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## **ASSEMBLY — 36TH SESSION**

### **PLENARY**

#### **Agenda Item 2: Statements by delegations of Contracting States and of Observers**

#### **DEVELOPMENT OF CIVIL AVIATION IN THE BOLIVARIAN REPUBLIC OF VENEZUELA**

(Presented by Venezuela)

#### **1. INTRODUCTION**

1.1 Venezuela has been an ICAO Contracting State since the Convention on International Civil Aviation came into force in 1947 and has also been a member of the Council of the International Civil Aviation Organization since it began in the 1950s. Venezuela reaffirmed its participation in the Council in 1980 and alternatively with the Republic of Colombia since 1992 in a joint manner.

1.2 The Bolivarian Republic of Venezuela, as a Contracting State of the Convention on International Civil Aviation, has been a participant and a main actor in the dynamic development of international civil aviation as well as witness of the great decisions taken within the organization aimed to guarantee the safe and ordered development of international civil aviation. Venezuela has also arduously worked to face the recently changes produced in civil aviation world-wide, caused from different themes and events that in recent times have created a new and challenging scenery for international air transport, aeronautical authorities, air operators, airport operators, air navigation services operators and for all those who are part of the world aviation community.

1.3 Conscious of these changes, Venezuela has reached goals of primal importance aimed to increase safety standards on national civil aviation, with the subsequent result of answers to possible emerging risks, and protect the security of civil aviation against acts of unlawful interference. Besides, policies have been developed for the planning and implementation of systems for air navigation services and facilities, airports and airlines; actions have been taken to mitigate the congestion of airports and airspace; and new and modern regulations have been prepared to rule the dynamic development of international air transport. All these achievements have been supported by major economic investments made for the modernization of the national aeronautical system, which have been reached with the help of the ICAO's Technical Cooperation Bureau through the Project for Airports Modernization and Air Traffic

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<sup>1</sup> English and Spanish versions provided by Venezuela

Management (Proyecto de Modernización de Aeropuertos y Gestión del Tránsito Aéreo - MAGTA), which has led Venezuela to play an internationally major role as one of the Contracting States that has made an important investment in its Civil Aviation System.

1.4 According to ICAO's strategic objectives for the 2005-2010 quinquennium, the National Institute of Civil Aeronautics (INAC) has adapted its mission and vision for the achievement of the safe, protected and sustainable development of civil aviation in Venezuela. These principles are clearly established in the above mentioned objectives. Focused on this new vision, the Venezuelan aeronautical authority has established as main actions the improvement of civil aviation security, the protection of civil aviation against acts of unlawful interference, the diminution of harmful effects of aviation on the environment, the improvement of efficiency and the continuity of aviation operations; all these through continue reinforcement and actualization of the national legal system.

## **2. INAC, ACHIEVEMENTS. VENEZUELA FACING THE FUTURE**

2.1 Attending to the new commitments implied in the increasing development of international civil aviation, the Ministry of the Popular Power for the Infrastructure of Aeronautics, during 2006 and 2007, has aimed its efforts to the elevation and maintenance of security and safety high standards, according to ICAO's norms and pursuant to the provisions established in the Convention on International Civil Aviation. Therefore, the Ministry has agreed important initiatives intended to the reinforcement of aeronautical infrastructure, the formation of highly capacitated human resources, the adaptation of the most advanced technical systems, which offer higher safety, and primarily the humanization of the Venezuelan aeronautical system.

2.2 The Bolivarian Republic of Venezuela, through the National Institute of Civil Aeronautics (INAC) has adapted its legal system to the new requirements and dynamic in the field of international civil aviation and has supported the organizational restructuring process that represented the base of the constitution of the current National Institute of Civil Aeronautics. Consequently, with the entry into force of the new Civil Aviation Law, in February 2006, INAC's legal personality was reaffirmed through financial and technical autonomy and its qualification as a State Security body.

2.3 As part of a strategy intended to improve and integrate the aeronautical infrastructure within the national territory, it is currently in execution the Project for Airports Modernization and Air Traffic Management (Proyecto de Modernización de Aeropuertos y Gestión del Tránsito Aéreo - MAGTA), with the help of the ICAO's Technical Cooperation Bureau, which will let Venezuela offer safety levels without precedent and consolidate the legitimate and effective control over the Venezuelan airspace.

