



| ICAO

# INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY



# Summary of Discussions Session— RAAC/17

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RAAC/17 Secretariat



# Agenda

**1** Summary Asynchronous  
Phase as of April 14

**2** Summary Face-to-Face  
Phase

**3** Proposed Declaration



**DÉCIMO SÉPTIMA REUNIÓN DE AUTORIDADES DE AVIACIÓN CIVIL DE LA REGIÓN SAM (RAAC/17)**

**TRANSFORMEMOS**

**SUDAMÉRICA**  
10 AL 14 DE ABRIL 2023



# 1 Summary Asynchronous phase



The asynchronous phase continues until April 21

51

Working Papers

16

Information Papers

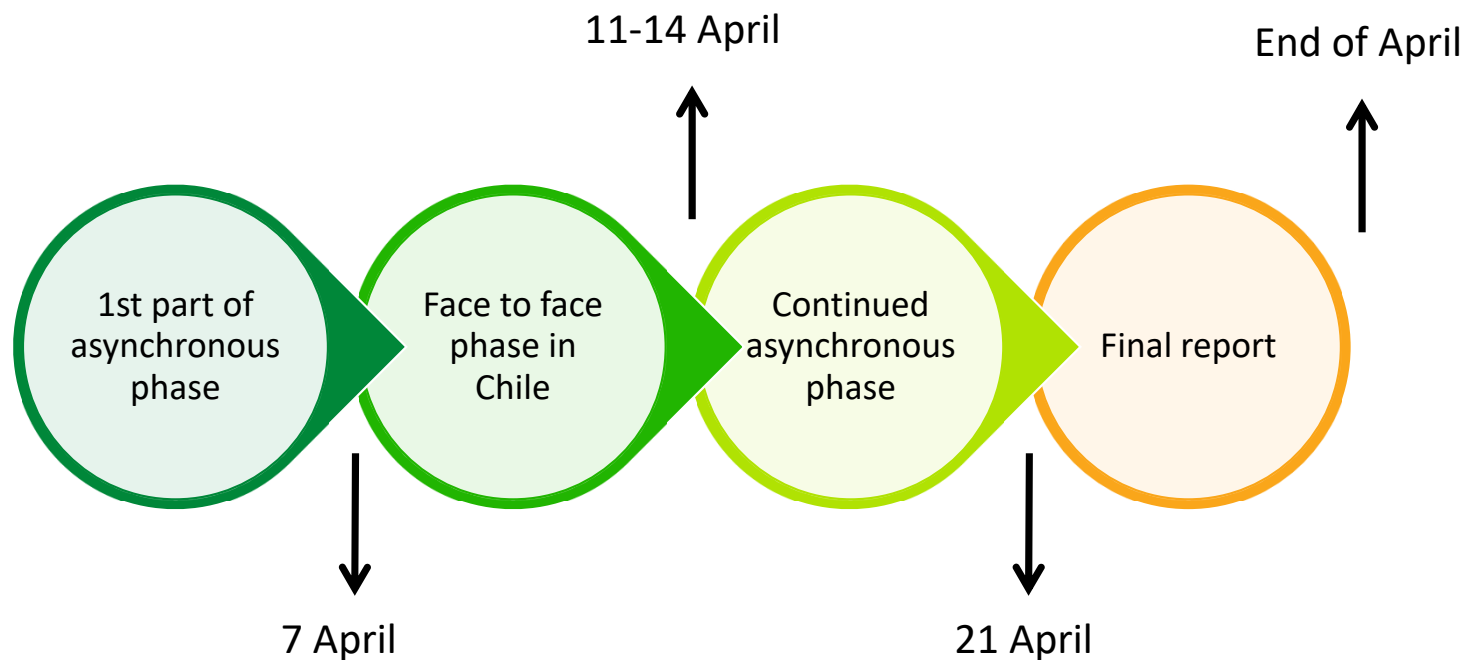
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Comments, and rising...



## Next steps

The Asynchronous Phase of the Meeting runs until 21 April. The final report is expected to be published by 28 April.



## Proposed conclusions in RAAC/17

The conclusions are still under review during the asynchronous phase.

