



Agenda Item 6: Drafting of the Bogota Declaration

(Presented by the Secretariat)

SUMMARY	
This working paper presents the draft Bogota Declaration containing the regional commitment to the achievement of air navigation and safety goals during the next triennium, for analysis and revision by the Meeting.	
References:	
<ul style="list-style-type: none">• Global coordination meeting (GCM) of Regional planning and implementation groups (PIRGs) and Regional aviation safety groups (RASG), Montreal, 19 March 2013;• Meeting of Air Navigation and Safety Directors of the SAM Region, Lima, 21 to 22 October 2013	
ICAO Strategic Objectives:	<i>A – Safety C – Environmental protection and sustainable development of air transport</i>

1. Background

1.1 ICAO Resolution A38-X¹ on global safety and air navigation planning, shown in **Appendix A** to this working paper, resolved that the new approved versions of the GASP and GANP should be used as a framework for drafting and executing regional, sub-regional, and national implementation plans, thus ensuring harmonisation and coordination of efforts to enhance safety, capacity and efficiency of international civil aviation. It also urged member States to show the necessary political will to take corrective action as needed to overcome safety and air navigation deficiencies, including those observed during the audits of the Universal safety oversight audit programme (USOAP), through the achievement of GASP and GANP objectives and the ICAO regional planning process.

1.2 At the 38th Assembly, the South American States welcomed the incorporation of a result-based approach into the GASP and the GANP, and informed that, in support of this approach, the CAR/SAM PIRG (GREPECAS) had been transformed from a functional organisation whose work was mostly based on meetings to a project-based organisation.

1.3 Likewise, the RASG-PA, which the SAM Region is part of, has been working since its creation on the drafting of an Annual Safety Report that includes a series of indicators developed in a collaborative manner. The report is a tool that allows the various members of the RASG-PA to coordinate their efforts in areas where safety intelligence shows that action is required.

1.4 The Meeting of Air Navigation and Safety Directors, held in Lima on 21-22 October, through Conclusion AN&FS/1 – *Approval of the initial document of the Declaration of Bogota*, approved the initial document of the Bogota Declaration and requested that it be presented at the RAAC/13 (Bogota, 4-6 December 2013) for review and signing by the respective authorities. This document would contain the regional commitment to the goals to be achieved by December 2016.

¹ The definitive numbering of the Resolution is still pending.

2. Discussion

2.1 In recent years, the air transport sector has grown at a high rate in the South American region. This growth calls for safety and efficiency improvements in the air traffic management system. Although significant improvements have been successfully introduced in both areas, a commitment at the highest level is required in order to face the challenges involved in maintaining stable growth rates in the sector.

2.2 Although the progress made shows that an effective way has been found for managing the implementation of the necessary safety and capacity improvements, it is also necessary to establish clear goals for the next three years, and the States must undertake to attain them under the premise that “if it cannot be measured, it cannot be improved.”

1.1 In this regard, the Meeting of Air Navigation and Safety Directors held in Lima on 21-22 October analysed the safety and air navigation status in the Region, and selected five (5) indicators for monitoring safety objectives, focusing on safety oversight, accidents and serious incidents, runway excursions and incursions, aerodrome certification, and SSP and SMS implementation. For air navigation objectives, ten (10) indicators were established, focusing on terminal PBN, en-route PBN, CDO, CCO, fuel savings/reduction of CO2 emission, ATFM, AIM, AMHS interconnection, interconnection of automated systems, and implementation of domestic IP networks.

2.3 After defining the indicators, regional goals were proposed, which required a commitment at the highest level. Accordingly, the Air Navigation and Safety Directors reviewed the draft Declaration containing the regional goals, which was based on the indicators that had been defined to allow PIRGs and RASGs of the Region to monitor implementation, and would be included in the *Regional Performance Dashboard* to be posted on Regional Office websites for measuring safety performance, capacity and efficiency.

