

PARTICIPATION MR. OSPINA - INTRODUCTORY PANEL

DEAR PARTICIPANTS:

FIRST, LET ME THANK THE INTERNATIONAL CIVIL AVIATION ORGANIZATION AND THE AIR TRANSPORT RESEARCH SOCIETY FOR THE INVITATION TO PARTICIPATE IN THIS IMPORTANT EVENT THAT AIMS, AMONG OTHER THINGS, TO IDENTIFY THE “STRATEGIES AND TOOLS FOR A SUSTAINABLE AIR TRANSPORT”.

WHEN WE SPEAK OF A “GLOBAL VISION OF A SUSTAINABLE AIR TRANSPORT”, IT CAN NOT ESCAPE FROM OUR KNOWLEDGE THAT THE AIR TRANSPORT IS AN IMPORTANT TOOL IN THE ECONOMY OF STATES AND CONSEQUENTLY, IN THE WORLD ECONOMY. THAT IS, IN ORDER TO HAVE SUSTAINABILITY THIS CAN NOT JUST BE LIMITED TO ENDOGENOUS VARIABLES IN THIS SECTOR, BUT EXOGENOUS INVOLVING ECONOMIC, POLITICAL AND SOCIAL ASPECTS.

THE LATIN AMERICAN CIVIL AVIATION COMMISSION HAS INCLUDED SIX MACROTASKS IN ITS WORKING PLAN: AIR TRANSPORT AND POLICY, AIRPORT MANAGEMENT, ENVIRONMENT, TRAINING, SAFETY, SECURITY AND FACILITATION. THIS WORK INTENTS TO COVER THE REGIONAL SPECTRUM, BUT PRINCIPALLY, I WANT TO FOCUS ON “AIR TRANSPORT AND POLICY” IN WHICH THE WORK THAT THE REGIONAL

ORGANIZATIONS DEVELOP IS VERY IMPORTANT AND, OVER THE TIME, IT HAS INCREASED.

SINCE THE SIGNATURE OF THE CHICAGO CONVENTION IN 1944, THE MANAGEMENT, THE PROCEDURES AND THE AIR TRANSPORT POLICY ITSELF HAVE NOT CHANGED SUBSTANTIALLY THUS IT HAS NOT BEEN NECESSARY TO MODIFY THE CHICAGO CONVENTION. WHAT WE DO HAVE OBSERVED IS THAT ICAO, WITH THE DECISION OF ITS MEMBER STATES, HAS BEEN FORCED TO RESTRUCTURE ITS WORKING PROGRAM. THUS, SINCE 1998 ICAO HAS PRIORITIZE AIR NAVIGATION ISSUES, SAFETY, ENVIRONMENT AND SECURITY, WHILE THE SPECIFIC MATTERS ON AIR TRANSPORT HAVE SERIOUSLY DECREASE IN ICAO'S MANAGEMENT, ESPECIALLY IN THE REGIONAL OFFICES (IN THE CASE OF OUR REGION IN LIMA AND MEXICO) IN WHICH "AIR TRANSPORT OFFICERS" ARE NO LONGER AVAILABLE AS PART OF THE PROFESSIONAL STAFF. THEREFORE, ALL THE WORK AND ASSISTANCE PROVIDED TO THE STATES IN THIS AREA HAS BEEN ABSORBED, IN LARGE PART, BY THE REGIONAL ORGANIZATIONS.

ALONG THE SAME LINES, IT IS WORTH RECALLING THAT AFTER 1978 WITH THE DEREGULATION OF THE TARIFF SYSTEM, IATA ALSO BEGAN A RESTRUCTURING PROCESS.

ON THE OTHER HAND, IN THE LATIN AMERICAN REGION, IN THE DECADE OF THE 90 (NINETIES), A GREAT CAMPAIGN CALLED "AIRPORT

PRIVATIZATION” STARTED, BUT IN FACT IT ACTUALLY WAS AN “AIRPORT CONCESSION”. THE LATTER ALSO LED TO A CHANGE IN THE STRUCTURE OF THE AERONAUTICAL AUTHORITIES OF OUR REGION.