#	Title	Area
RAAC17/01	MECHANISM FOR MEASUREMENT AND EVALUATION OF STRATEGIC PLANNING PERFORMANCE IN THE SAM REGION	GEN
RAAC17/02	APPROVAL OF THE CONTINUOUS IMPROVEMENT PROGRAMME TO STRENGTHEN CIVIL AVIATION SYSTEMS OF SAM STATES	SAF, CAP, SEC
RAAC17/03	COMMITMENT TO SUPPORT THE IMPLEMENTATION OF SSP/SMS IN THE STATES OF THE SAM REGION	SAF
RAAC 17/04	CREATION OF A BASELINE TECHNICAL DOCUMENT TO INCLUDE APPROPRIATE PROVISIONS TO PROTECT CRITICAL SYSTEMS, INCLUDING HARDWARE AND SOFTWARE, AGAINST CYBER ATTACKS AND INTERFERENCE IN NATIONAL CIVIL AVIATION SECURITY PROGRAMS (NCASP) AND OTHER RELEVANT NATIONAL PROGRAMS	SEC, CAP
RAAC17/05	ESTABLISHMENT OF UAS/RPAS AGENCIES IN THE CIVIL AVIATION ADMINISTRATIONS AND ACCIDENT AND INCIDENT INVESTIGATION AUTHORITIES OF THE SAM STATES	SAF
RAAC 17/06	FACILITATION EVOLUTION	FAL
RAAC 17/07	RECOGNITION OF EQUIVALENCE	FAL

## Proposed conclusions in RAAC/17

The conclusions are still under review during the asynchronous phase.

#	Title	Area
RAAC 17/08	UNRULY PASSENGERS	SEC,FAL
RAAC 17/09	ACTIVITIES ON AVIATION SECURITY	SEC
RAAC 17/10	AIR TRANSPORTATION FACILITATION	FAL
RAAC 17/11	PROMOTION OF GENDER EQUALITY AND THE DEVELOPMENT OF WOMEN IN AVIATION	GEN
RAAC 17/12	CAPSCA PROGRAM IN AIR TRANSPORT	FAL
RAAC 17/13	INCLUSION AND REDUCTION OF BARRIERS IN AIR TRANSPORT FOR PERSONS WITH DISABILITIES AND THE ELDERLY	FAL

# Working Papers

## AVSEC/FAL/OSS/CAPSCA/IATA/CHILE & URUGUAY

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## Background information

RAAC 17  
Asynchronous mode



New Meeting modality, where there is a space to build and improve International Civil Aviation.

## Working Papers presented and discussed asynchronously

### **AVSEC**

- WP/06 Agenda Item 4A - Aviation Security Activities, Presented by the Secretariat
- WP/17 Agenda 4A - Strategy for the Implementation of the One-Stop Security (OSS) Concept, Presented by the Secretariat
- WP/39 Agenda Item 1A - Recognition of Equivalence, Presented by IATA
- WP/42 Agenda Item 4A - Mixed Passenger Terminal Concept, Presented by IATA

### **FAL**

- WP/07 Agenda Item 4A - Facilitation of Air Transport, Presented by the Secretariat
- WP/35 Agenda Item 5A - Advancing Accessibility for All, Presented by IATA
- WP/36 Agenda Item 1A - Evolving Travel Facilitation & Passenger Services in the Region, Presented by IATA
- WP/41 Agenda Item 1A - Addressing the Increase in Incidents Caused by Disruptive and/or Disruptive Passengers on Flights, Presented by IATA

### **CAPSCA**

- WP/19 Agenda Item 4A - CAPSCA Programme in Air Transport, Presented by the Secretariat

### **Cybersecurity**

- WP/31 Agenda Item 1A - Assessment of Technical Document on Civil Aviation Cybersecurity, Presented by Chile

### **Gender**

- WP/18 Agenda Item 4A - Commitment to promote Gender Equality and Women's Development in aviation, Presented by Uruguay

## Result of asynchronous discussions



The objective of this new experience of submitting Working Papers and Information Papers for asynchronous online discussion was excellent.

The result of these discussions was the consensual support of the 11 Working Papers presented on AVSEC/Facilitation/CAPSCA/Cybersecurity and Gender.