2.4 As stated in paragraph 1.1, Conclusion AN&FS/1 approved the initial document of the Bogota Declaration, the text of which is submitted to the consideration of the Meeting in **Appendix B**.

3. Suggested action

3.1 The Meeting is invited to take note of the information provided in this working paper and to sign the Bogota Declaration.

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APPENDIX A

ASSEMBLY — 38TH SESSION

Resolution A38/X: ICAO Global planning for safety and air navigation

Whereas ICAO strives to achieve the goal of a safe and orderly development of civil aviation through cooperation among Member States and other stakeholders;

Whereas to realize this goal, the Organization has established Strategic Objectives, including objectives for safety and for capacity and efficiency;

Recognizing the importance of global frameworks to support the Strategic Objectives of ICAO;

Recognizing the importance of effective implementation of regional and national plans and initiatives based on the global frameworks;

Recognizing that further progress in improving the global safety, capacity and efficiency of civil aviation is best achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders under the leadership of ICAO; and

Noting the approval on 30 July 2013 by the Council of the first edition of the Global Aviation Safety Plan (GASP) and on 29 May 2013 of the fourth edition of the Global Air Navigation Plan (GANP);

The Assembly:

1. *Endorses* the first edition of the Global Aviation Safety Plan (GASP) and the fourth edition of the Global Air Navigation Plan (GANP) as the global strategic directions for safety and air navigation, respectively;
2. *Resolves* that ICAO shall implement and keep current the GASP and the GANP to support the relevant Strategic Objectives of the Organization;
3. *Resolves* that these global plans shall be implemented and kept current in close cooperation and coordination with all concerned stakeholders;
4. *Resolves* that these global plans shall provide the frameworks in which regional, subregional and national implementation plans will be developed and implemented, thus ensuring harmonization and coordination of efforts aimed at improving international civil aviation safety, capacity and efficiency;
5. *Urges* Member States to develop sustainable solutions to fully exercise their safety oversight and air navigation responsibilities which can be achieved by sharing resources, utilizing internal and/or external resources, such as regional and sub-regional organizations and the expertise of other States;

6. *Urges* Member States to demonstrate the political will necessary for taking remedial actions to address safety and air navigation deficiencies, including those identified by Universal Safety Oversight Audit Programme (USOAP), through the application of GASP and GANP objectives and the ICAO regional planning process;
7. *Urges* Member States, the industry and financing institutions to provide the needed support for the coordinated implementation of the GASP and GANP, avoiding duplication of efforts;
8. *Calls upon* States and *invites* other stakeholders to cooperate in the development and implementation of regional, subregional and national plans based on the frameworks of the GASP and GANP;
9. *Instructs* the Council to provide a report on the implementation and evolution of the GASP and GANP to future regular sessions of the Assembly;
10. *Instructs* the Secretary General to promote, make available and effectively communicate the GASP and the GANP; and
11. *Declares* that this Assembly resolution supersedes Assembly Resolution A37-4 on ICAO global planning for safety and Assembly Resolution A37-12 on ICAO Global planning for sustainability.

APPENDIX A

Global Aviation Safety Plan (GASP)

Reaffirming that the primary objective of the Organization continues to be the improvement of safety and an associated reduction in the number of accidents and related fatalities within the international civil aviation system;

Recognizing that safety is a responsibility involving ICAO, Member States and all other stakeholders;

Recognizing the safety benefits that can be drawn from partnerships between States and industry;

Recognizing that the High-level Safety Conference (2010) reaffirmed the need for the ICAO safety framework to continuously evolve to ensure its sustained effectiveness and efficiency in the changing regulatory, economic and technical environment;

Noting that the expected increase in international civil aviation traffic will result in an increasing number of aircraft accidents unless the accident rate is reduced;

Recognizing the need to maintain the public's confidence in air transport by providing access to relevant safety information;

