



**EU-LAC APP II**  
**Latin American and Caribbean Aviation Partnership Project**  
**Work Plan 2024 - 2025**  
**Version 00**

Project implementation period:  
01 June 2022 – 31 May 2025  
Contract reference: PI/2021/430-012

## Acronyms

		<u>English translation (when applicable)</u>
<b>ACSA</b>	Agencia Centroamericana de Seguridad Aérea	Central American Agency for Aviation Safety
<b>AESA</b>	Agencia Estatal de Seguridad Aérea (España)	Spanish Agency for Aviation Safety and Security
<b>AIDC</b>	ATS Interfacility Data link Communications	
<b>AIG</b>	Accident Investigation Section	
<b>AIR</b>	Airworthiness	
<b>ANAC</b>	Agência Nacional de Aviação Civil	Brasilian National Aviation Safety Agency
<b>ANS</b>	Air Navigation Services	
<b>ANSP</b>	Air Navigation Service Provider	
<b>ARCM</b>	AIG Regional Cooperation Mechanism	
<b>ATM/ANS</b>	Air Traffic Management / Air Navigation Services	
<b>CAA</b>	Civil Aviation Authority	
<b>CASSOS</b>	Caribbean Aviation Safety and Security Oversight System	
<b>CLAC</b>	Comisión Latinoamericana de Aviación Civil	Latin American Civil Aviation Commission
<b>CNS</b>	Communication, Navigation, Surveillance	
<b>CORSIA</b>	Carbon offsetting and reduction scheme for international aviation	
<b>DG MOVE</b>	Direction General of Mobility and Transport (European Commission)	
<b>DOA</b>	Design Organisation Approval	
<b>EASA</b>	European Aviation Safety Agency	
<b>EBT</b>	Evidence Based Training	
<b>EC</b>	European Commission	
<b>ECCAIRS</b>	European Coordination Centre for Accident and Incident Reporting Systems	
<b>ENI</b>	European Neighbourhood Instrument	
<b>ESCP</b>	European Strategic Coordination Platform	
<b>EU</b>	European Union	
<b>FPI</b>	Foreign Policy Instruments	
<b>FSTD</b>	Flight Simulation Training Device	



<b>HEMS</b>	Helicopter Emergency Medical Service	
<b>ICAO</b>	International Civil Aviation Organisation	
<b>ICAO NACC</b>	ICAO North American, Central American and Caribbean Office	
<b>ICAO SAM</b>	ICAO South American Office	
<b>KPI</b>	Key Performance Indicator	
<b>LACAC/CLAC</b>	Latin American Civil Aviation Commission	Comision Latino Americana de Aviation Civile
<b>OJT</b>	On the Job Training	
<b>OPS</b>	Aircraft Operations	
<b>OSS</b>	One Stop Security	
<b>PBN</b>	Performance Based Regulation	
<b>PEL</b>	Personel Licensing	
<b>R&amp;D</b>	Research and Development	
<b>RPAS</b>	Remotely Piloted Aircraft Systems	
<b>RSOO</b>	Regional Safety Oversight Organisation	
<b>SAFA</b>	Safety Assessment of Foreign Aircraft	
<b>SAMIG</b>	South America Implementation Group	
<b>SARPs</b>	ICAO Standards and Recommended Practices	
<b>SMS</b>	Safety Management System	
<b>SRVSOP</b>	Sistema Regional de Vigilancia de la Seguridad Operacional	South American Aviation Safety Regional System
<b>SSP</b>	State Safety Programme	
<b>TC CEA</b>	Training Center Centro de Estudios Aeronauticos (Colombia)	
<b>USOAP</b>	ICAO Universal Safety Oversight Audit Programme	
<b>VTOL</b>	Vertical Take Off and Landing	
<b>WA</b>	Working Arrangement	