TO CONFRONT THESE CHANGES, THE LATIN AMERICAN CIVIL AVIATION COMMISSION, IN 2001, HOLD THE FIRST REGIONAL AIR TRANSPORT COLLOQUIUM WITH THE PARTICIPATION OF ALL DIRECT ACTORS, NAMELY: AERONAUTICAL AUTHORITIES, AIRLINES, AIRPORT OPERATORS AND CONCESSION REGULATORS, THIS WITH THE OBJECTIVE TO PROMOTE A WELL COORDINATED WORK IN BENEFIT OF THE NEW SCENARIO TO COME.

THEN HERE I WOULD LIKE TO HIGHLIGHT AS A FIRST CONCLUSION THAT IN ORDER TO ADDRESS A LONG-TERM SUSTAINABLE AIR TRANSPORTATION, THE FIRST STEP TO POINT IS THE COORDINATION.

AFTER TWO DECADES, WE SEE THAT THIS COORDINATION NOT ONLY POINTS AT DIRECT ACTORS OF AIR TRANSPORT BUT TO OTHER ORGANIZATIONS THAT HAVE BECOME RELATED BODIES; I REFER TO THE ENVIRONMENTAL ORGANIZATIONS AS WELL AS SECTORIAL GOVERNMENTS THAT HAVE IMPACT ON AIRPORTS AND ITS SURROUNDINGS. THAT IS, THE SPECTRUM HAS BECOME MUCH MORE WIDESPREAD. BECAUSE COMPARING THE BEGINNING STAGE OF THE INTERNATIONAL CIVIL AVIATION IN WHICH THE ACTORS WERE LIMITED TO AERONAUTICAL AUTHORITIES AND AIRLINES, CURRENTLY WE HAVE

MORE ACTORS TO WHICH NECESSARILY MUST BE ADDED THE MOST IMPORTANT ONE THAT IS USUALLY FORGOTTEN, I MEAN THE “USER”.

IF TO ALL THIS WE ADD THE REST OF ORGANIZATIONS THAT ARE COLLATERALLY INVOLVED IN THE SERVICE CHAIN OF OUR WAY OF TRANSPORTATION, WE WOULD IDENTIFY EVEN MORE ACTORS TO BE TAKEN INTO ACCOUNT AS IMMIGRATION AUTHORITIES, CUSTOMS, HEALTH, ETC. REMEMBER FOR EXAMPLE, THE PANDEMIC AND INFECTIOUS DISEASE CONTROL, IN WHICH PROCEDURES, DIRECT ACTORS HAVE BEEN INVOLVED.

IN CONCLUSION, THE SECOND STEP SHOULD BE WORKING TOGETHER.

ON THE ABOVE, IT HAS ALSO BEEN NECESSARY TO RE-SCHEDULE THE MANAGEMENT OF SPECIALIZED AVIATION ORGANIZATIONS, THE FIRST STEP WAS TAKEN BY ICAO ITSELF WHEN IT BECAME A “REGULATOR AND AUDITOR” ORGANIZATION AFTER THE MEETING OF DIRECTORS IN 1998 TO CONFRONT THE PROBLEM OF SAFETY AND, LATER, AFTER SEPTEMBER 11, 2001 ALSO A TOTAL CHANGE SHOULD HAD OCCURED IN THE ICAO’S MANAGEMENT AND OTHER SPECIALIZED ORGANIZATIONS GAINING MORE SECURITY AWARENESS.

IN TURN, IATA ALSO MADE A SIGNIFICANT MANAGEMENT REENGINEERING IN THE DECADE OF 2000 TO BE MORE EXECUTIVE AND TO CONTRIBUTE TO THE WORK OF THE INTERNATIONAL COMMUNITY

ESPECIALLY IN ISSUES RELATED TO SAFETY THROUGH ITS IOSA PROGRAM AND OTHERS OF OPERATIONAL NATURE.

SIMILARLY, THE REGIONAL ORGANIZATIONS (ECAC, AFCAC, ACAC AND, OF COURSE, LACAC) ALSO STARTED RESTRUCTURING PROCESSES AND OPTIMIZING ITS TASKS. IN THE CASE OF LACAC, SINCE 1996 VARIOUS MUTUAL COOPERATION AGREEMENTS WERE SIGNED WITH OTHER REGIONAL ORGANIZATIONS, AND INDEPENDENT STATES AND, OF COURSE, WITH ICAO.

