



## **ASSEMBLY — 36TH SESSION**

### **PLENARY**

#### **Agenda Item 10: Election of Contracting States to be represented on the Council**

#### **CANDIDATURE OF ECUADOR FOR ELECTION TO THE COUNCIL**

(Presented by Ecuador)

#### **SUMMARY**

This working paper presents Ecuador's candidature for election to Group III of the Council of ICAO for the next triennium. It describes Ecuador's aeronautical infrastructure and services and details the progress made by the State of Ecuador in commercial aviation on a sub-regional, regional and global level.

### **1. INTRODUCTION**

1.1 In this working paper, the Republic of Ecuador states its reasons for submitting its candidature for election to Group III of the Council of the International Civil Aviation Organization (ICAO). This election is to take place during the 36th Session of the Assembly.

1.2 The Republic of Ecuador's candidature is backed by the countries and territories of Latin America and the Caribbean, and members of the Latin American Civil Aviation Commission, namely, Argentina, Aruba (Netherlands), Belize, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Dominican Republic, Uruguay and Venezuela.

1.3 Ecuador has been an ICAO Contracting State since 20 August 1954 and is a participant in the Regional Safety Oversight System for Latin America. It has given a decisive boost to the development of its aeronautical infrastructure consistent with a commercial aviation policy which promotes the sustainable, efficient and safe growth of civil aviation. For this, it has transformed its national airports into veritable airport systems through the inter-connection of the multi-modal axes of transport; this, in turn, has improved competitiveness, stimulated investment, and produced multifold results.

## **2. INFRASTRUCTURE OF ECUADOR'S CIVIL AVIATION**

2.1 Under new State policy, Ecuador's main airports were licensed to private investors, resulting in modern airports which are certified according to ICAO Standards and equipped with the latest technology. This is the case, for example, of Guayaquil Airport, in which US \$35 844 920 was invested. As well, with an investment of approximately US \$560 000 000, Quito's new airport is under construction. Two regional airports are also under construction: Santa Rosa, in the border area with Peru, and Tena, in the Ecuadorian Amazon; they will serve as an axis and link with Brazil, Colombia and Peru, and the investment in their infrastructure is more than US \$100 000 000.

2.2 There is a vital need for civil aviation's integration of the Pacific and Atlantic regions, which Ecuador has strengthened with the implementation of the Multimodal Axis joining the Ecuadorian city of Manta with the Brazilian cities of Manaus, Santarem and Belen.

2.3 Ecuador has made significant investments in radar facilities at Quito and Guayaquil airports; these radars cover the entirety of Ecuador's national and international routes. A new radar is being installed in the Ecuadorian Amazon region at a cost of US \$5 000 000.

## **3. NEW CIVIL AVIATION POLICY**

3.1 Safety is given priority by Ecuador, which introduced safety-related reforms to the Civil Aviation Law as an essential measure for aviation growth. At the same time, it harmonized these reforms with the Aviation Authority's technical regulations and procedures, all of which is a very important achievement in the establishment of an appropriate framework of safety oversight.

3.2 With the same objectives in mind, Ecuador methodically adopted SARPs and safety-related functions, providing regularity and efficiency to air navigation. Moreover, Ecuador is involved in the Safety Oversight Audit Programme and Safety Management Systems (SMS).

## **4. EXECUTION OF THE NATIONAL AIR NAVIGATION PLAN**

4.1 The execution of the National Air Navigation Plan is a significant contribution to the international aviation community. It involves an excellent system of radio navigation aids and radar systems with national coverage, as well as new control centres operating with modern communications technology, ground radio links, and a satellite network integrating all the regional CAR/SAM States.

4.2 The VISAT and REDIG networks have also been expanded, as have the surveillance systems with Mode-S capability.

4.3 Ecuador has made significant investments for the improvement of automatic aeronautical meteorology systems, the implementation of modern AIS systems, and the implementation of, inter alia, new RNAV and GNSS approach procedures.

4.4 In support of the guidelines established by ICAO, Ecuador provides international aviation personnel training courses through the Higher Technical Institute of Civil Aviation, recognized by the Organization as the only official AVSEC/ICAO training centre in the region.

4.5 Air traffic management has been reinforced with the establishment of Quality Assurance, which is an ever-developing activity. Particular attention has been given to ATC personnel training, which serves to bolster a culture of operational system safety, thereby guaranteeing quality services which make for safe and efficient operations.

4.6 Investing approximately US \$1 500 000 in computer systems and equipment, Ecuador has carried out the structural reorganization of the certification, continuous surveillance and operations subdivisions of Ecuadorian aviation through an integrated safety system which meets the real demands of control and oversight in the areas of aviation personnel, operation of aircraft and airworthiness.

## 5. CONCLUSION

5.1 In view of the above, Ecuador is seeking election to the Council of ICAO for the next triennium in Part III of the election. As a Council member, Ecuador would work with the utmost care to further the great international objectives of the safe, orderly and multifold development of regional and world aviation.

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