# Index

<b>WORK PLAN 2024 2025 .....</b>	<b>5</b>
<b>1 Project Management .....</b>	<b>7</b>
<b>Result 1: Strengthen institutional relations, deepen dialogue and cooperation between aviation authorities, encourage regional cooperation and support implementation of aviation agreements.....</b>	<b>8</b>
<b>Result 2: Promote industrial exchanges and support EU competitiveness in those markets. Facilitate a more secure, more compatible and less restricted access for European industry.....</b>	<b>19</b>
<b>Result 3: Increase mutual awareness of aviation best practices, promote EU standards, raise environmental protection efforts and encourage climate action.....</b>	<b>26</b>



## THE PROJECT

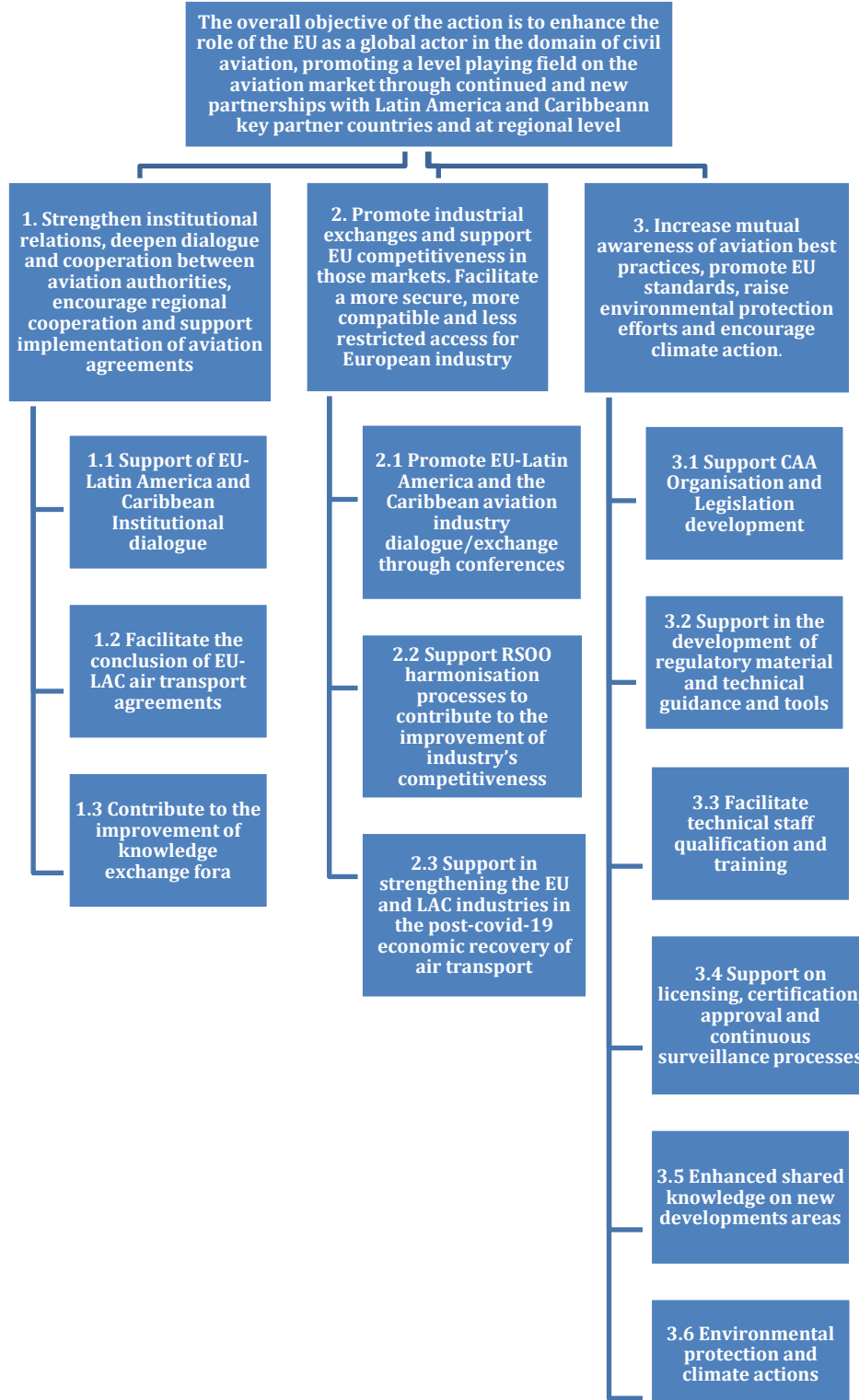
<b>Name of Coordinator of the delegation agreement:</b>	Foreign Policy Instruments (FPI) Brazil
<b>Name and title of the Contact person</b>	Carla Iorio, Section Manager International Cooperation – America & Africa
<b>Name of Beneficiary</b>	European Union Aviation Safety Agency (EASA)
<b>Title of the Action</b>	EU-Latin America and the Caribbean Cooperation on Civil Aviation (EU LAC APP II)
<b>Contract number</b>	PI/2021/430-012
<b>Duration</b>	36 months
<b>Budget</b>	€ 4,000,000
<b>Reporting period</b>	01/01/2023 – 31/12/2023
<b>Target countries or regions</b>	Latin America and the Caribbean
<b>Final beneficiaries and/or target groups</b>	Latin America and the Caribbean. At bilateral level: Argentina, Brazil, Chile, Colombia, Mexico, Panama, and Dominican Republic. At regional level: SRVSOP, ACSA, CASSOS and LACAC.
<b>Countries in which the activities take place</b>	Europe, Central America, Latin America, Caribbean