THESE AGREEMENTS ALLOWED US TO DEVELOP COORDINATED INITIATIVES AND TO SET COMMON POSITIONS AT INTERNATIONAL FORUMS. AFTER 2005, WHEN ICAO ANNOUNCED TO WITHDRAWN ITS SUPPORT TO THE REGIONAL ORGANIZATIONS, SELF-MANAGEMENT PROCEDURES WERE FOLLOWED IN SUCH ORGANIZATIONS.

IN THE CASE OF LACAC FROM JANUARY 2007 IT HAS BEEN WORKING WITH ADMINISTRATIVE, FINANCIAL AND OPERATIONAL AUTONOMY WITHOUT LEAVING ASIDE, THE CLOSE RELATIONSHIP WITH ICAO. IN OTHER WORDS, REGIONAL ORGANIZATIONS ARE AN IMPORTANT SUPPORT FOR THE GLOBAL MANAGEMENT ICAO CARRIES OUT AND, IN THAT LINE OF IDEAS, WE RECOGNIZE THE NEED TO AVOID DUPLICATION OF EFFORTS.

HERE I WANT TO EMPHASIZE THAT ON THE OCCASION OF THE LAST ICAO ASSEMBLY, THE REGIONAL ORGANIZATIONS, INDEPENDENTLY, SIGNED

MUTUAL COOPERATION AGREEMENTS WITH ICAO, THEREFORE CREATING AN IMPORTANT COLLABORATION PLATFORM. THE MEMORANDUM OF COOPERATION SIGNED BY LACAC HAS BEEN IMPLEMENTED WITH THE EXECUTION OF JOINT TASKS AS IS THE CASE OF THE CONSTITUTION OF ONE WORKING GROUP ON FAL/AVSEC AND THE CONVENING OF SEVERAL JOINT TRAINING EVENTS. IN THIS SENSE, I CONSIDER THAT ANOTHER IMPORTANT ELEMENT TO MAINTAIN A “CONTINUED SUSTAINABLE AIR TRANSPORT OVER THE TIME” WOULD BE THAT ICAO BEGINS TO DELEGATE TO THE REGIONAL ORGANIZATIONS THE ACTIVITIES THAT ARE NOT ADDRESSED TODAY, I AM REFERRING PRIMARILY TO THE AIR TRANSPORT ONES.

DELEGATE TASKS

WE CAN NOT FORGET A SUPER IMPORTANT ISSUE THAT IS THE “TECHNOLOGY”, BECAUSE IT MOVES FORWARD MUCH FASTER THAN THE REGULATORY SYSTEMS AND, ACCORDING TO INFORMATION PRESENTED BY THE INDUSTRY, THIS TECHNOLOGY IS BEING UNDERUSED IN THE MANAGEMENT OF THE AERONAUTICAL AUTHORITIES. CONSEQUENTLY, TO HAVE A “SUSTAINABLE AIR TRANSPORT OVER THE TIME” WE SHOULD ALSO LOOK CAREFULLY HOW TO FIND WAYS OF APPROACH THAT ALLOWS US TO CLOSE THE GAP BETWEEN TECHNOLOGY AND REGULATORY SERVICES.

FINALLY, I THINK THAT IS NOW THE TIME TO APPLY THE CORRESPONDING CORRECTIVE MEASURES IN ORDER TO HARMONIZE THE

**MANAGEMENT OF ALL ACTORS MAKING A JOINT REENGINEERING OF THE
WORKING PROGRAMMES OF ALL THE ORGANIZATIONS, PRIORITIZING
THE HARMONIZATION OF TASKS AND PROCEDURES MAKING THEM MORE
EXECUTIVES AND LESS BUREAUCRATIC IN ORDER TO HAVE A
SUSTAINABLE AIR TRANSPORT OF FUTURE.**

**JOINT REENGINEERING OF
THE WORKING PROGRAMMES**

THANK YOU