Recognizing that a proactive approach in which a strategy is established to set priorities, targets and indicators to manage safety risks is of paramount importance to the achievement of further improvements in aviation safety;

Recognizing that regional aviation safety groups have been implemented by ICAO, taking into account the needs of the various regions and building on the already existing structures and forms of cooperation;

Noting the intent to apply the safety management principles in the GASP to enhance safety by focusing action where it is most needed; and

Noting the need to assist Member States in implementing safety management principles and mitigate risks on identified operational issues;

The Assembly:

1. *Stresses* the need for continuous improvement of aviation safety through a reduction in the number of accidents and related fatalities in air transport operations in all parts of the world, particularly in States where safety records are significantly worse than the worldwide average;
2. *Stresses* that limited resources of the international aviation community should be used strategically to support States or regions whose safety oversight maturity is not at an acceptable level and where political willingness exists to improve safety oversight functions;
3. *Urges* Member States to support the Global Aviation Safety Plan (GASP) objectives by: -
implementing the safety initiatives outlined therein;
4. *Urges* Member States, regional safety oversight organizations (RSOs), regional aviation safety groups (RASGs) and international organizations concerned to work with all stakeholders to set priorities, targets and indicators consistent with the GASP objectives with the view to reduce the number and rate of aircraft accidents;
5. *Urges* States to fully exercise safety oversight of their operators in full compliance with applicable Standards and Recommended Practices (SARPs), and assure themselves that every foreign operators flying into their territory receives adequate oversight from its own State and take appropriate action when necessary to preserve safety; and
6. *Urges* ICAO to complete the development of safety roadmaps in support of the GASP by the end of 2014 to assist in the risk mitigation of operational issues identified.

APPENDIX B

Global Air Navigation Plan (GANP)

Whereas the enhancement of the safety, capacity and efficiency of aviation operations is a key element of the ICAO Strategic Objectives;

Having adopted Resolution A37-15, a consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation;

Recognizing the importance of GANP as an operational strategy and part of the basket of measures for environmental protection; and

Recognizing that many States and regions are developing new generation plans for their own air navigation modernization;

The Assembly:

1. *Instructs* the Council to use the guidance in the Global Air Navigation Plan (GANP) to develop and prioritize the technical work programme of ICAO in the field of air navigation;
2. *Urges* the Council to provide States with a standardization roadmap, as announced in the GANP, as a basis for the work programme of ICAO;
3. *Calls* upon States, planning and implementation regional groups (PIRGs), and the aviation industry to utilize the guidance provided in the GANP for planning and implementation activities which establish priorities, targets and indicators consistent with globally-harmonized objectives, taking into account operational needs;
4. *Calls* upon States to take into consideration the GANP guidelines as an efficient operational measure for environmental protection;
5. *Calls* upon States, PIRGs, and the aviation industry to provide timely information to ICAO, and to each other, regarding the implementation status of the GANP, including the lessons learned from the implementation of its provisions;
6. *Invites* PIRGs to use ICAO standardized tools or adequate regional tools to monitor and, in collaboration with ICAO, analyse the implementation status of air navigation systems;
7. *Instructs* the Council to publish the results of the analysis on the regional performance dashboards and in an annual global air navigation report including, as a minimum, the key implementation priorities and accrued environmental benefits estimated using CAEP-recognized methods; and
8. *Urges* States that are developing new generation plans for their own air navigation modernization to coordinate with ICAO and align their plans so as to ensure global compatibility and harmonization.