## WORK PLAN 2024 2025

This document presents a tentative work plan for 2024 (but also mentioning long term activities falling into 2025) drawn up to meet needs and interests shared by EU industry, EC-FPI, EASA, LACAC, ACSA, SRVSOP, CASSOS, Argentina, Brazil, Chile, Colombia, Mexico, Dominican Republic, and Panama.

In addition, the inputs from ICAO NACC and ICAO SAM are continuously taken into consideration to ensure coordination at regional level. Regular coordination meetings have been agreed to enhance synergies and share resources.

The plan contains sustainability actions to ensure continuation of the actions implemented during the previous years to pave the way for the new enhanced partnership between LAC and the European Union leading to new initiatives focused on Green Deal and Digitalisation under the Global Gateway.



## 1 Project Management

The project is funded by the FPI Americas and implemented by the European Union Aviation Safety Agency, whose head offices are in Cologne (Germany). A Project Office in the region is located at ACSA premises in Costa Rica.

The project team in cooperation with DG Move and the Foreign Policy Instruments (FPI), the project partners and the main industry players present this draft work plan with a special focus on building up the good experience gained during the implementation of past activities.

Continuous dialogue with all partners and stakeholders provided also a good material to make it more efficient and accurate.

Please note that:

- Due to the nature of the aviation industry, the work plan is a living document, whose changes will be subject to agreement with the partners and the approval of the governing bodies.
- The activities, their duration, location and dates are indicative and subject to further discussion with the partners during the evolution of the implementation depending on resources, availability of key experts, etc. Once the final activities are agreed, dedicated terms of reference (activities description/action fiches) will be drafted with the project partner before the initiation of the activity.

Major changes in partners states and civil aviation organisation also make the consolidation of planned activities more difficult requiring continuous readaptation and tailoring exercises.

