



Agenda Item 1: Follow-up to conclusions and decisions adopted by SAM/IG meetings and tasks for the States regarding the new Electronic Air Navigation Plan (eANP) and Plan SAM

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 from 2020 to 2035.	
References:	
<ul style="list-style-type: none">• 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:	<i>A - Safety</i> <i>B – Air navigation 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 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 may require a better alignment or marketing for a better understanding of its role with respect to the priorities of the high levels of the public administrations of the States, President/Ministers. At technical levels we are clear on the importance of air transport for the economic and social development of our region, however on many occasions States manifest lack of support or lack of resources to implement many of the improvements that pursue regional plans. This could be a reflection of an internal communication problem or a lack of understanding

regarding the benefits of air transport for the socio-economic development in States.

1.3 We must understand the air transport as a facilitator of the economy, however to take advantage of its full dynamic potential, it is necessary to have a clear long-term strategy to ensure the sustainable development of air transport in its entirety and its relationship to all entities involved so it would require a plan for the SAM Region that includes all of the areas.

1.4 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 period 2020 to 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.

1.5 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.

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

- Connectivity
- Institutional strengthening
- Safety
- Environment.

1.7 The definition of regional goals will be aligned with the strategic objectives of ICAO and will be developed with the cooperation of the States and the regional aviation industry, and also is expected the collaboration of organizations such as IATA, ACI-LAC, CANSO, ALTA, IBAC, IFALPA, IFATCA, LACAC and other organisations and/or regional institutions. Goals and metrics agreed, will allow establishing the appropriate framework for the preparation of regional planning with a view to achieving the goals proposed for the benefit of all involved. 4 axes of this plan and its goals would include a commitment of all air stakeholders with SAM Region for the next 15 years. With them the intention is resume the goals of the Declaration of Bogotá and achieve what was not achieved. It is also intended to guide the priorities to achieve greater access to the population to air transport with optimum levels of safety, government institutions in the field of civil aviation strong and independent to combining the three dimensions of sustainable development: economic, social and environmental. The **Appendix** to this working paper contains a draft of the vision that seeks to achieve the Agenda 2035 for air transportation in South America.

Discussion

A brief 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

2.2 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>).

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

2.4 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 will have 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

2.5 With the support of a consultant, the Regional Office has finalized a study on the issue of connectivity related to air transport. The information corresponding to the number of passengers-domestic, international, flight numbers and projections of growth in the transport of passengers and charges came obtained from sources of ICAO, IATA, Boeing, AIRBUS and ATAG.

2.6 This study contains a diagnosis of the status of air transport in the South American Region, 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)

2.7 The Performance-based air navigation implementation plan (PBIP) updated will be presented during the ASBU implementation Workshop to be held in Lima, Peru, from 14 to 18 August 2017 which will verse on connectivity contribution aspects, among others. In order to achieve high levels of Government support, it will be essential to demonstrate the impact of the different modules of the ASBU on connectivity. The concept of connectivity is easily understood by many outsiders of the civil aviation system, however the ASBU highly specialized concepts are difficult to understand, therefore it is very important to demonstrate the connection ASBU vs connectivity, understanding the modules of the ASBU, as part of a big regional strategy to improve connectivity, in addition to their original function of achieving a seamless global air navigation system.

Airport planning improvements

2.8 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. The study has been initiated by AGA area of ICAO SAM Office.

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

2.9 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. Such activities are being carried out by the Secretariat of Aviation Security of ICAO SAM Office and are part of the work performed by the ICA/LACAC Regional Group of Aviation Security.

Institutional strengthening

2.10 As for the axes of connectivity, the Regional Office has a draft study which aims to define and complete a metric with a baseline on the institutional strength of civil aviation authorities and authorities in investigation of aviation accidents of ICAO SAM Region, from measurement of index of autonomy.

2.11 This chapter includes the desired model of civil aviation authority, assessment of State's status in the SAM Region regarding their aeronautical regulations and civil aviation systems as well as an analysis of the autonomy of evaluated authorities.

2.12 The Institutional strengthening of aeronautical authorities is an essential component to generate leadership needed at national level to overcome all barriers that may appear in 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 This chapter includes the strategic plan that covers safety aspects related to the aeronautical authority, through its safety programme, and to the service providers, through the implementation of safety systems.

2.14 Likewise, this chapter contains the regional safety plan since the Region currently lacks one. At present, there is a draft of the plan that includes 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 interrelated levels: a 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 The first and second levels as well as the air navigation and safety plans corresponding to the third level are expected to be presented at the Fifteenth Meeting of Civil Aviation Authorities (RAAC/15) to be tentatively held in November 2017 for its endorsement by States and the industry.

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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APPENDIX

Vision of the agenda for the Air Transport in South America

The Agenda 2035 for the Air Transport present an extremely ambitious and transformative vision of the future. We envisage a region that offers the population greater access to the benefits of air transport through a higher level of **connectivity** amongst the peoples of the South American region and between these and the rest of the world, thus fostering a greater commercial, social and cultural exchange. The infrastructure required to support demand will be planned duly in advance and in a collaborative environment that will permit the understanding of expansion plans at both the State and the industry level. Airport master plans will have a 40-year horizon, with regular reviews to make adjustments to changes in demand.

We envisage a region that is a world leader in terms of **safety**, in strict compliance with international civil aviation standards, in a harmonised regulatory environment that permits taking advantage of economies of scale, allowing civil aviation authorities to effectively and efficiently offer a level of surveillance to its service providers, without creating unnecessary costs to States and the industry, and building an environment that is conducive to the development of the air transport business.

Taking advantage of the fast development of information technology and guaranteeing proper protection of information, the States and the industry will share in real time vital safety information to be processed by human elements or algorithms for the identification and mitigation of risks before they result in an accident or incident.

We envisage that State entities responsible for ensuring the safe, orderly, and sustainable development of air transport will be **strong** and independent **institutions**, duly funded so as to ensure the recruitment, retention and professional development of the human talent required to fulfil their mandate, with ample use of electronic governance mechanisms, and in constant search for the most efficient forms of management.

We envisage an **environmentally** friendly aviation that exists in harmony with nature and protects wild flora and fauna and other species of living beings. The aeronautical activity must be developed in harmony with the natural environment to ensure the sustainability of the airline industry. We contemplate that a greener aviation will achieve that preserving the nature make it possible to continue developing and achieving more progress in this field. Aeronautical activities, which are the engine of the economy in several States, should take the lead in protecting the environment through legislative measures relating to motor technology and fleet renewal, operational improvements, improvements in infrastructure, green airports, and the achievement of the targets of the ICAO for the reduction of carbon dioxide.

We envisage that the environment where the aviation operates, the air, an integral part of the environment, but is also where the consequences of nature deterioration, due to the activity of man, manifests itself more forcefully; deterioration that generates atmospheric events to become more extreme and generate problems of security and comfort to air operations. Work in harmony with nature will succeed in decreasing the intensity and severity of these phenomena which will result in greater efficiency in air operations. We envisage aviation with noise reduction, that not disturbs residents who live or work near aerodromes but also not struck biodiversity.
