



Agenda Item 6: Other business

**NEED TO STRENGTHEN COOPERATION AND COORDINATION EFFORTS AMONG CAR
AND SAM STATES WITH ADJACENT FLIGHT INFORMATION REGIONS**

(Presented by Venezuela)

SUMMARY

This working paper submits to the consideration of the Secretariat of the SAM/IG Meeting, *inter alia*, the practical aspects that States must take into account regarding coordination and cooperation between civil and military air traffic to ensure civil aviation safety, regularity and efficiency, and meet the requirements of military air traffic, through the establishment of a dynamic airspace. It also suggests the need to analyse the risks derived from non-compliance with clear standards agreed between adjacent States while providing air traffic services. This can only be achieved by fully integrating flight monitoring and flight planning procedures within the area control centres (ACCs) of the units involved.

References:

- Chicago Convention
- Doc 4444, ATM/501 (Procedures for air navigation services, Air traffic management)
- GREPECAS/18
- Regional Project RLA/06/901, Workshop/Meeting of the SAM Implementation Group
- ICAO/IATA/CANSO PBN harmonisation, modernisation and implementation meeting for the CAR Region
- ICAO 40th Assembly, WP 359 of the Technical Commission

1. Background

1.1 States must manage their airspace in a way that meets civil and military aviation requirements. For international aviation to operate as a safe, harmonious system States have agreed to cooperate in the definition of a common regulatory framework and, *inter alia*, air traffic services, which include access to, and use of, airspace.

1.2 Since airspace is an increasingly scarce and valuable resource, States must adopt a balanced approach to air traffic management to ensure that traffic and security requirements are harmonised and met. This requires communication, collaboration and cooperation.

1.3 There are several global examples that can be cited, all similar cases that seek to fine-tune coordination, harmonisation and cooperation aspects among the parties in order to reach an understanding that will result in efficient airspace management.

2. Analysis

2.1 The many topics addressed at the 40th ICAO Assembly, starting with the GANP initiatives and their impact on regional plans, which logically give origin and meaning to national plans, gave rise to a universe of requirements and needs that must be addressed by the signatory States of the Organization in order to achieve a harmonised and interoperable airspace.

2.2 One of the working papers presented at that meeting referred to the work carried out by the 13th Air Navigation Conference (AN-Conf/13), and highlighted the wide range of topics and strategies to guide the development and implementation of the initiatives described in the Global aviation safety plan (GASP) and in the Global air navigation plan (GANP), which were submitted to the Assembly for approval.

2.3 Likewise, under item 29 of the aforementioned Assembly, WP/53 of the Technical Commission called for an update of the regional mechanisms supporting implementation by States.

2.4 Through various regional mechanisms, ICAO promotes planning and implementation, the exchange of information, data collection, identification and elimination of air navigation deficiencies, and regional coordination of activities, in order to step up implementation efforts in the areas of safety and air navigation.

2.5 All this is presented as an introduction to a topic, which, for Venezuela, is still lagging behind. At the Third ICAO/IATA/CANSO performance-based navigation (PBN) harmonisation, modernisation and implementation meeting for the North American, Caribbean and South American (NAM/CAR/SAM) Regions, held in Mexico City, Mexico, on 2-6 July 2018, Venezuela presented a working paper to advance this topic that, for the SAM Region, should already be at another level. That is, operational agreements should be signed with CAR States for the reduction of the longitudinal separation to 40NM, since the SAM Region intends to move to 20NM.

2.6 Trinidad and Tobago expressed interest on this and other matters, supporting the need to encourage bilateral multi-disciplinary meetings. There is another situation that has been occurring repeatedly with the Netherlands Antilles FIR, consisting in the entry of military aircraft into the Maiquetía FIR airspace without proper coordination. In addition to violating the existing operational agreement, this jeopardises civil operations in the Maiquetía FIR.

2.7 At the 40th ICAO Assembly, under item 30 of the Technical Commission, WP/359 addressed the need to increase cooperation and coordination efforts amongst CAR and SAM States with adjacent flight information regions.

2.8 Other topics of interest require timely arrangements, such as the updating of operational agreements, search and rescue cooperation agreements, AIDC implementation, AMHS interconnection, and other purely technical issues that fall within the context of project A2 'Air navigation systems in support of PBN' of the SAM Region and its equivalent for the CAR Region.

2.9 Coordination details need to be fine-tuned between adjacent States of the CAR and SAM Regions. Although covered by letters of operational agreement, such details need to be updated, whether because they were signed long ago or because some issues contained in those agreements need to be reformulated.

2.10 Finally, mention should be made of other matters that should be addressed from the safety point of view, and that could even be interpreted from a civil-military cooperation perspective, in order to avoid misunderstandings, as has occurred since early 2018, and which might require arbitration by a mediating body.

3. **Conclusions**

3.1 The Chicago Convention, in its preamble, contains a whereas clause that states that the future development of international civil aviation can greatly help to create and preserve friendship and understanding among the nations and peoples of the world, yet its abuse can become a threat to general security.

3.2 GREPECAS Conclusion 18/10, Follow-up to the implementation of A39 resolutions related to air navigation, in paragraph a), urges CAR/SAM States to: *“resort to regional organisations for the establishment of the required mechanisms to address legal or institutional issues that might hinder CNS/ATM implementation”*.

4. **Suggested action**

4.1 The Meeting is invited to:

- a) Take note of the information provided herein;
- b) acknowledge the need for close coordination between adjacent States of the CAR and SAM Regions to optimise use of intercontinental airspace while meeting the safety and efficiency standards foreseen in the Global air navigation plan (GANP);
- c) request ICAO to acknowledge the need for greater collaboration and cooperation between adjacent States to maintain the regularity of international air navigation, in accordance with safety criteria, through compliance with the existing operational agreements; and
- d) request the support of ICAO to promote a forum where the two Regions can work towards the achievement of the strategic objectives of the Organization.