The proposed activities to be implemented to ensure a proper management and keep communication and coordination with the project beneficiaries are depicted below (activities highlighted in yellow are the new ones, not included in the previous versions of the work plan):

Result 0		Project Management			
Code	Activity Name	Duration	Location	Date	
<b>0.1</b>	Missions	n/a	LAC	All project long	
<b>0.2</b>	Project support and coordination with the FPI Americas	n/a	LAC	All project long	
<b>0.3</b>	Contributors Meeting	1 day	Brussels Hybrid	25 Sep 2023	
<b>0.4</b>	1 <sup>st</sup> Project Steering Committee Meeting	1 day	remote	15 Sep 2022	
<b>04a</b>	2 <sup>nd</sup> Project Steering Committee Meeting	1 day	remote	06 July 2023	



<b>04b</b>	3 <sup>rd</sup> Project Steering Committee Meeting	1 day	Bruxelles/hybrid	10 April 2024
<b>0.5</b>	1 <sup>st</sup> Project Management Board Meeting	1 day	Iguazu Brazil	22 Nov 2022
<b>05a</b>	2 <sup>nd</sup> Project Management Board Meeting	1 day	Lima (Peru)	15 Dec 2023
<b>05b</b>	3 <sup>rd</sup> Project Management Board Meeting	1 day	TBD	Q4 2024
<b>0.6</b>	Bilateral meetings with programme manager and project partners	n/a	Videocalls	All project long
<b>0.7</b>	Other horizontal meetings/Milestones	n/a	LAC	All project long
<b>0.8</b>	Communication and visibility	n/a	LAC	All project long
<b>0.9</b>	External meetings	n/a	LAC	All project long
<b>0.10</b>	Project external audit	n/a	Cologne	TBC
<b>0.12</b>	Preparation of Project Progress Report	n/a	Cologne	Annual

**RESULT 1: Strengthen institutional relations, deepen dialogue and cooperation between aviation authorities, encourage regional cooperation and support implementation of aviation agreements**

Code	Activity Name	Duration	Location	Date
<b>Activity 1.1</b>	Support of EU-Latin America institutional dialogue			
<b>1.1.1</b>	Meetings with the EU Delegations in the region	n/a	LAC/remote	All project long
<b>1.1.2</b>	Coordination meetings with SRVSOP	Continuous		
<b>1.1.3</b>	Coordination meetings with ACSA	Continuous		
<b>1.1.4</b>	Coordination meetings with CASSOS	Continuous		
<b>1.1.5</b>	Coordination meetings with Argentina	Continuous		





<b>1.1.6</b>	Coordination meetings with Brazil	Continuous		
<b>1.1.7</b>	Coordination meetings with Chile	Continuous		
<b>1.1.8</b>	Coordination meetings with Colombia	Continuous		
<b>1.1.9</b>	Coordination meetings with Mexico	Continuous		
<b>1.1.10</b>	Coordination meetings with Panama	Continuous		
<b>1.1.11</b>	Coordination meetings with Dominican Republic	Continuous		
<b>1.1.12</b>	Coordination meetings with ICAO Regional Offices (NACC and SAM)	Continuous		
<b>1.1.13</b>	Coordination meetings with LACAC/CLAC	Continuous		
<b>Activity 1.2</b> Facilitate the conclusion of EU-LAC air transport agreements				
	Support to the design of the Air Navigation Plan (PNACOL):			
	<b>Description:</b>			
	The first steps of the development and implementation of a performance management methodology were taken with the support of the project during the last years, culminating in the publication of the PNACOL Volume I (Strategic Level) in 2020 and the publication of the first part of the technical/operational level (Volume II Part A) in May 2022.			
<b>1.2.2</b>	The current phase consists in supporting the Aerocivil team in review of the Vol 1 and 2 to encompass the new organisation and separation of tasks between the NAA and the service provider, the structuring of the Volume 3 (Performance management) and the provision of inputs and guidance for the structure and content of Volume 2-part B (Technical Operational Volume) to advance with its implementation. This includes the integration of data management and performance management, as well as	Continuous	Colombia	2022 2024