APPENDIX B

DECLARATION

The thirteenth meeting of Civil Aviation Authorities of the SAM Region held in Bogota, Colombia, from 4 to 6 December 2013, convened by the ICAO South American Regional Office, and counting with the participation of the International Civil Aviation Organization (ICAO) Secretary General and high level officials representing 13 States and 4 international organizations:

Considering that, in accordance with Article 37 of the International Civil Aviation Convention, each contracting State undertakes to collaborate in securing the highest practicable degree of uniformity in regulations, standards, procedures and organization in relation to aircraft, personnel, airways and auxiliary services in all matters in which such uniformity will facilitate and improve air navigation;

Noting the objectives to be achieved through the Global Air Navigation and Safety Plans, recently approved by the Thirty-eighth Session of the ICAO Assembly;

Taking into account the paramount role civil aviation performs in the socio-economical, exchange and commerce development for regional integration;

Aware that the constant air transport growth in the region and the great worldwide events to be developed in the next years require additional efforts to improve even more the aviation safety, efficiency and security indicators;

Aware that the air transport growth poses additional challenges for the infrastructure of both airports and air navigation;

Aware that the management of regional processes towards the implementation of air navigation, safety and security operational improvements require the establishment of clear indicators and goals;

Recognizing that the South American Region has successfully implemented regional technical cooperation mechanisms adopting a joint approach in the solution of problems of common interest;

Aware that the harmonization of regional standards and procedures will facilitate a collaborative environment among States, guaranteeing an increase in the levels of air operations safety in the region and the achievement of joint goals;

Aware that regional air navigation operational improvements are more productive, and that delays from one State can negatively affect the remainder States;

Recognizing that legislation on the protection of sources of information is necessary for a better regional State Safety Programme (SSP) and Safety Management Implementation (SMS) implementation;

Aware that the safety objectives achieved to date require specific actions for their sustainment;

Recognizing the importance of developing air safety intelligence using reactive, proactive and predictive information to accompany the taking of decisions, mitigation of safety risks and continuous improvement;

Recognizing the collaborative working potential of the runway safety teams (RST) as a risk management tool; and

Considering the action plan agreed upon during the Meeting of Air Navigation and Flight Safety Directors of the South American (SAM) Region.

The thirteenth meeting of Civil Aviation Authorities of the SAM Region (RAAC/13):

DECLARES its commitment in achieving the following goals:

1. **Safety oversight**
Have 80% of effective implementation (EI) in the SAM Region.
2. **Serious accidents and incidents**
Reduce the SAM regional accident rate gap in 50% with regard to the global accident rate.
3. **Runway excursions and incursions**
Reduce runway excursions in 20% with regard to the average rate of the Region (2007 – 2012).
4. **Aerodrome certification**
Have 20% of the international aerodromes certified.
5. **State Safety Programmes (SSP) and Safety Management System (SMS) Implementation**
 - *Reach 67% of SSP implementation.*
 - *Reach 100% of the service providers SMS oversight capacity.*
6. **PBN terminal**
Full compliance with goals established in ICAO Assembly Resolution A37-11 regarding approach procedure with vertical guidance (APV).
7. **PBN enroute**
 - *60% of the international aerodromes with standard instrument departure (SID) / standard instrument arrival (STAR) PBN.*
 - *60% of the routes/airspace with performance based navigation (PBN).*
8. **CDO**
40% of the international aerodromes / terminal control areas (TMA) with continuous descent operation (CDO).
9. **CCO**
40% of the international aerodromes / TMAs with continuous climb operations (CCO).
10. **Estimated fuel savings/ CO2 emissions reduction based on the ICAO fuel savings estimation tool (IFSET)**
Reach 40,000 tons of regional CO2 emissions reduction per year in en-route PBN implementation.
11. **ATFM**
100% of the area control centre (ACCs) providing air traffic flow management (ATFM).

12. **AIM**
100% of the required elements in PHASE I (aeronautical information services (AIS) to aeronautical information management (AIM) Roadmap).
13. **AMHS interconnection**
100% of the Air Traffic Services Message Handling Services (AMHS) regionally interconnected.
14. **Interconnection of automated systems (ATS interfacility data communications (AIDC) exchange)**
100% of the automated systems interconnected.
15. **Implementation of national Internet protocol (IP) networks**
80% of the States with national IP communications networks implemented.

Signed in Bogotá, Colombia, on 6 December 2013