2.4 About this particular issue, INAC and the Maiquetía International Airport Autonomous Institute (Instituto Autónomo Aeropuerto Internacional de Maiquetía - IAAIM), according to the "Maiquetía 2000" project, began in 2006 the construction of a new Air Traffic Management Centre and Approach Control Office, which is in operation since June 25th 2007 and which guaranties the automation of sectors 1 and 2 of FIR Maiquetía and the Approach Control Office in Maiquetía, as well as the automatic management of flight plans from the tower. The total automation of the national air traffic system shall be completed once the installation and integration of the radars included in the MAGTA project is finished. After verification of all necessary aspects for the operation of this new Control Centre

for Air Traffic Management, the old control centre of Maiquetía will operate for an approximated six-month period, in order to assure a prompt and effective answer as part of a contingency plan upon all possible events that may affect the right operation of the new control centre.

2.5 In order to attend to the transition for the supply of air traffic services, INAC has implemented an action plan, destined to harmonize the actions so as to reach a secure transition that guarantees the continuity in the rendering of services without deterioration of security in the operations. This action plan takes into account personnel training; constant renewal of video-maps information according to model WGS-84; regular verification of radar systems; adaptation of Software; acquisition of bibliography in order to support training; installation of the remote signals for radars in Margarita and Barquisimeto, through SEDA system and the integration of a new radar in Maracaibo; installation of telephones and new radios for air-terrestrial communications, through AERONET system and the inclusion of repetitive flight plans, among others.

2.6 Within the national territory, it is important to emphasize that in year 2006, the airport certification process began in Venezuela at the Simón Bolívar International Airport of Maiquetía, which is close to reach its certification. In this regard, Venezuela has held two (02) local seminars on certification as part of an awareness campaign to assure the achievement of this objective and promote the implementation of safety standards by airports, which are vital actors for the safe and orderly development of the national aeronautical sector. It has also successfully improved the certification process of national airlines.

2.7 In order to intensify the formation of professionals in the civil aviation field, the “Miguel Rodríguez” Civil Aviation Training School (CIAC) in Venezuela has now become the Technical University Institute of Civil Aviation (IUTAC in Spanish). This will contribute to assure the efficiency, quality and security required for air operations. Currently, this institute is near to concluding the last phase for ICAO’s TRAINAIR certification, after its acceptance as a temporary member in ICAO’s programme in 2006.

2.8 In relation to the performance of the National Institute of Civil Aviation regarding to aero-commercial activities during the last two years, it has developed a consonant strategy, according to the provisions of the Venezuelan foreign policy and the interests that must be defended and protected for the orderly, safe and efficient development of air transport, on the basis of fair and equal opportunities.

2.9 Aligned to this strategy and interested in the promotion of national airlines towards international markets – which were for a long time restrained by discriminatory unilateral measures imposed on Venezuela – and also based on the recognition granted by ICAO to Venezuela, when ranking it above world average for the fulfilment of the ICAO’s standards and recommended procedures (SARPs), the national government began a series of actions with the support of the aeronautical industry, which led to the classification of Venezuela as a “Category I nation” by the U.S. FAA. This opened the possibilities to Venezuelan airlines to integrate into a fairer and balanced market.

### **3. THE BOLIVARIAN REPUBLIC OF VENEZUELA AS AN INTERNATIONAL AERONAUTICAL ACTOR**

3.1 An important aspect to emphasize, during the year 2006 and the first semester of the year 2007, is the reception of several visits by ICAO's officers. During these visits, the efforts made by Venezuela to improve areas related to airports, aeronautical information systems, aviation security, air traffic management, search and rescue, meteorology and the civil aviation training centre have been positively evaluated.

3.2 INAC, interested in providing more participation to all those involved in Venezuelan civil aviation, has received in 2007 the visit of the Technical Committee of the International Air Transport Association (IATA), in order to know the status of the actions taken by INAC related to aviation security, air navigation services and facilities, according to observations made in earlier visits to Venezuela. During this visit, IATA's representatives expressed their satisfaction with the improvements reached, which also show the modernization process that Venezuela currently lives in the aeronautic field, in order to guarantee higher levels of safety and security.

3.3 During May 2007, Venezuela received the visit of the President of the Council of the International Civil Aviation Organization (ICAO), who also expressed his agreement with the achievements reached by Venezuela in the development of civil aviation and particularly with the high level that Venezuela has achieved thanks to the implementation of the MAGTA project, ranking Venezuela as one of the most advanced nations in technology. This let Venezuela face adequately the growth of air traffic.

3.4 According to this recognition and with the understanding that ICAO issues the norms that rule civil aviation world-wide, the National Institute of Civil Aviation has made efforts to maintain a permanent presence at the activities convened by this organization, and has actively participated during the technical reunions held by the Caribbean and South American Planning and Implementation Group (GREPECAS), seminars, workshops and forums convened for the CAR/SAM region nations, in order to continuously adapt the international technical requirements to the national aeronautical system.