**This ensures that we are creating new development capabilities in the SAM Region.**

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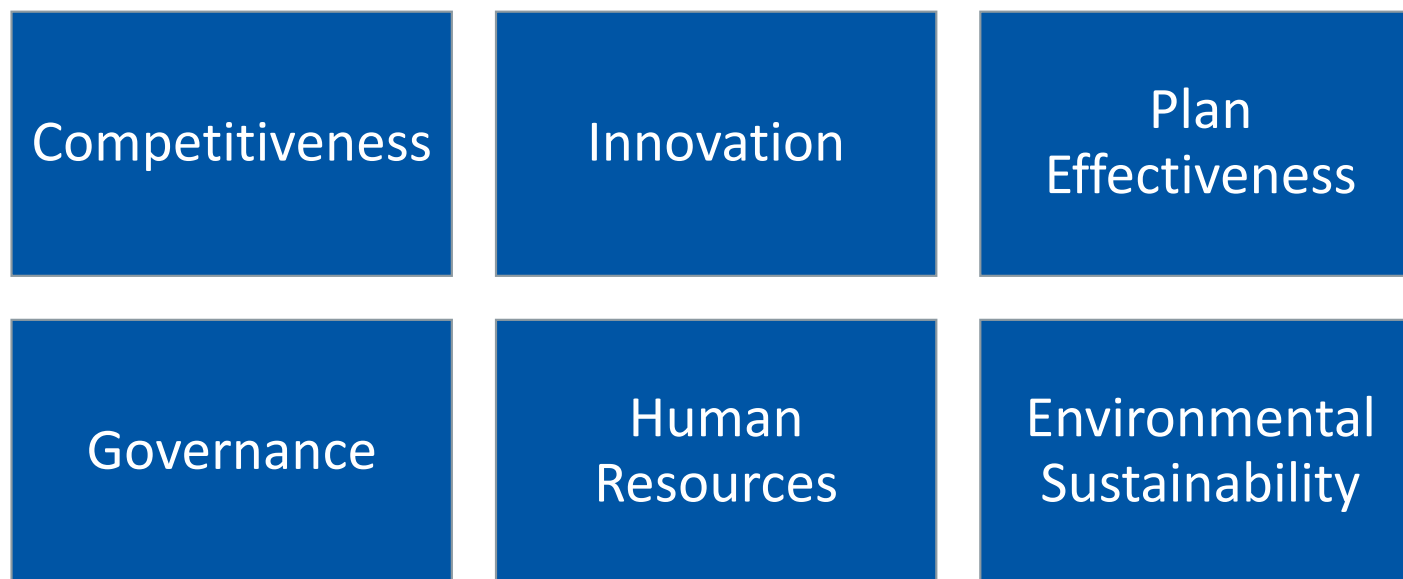
## Summary of face to face phase



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## Topics covered under Strategic Exercises

Pillars for developing a regional strategy



# Competitiveness

## Competitiveness improvement opportunities

- Infrastructure investment;
- Market liberalization policies;
- Taxes and tariffs;
- Improved connectivity; and
- Investment incentives.

## Challenges and actions

- Multilateral and bilateral regional air services agreement;
- Improved airspace and infrastructure management;
- Aviation fuel pricing and subsidy policy;
- Review long-term projections;
- Strengthening of competition agencies and institutions;
- Improved management of a plan to improve passenger transit facilitation (One-Stop Security) among the countries concerned;
- Intensifying public-private partnerships for better airport infrastructure development;
- harmonization of safety regulations at the regional level under the SRVSOP; and
- Create a State policy for the reduction of fees and duties.

# Innovation

## Main obstacles to overcome

- Resistance to change;
- The paradigm that innovation is only about technology;
- Over-reliance on prescriptive regulatory solutions; and
- The unidirectional hierarchical relationship between the regulator vs. the regulated.

## Measures

- Adequate human and financial resource planning;
- Implementation of collaborative processes between the State, industry, and service providers, to explore and agree on regulatory alternatives that allow the rapid incorporation of innovative solutions, while guaranteeing an adequate level of protection for users;
- Creation of a regional forum on innovation to facilitate the dissemination, exchange, and access to up-to-date information related to innovation;
- Creation of cooperative environments between the State and the academic sector to incorporate the research and development process.

