approved training organisations (ATOs), so as to contribute to the global development of the aeronautical industry and strengthen safety through the application of standards consistent with the SARPs contained in the Annexes to the Chicago Convention for the conduction of these activities. In this regard, the Assembly was invited to:

- a) support ICAO in the implementation of actions for the establishment of a global framework for the certification and oversight of AMOs and ATOs, based on the regional harmonisation of regulatory requirements and procedures for conducting these activities;
- b) urge States and regional organisations at global level to sign agreements for mutual recognition of approved maintenance and training organisations in order to avoid duplication of efforts and contribute to the development of the global aviation industry; and
- c) urge States to set deadlines for the harmonisation of their regulations, based on the SARPs contained in the Annexes to the Convention, in order to allow for the standardisation and to facilitate multinational processes of certification and oversight of the aforementioned organisations.

Working papers presented in the Executive Committee

WP/292 South American Technical Cooperation Projects (Presented by Peru, supported by Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela)

WP/292 was aimed at providing information regarding the technical cooperation projects that the ICAO South American (SAM) Regional Office supports in the Region. It also outlined the achievements in the Region, such as the implementation of services, technologies, and preparation of standardized Latin American Aviation Regulations (LARs), with the intention of increasing safety in SAM States and Effective Implementation (EI) scores related to the Universal Safety Oversight Audit Programme (USOAP). This WP invited the Assembly to inform States of the advantages of working towards common goals through ICAO Technical Cooperation Regional Projects.

WP/355 ICAO Policies on language services (Presented by Colombia and supported by the LACAC Latin American Civil Aviation Commission (LACAC))

WP/355 stated that the provision of all ICAO documentation is essential to the safety and security of international civil aviation as well as to work in other important fields. It is therefore of vital importance that an adequate level of services be provided in the working languages of the Organization for the global distribution of ICAO documentation. In this respect, the Spanish-speaking region with its 400 million inhabitants is crucial to the achievement of the objectives of ICAO. The Assembly was invited to:

- a) Reaffirm the need to uphold multilingualism in the work of ICAO of concern to the Spanish speaking region;
- b) Further explore new methods and procedures to enhance efficiency and ensure that ICAO can continue to provide quality services to its Member States; and
- c) empower the Regional Offices to develop cost-recovery mechanisms enabling them to produce official ICAO translations