3.5 In order to support the work done in a joint manner by ICAO and its Regional Office for South American Affairs, in which Venezuela is included, Venezuela has been headquarter and host of important events for the region, such as the X Reunion of Civil Aviation Authorities for the South American Region (RACC/, 10) held in June 2007, during which the highest aeronautical authorities discussed themes related to aviation safety, air navigation and airports among others. During GREPECAS, the X Reunion of the AIS/MAP Subgroup was held in Caracas in order to continue with the new management of aeronautical information AIM. Likewise, the workshop on quality programs for aviation security (AVSEC) for Colombia, Panama and Venezuela gave as a result the design of a National Program for Quality Control on Aviation Security and the subsequent supply of provisions for its implementation according to the domestic necessities of each country and ICAO's requirements. Pursuant to the ICAO Universal Security Audit Programme (USAP) and in order to fulfil ICAO's standards and recommended practices (SARPs), included in Annex 14 "Aerodromes", the Regional Course on ICAO Safety Management Systems (SMS) was held in September 2007.

3.6 Next October 2007 will be held in Margarita the III Regional Colloquium for Air Transport, organized by INAC and promoted by the Latin American Civil Aviation Commission (LACAC), supported by the International Air Transport Association (IATA), the Latin American Air Transport Association (ALTA) and the Airports Council International for Latin America and the Caribbean. This Colloquium will be attended by representatives of the national and international aeronautical fields, with the main purpose of enhancing the integration process within the Latin American Region.

3.7 Besides, in order to facilitate the expansion of Venezuelan participation within the international market, the National Institute of Civil Aviation has concluded several bilateral negotiations destined to reinforce existing markets and open the gate to aero-commercial relationships with strategic countries for Venezuela.

3.8 Therefore, Venezuela is currently carrying out negotiations with Panama, Canada, Paraguay, Peru, Bolivia, Argentina, Jamaica, Spain, Italy and Ecuador. Likewise, Venezuela is in the process of beginning aero-commercial relationships with Indonesia, the Arab Emirates and China. Bilateral Agreements with Iran, Qatar, Syria, Algeria, Russia, Portugal, Uruguay, Brazil, Cuba and Nicaragua have been already signed.

3.9 In the scope of regional cooperation, it is important to highlight that INAC, according to the necessity of consolidated bonds among neighbour countries and pursuant to the Bolivarian Alternative for the Americas (ALBA), signed a Cooperation Agreement with Cuba. During the last two years, programs for counselling, technical assistance and collaboration in technical areas related to aviation security, air navigation services, aeronautical registry, information systems and professional capacitating have been successfully executed, which represents an extension of bilateral relationships and the promotion of collaboration bonds that will effectively contribute to the achievement of higher levels of regional and international integration. Bolivia and Nicaragua have been recently incorporated to this regional integration mechanism.

3.10 In relation to the international organisms, Venezuela, as a member of the Latin American Civil Aviation Commission (LACAC), encouraged the reinforcement of integration schemes, through initiatives aimed at the harmonization of technical procedures related to the air transport field. Consonant with this performance, Venezuela's presence has been reinforced according to the work developed in this area for the Caribbean States Association (AEC).

3.11 The content above mentioned is only a part of the work carried out during the years 2006 and 2007 up to today, which has been developed for the modernization of the national aeronautical system and for the necessity to guarantee security over Venezuelan airspace. Venezuela still has many goals and projects to achieve. What are already facts today will, tomorrow, form part of a widescale reality, because Venezuela's engagement will always be the development of the national aeronautical sector.

4. **THE BOLIVARIAN REPUBLIC OF VENEZUELA IN THE  
COUNCIL OF THE INTERNATIONAL CIVIL AVIATION  
ORGANIZATION (ICAO)**

4.1 The Bolivarian Republic of Venezuela has formally filed its candidature to Group II of the Council of the International Civil Aviation Organization (ICAO). In this regard, it is important to emphasize that the presence of Venezuela as a member of the Council will help to reinforce that the decisions taken within this organism will be characterized by its equanimity, harmony and mutual cooperation among all 190 Contracting States that currently form the International Civil Aviation Organization (ICAO). With its humble contributions, Venezuela will guarantee the fulfilment of the high purposes listed in the Preamble of the Convention on International Civil Aviation, within an atmosphere of different cultures, diverse politic perceptions and economic situations.

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