## Plan Effectiveness

### Main obstacles to overcome

- Lack of information to prepare work plans;
- Difficulty in coordinating with the different institutions involved;
- Difficulty in establishing the real indicators (KPIs) for said Plans;
- Difficulty monitoring progress on proposed goals;
- Difficulty to implement and achieve the goals proposed in the Plans; and
- Lack of clear ideas to control the implementation and its update.

### Measures

- High Level Involvement and Awareness;
- Request external assistance (TCB);
- Align the National Development Plans with the Aviation Plans (CAMP);
- Develop regional indicators;
- Identify tools to monitor these indicators;
- Work together to identify deviations (trigger) for the review and update of the Plans; and
- Standardization of the format of National Plans at a Regional level.

# Governance

## Key Ideas

- Institutional autonomy - guaranteed by law;
- Continuity and stability - Management and Politics;
- Strengthen the meritocracy and career of the AACs;
- Promote the strengthening of the AACs with the transparency authorities; and
- Disseminate the results on AAC Governance of the SAM Region.

## Long-term

- Reinforce the continuation of State policies;
- Advance in the level of institutional maturity;
- The Region must have the OECD Study phase two;
- Use of artificial intelligence to transform and improve governance processes;
- Strengthen governance in regional organizations; and
- Analyze the creation of an Agency similar to the SRVSOP for AVSEC.

## Human Resources (sufficient and suitable)

### Challenges

- Improve identification of needs (projections, new technologies, CAMP);
- Strengthening of Human Resources Offices in aviation knowledge;
- The Legislation for the hiring of public servants generates rigidity to hire professional staff;
- Policies to reduce the State apparatus do not discriminate against the specialized nature of aviation;
- State policies, related to the horizontal movement of professionals; and
- Withdrawal of trained professionals.

### Actions

- Strengthening planning processes;
- Career plans;
- Recognitions and incentives;
- Generate interest in children and young people in aviation;
- Promote collaborative schemes among States;
- Prepare staff expansion projects;
- Promote financial management independence; and
- ICAO Technical Cooperation Support.

# Environmental Sustainability

## *General information*

### **CORSIA**

#### *Considerations for joining the CORSIA scheme*

- High-level government policies that advise against joining CORSIA;
- Surpluses of carbon credits that fail to be capitalized;
- A certain degree of ignorance about the scheme and its requirements, in the Authority itself and in the government bodies involved (Foreign Ministry, Ministry of the Environment);
- Doubts about possible cost overruns for air operators; and
- The lack of Verifying Agencies for CO<sub>2</sub> emissions reports.

### **SAF**

In relation to Sustainable Aviation Fuels (SAF), it was recognized that the South American Region could be the leader in the production of SAF, but there are barriers that should be eliminated jointly with all interested parties, to make the production of the SAF a reality.

## Challenges

### CORSIA

Personnel trained to manage the information that would be generated by the scheme and to monitor compliance with the regulations;

It is necessary to design a mechanism to trade excess carbon credits within the CORSIA scheme;

It is necessary to sensitize high-level authorities, in some States, about the advisability of joining CORSIA; and

Remain in the scheme once entered the voluntary phase.

## Actions

### CORSIA

Promote talks and workshops to disseminate CORSIA, in the Authority and among the institutions involved;

Promote training on the scheme and on the ISO Standards mentioned in Annex 16, Vol. IV – CORSIA;

Promote, with Management Systems Certifying Agencies, the inclusion of sustainable business lines in their business portfolios;

Promote, with air operators and aerodrome operators, the inclusion of clean energy mechanisms to support their operations; and

Promote the preparation of electronic tools to manage the emissions reports sent by air operators.

## Challenges

### SAF

Absence of public-private forums for the promotion of legislation on the production and use of SAF;

It is required to prepare the Regulation to produce the SAF;

Insufficient infrastructure for the distribution of the SAF in the aerodromes;

Lack of predictability related to the protection of species and products that could be used for the production of SAF; and

Ensure the sustainability of SAF production

## Actions

### SAF

Promote spaces for the exchange of scientific and legal information on the production of SAF;

Promote, with the corresponding authorities, the preparation of regulations and legislation for the production of SAF;

Generate incentives, for air operators, for the use of the SAF;

Manage financing lines for infrastructure projects for the production, distribution and use of the SAF; and

Support scientific research on the production of SAF.

3  
Proposed  
Declaration for  
the  
Transformation  
of South  
America  
RAAC/17





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Gracias!