	<p>the establishment of the baseline for prioritisation.</p> <p><b>Objectives:</b></p> <p>Support Aerocivil in comparing the EU approach and evaluating it in:</p> <ul style="list-style-type: none"> <li>- the update of PNACOL Volume 1 and 2 to reflect the new organisation structure and new allocation of competence within Aerocivil Colombia, new technologies and cybersecurity requirements.</li> <li>- the issue of Volume 3</li> <li>- the development of guidance material for the implementation of the PNACOL.</li> </ul>	
<p><b>1.2.2.a</b></p>	<p><b>Civil-Military cooperation in ATM, FUAS, Radar sharing and air surveillance oversight processes</b></p> <p><b>Description:</b></p> <p>Flexible use of airspace is an airspace management concept described by the International Civil Aviation Organisation (ICAO) and developed by the European Organisation for the Safety of Aviation (Eurocontrol), according to which airspace should not be designated as either purely civil or purely military airspace but should rather be considered as one continuum in which all users' requirements have to be accommodated to the maximum extent possible.</p> <p><b>Objectives:</b></p> <p>To develop:</p> <ul style="list-style-type: none"> <li>- an high level paper to share with the military authority on FUA benefits for both parties</li> <li>- a technical paper, to explain the details once the high level paper has been accepted.</li> </ul> <p>For Aerocivil to assess them and formulate the national framework</p>	<p><b>Colombia</b></p> <p><b>2024</b></p>
<p><b>1.2.2.b</b></p>	<p><b>Support to improve "El Dorado Airport" capacity</b></p> <p><b>Description:</b></p>	<p><b>Colombia</b></p> <p><b>2023 2024</b></p>



	<p>El Dorado Airport is the second airport in Latin America for traffic volume and it is considered the best airport in South America and is currently facing the challenge of increasing its operational capacity. According to IATA recommendations, actions such as reducing aircraft runway occupancy times, efficient use of parallel runways, increasing parking positions and stands, among others, should be implemented.</p> <p>The project, to this end, has been requested for support in increasing capacity and to improve the slot allocation process.</p> <p><b>Objectives:</b></p> <p>Support Aerocivil in developing and as far as practicable, implementing short, medium, and long terms actions to improve the airport capacity.</p>	<p>Continuous</p>
<p><b>1.2.3</b></p>	<p>Support to the design of the Air Navigation Plan (in coordination with ICAO NACC):</p> <p><b>Description:</b></p> <p>To provide direct consulting support to AFAC with the development and implementation of the Performance Management framework of the ICAO Global Air Navigation Plan and European best practices for ANS improvements for the National Air Navigation Plan of Mexico. A specific methodology for identifying and prioritising improvements, based on international best practices and following a performance-based approach is currently on going.</p> <p><b>Objectives:</b></p> <p>Support AFAC in the advancement of the ANP and the establishment of a methodology for identifying and prioritising improvements and setting the indicators,</p> <p>Assist AFAC in the establishment of technical solutions.</p>	<p>Continuous      Mexico      2022 2024</p>



	(BBB validation framework is also part of this activity).			
1.2.4	<p>Support to the design of the Central America Air Navigation Plan (in coordination with ICAO NACC):</p> <p><b>Description:</b></p> <p>The states of Central America as well as COCESNA (including its agencies ACSA and ACNA) are in the process of developing their Air Navigation Plans (National plans for each state, and a regional plan for COCESNA. selection and evaluation of solutions.</p> <p>The activity will be conducted in coordination with the ICAO NACC office for the BBB validation activities.</p> <p><b>Objectives:</b></p> <p>To provide specific support and guidance in priority areas in order to advance the harmonization and performance orientation of the Air Navigation Plans in the region.</p> <p>To support COCESNA and the states in the development of a tool for tracing BBB requirements with national regulatory requirements and the actual implementation level of those BBBs reflected in the services and infrastructure.</p> <p>To support COCESNA and states of Central America in the development and implementation of a performance-based prioritization model of ANS improvements for the National Air Navigation Plan.</p>	Continuous	COCESNA/ ACNA/ACSA	2023 2024
1.2.4.1	<p>Support in the design of the Dominican Republic Air Navigation Plan</p> <p><b>Description:</b></p> <p>IDAC is in the process of reviewing the airspace design, the ATM and also the capacity of the RWY of the main airport in Santo Domingo. In addition, the Dominican Republic is now considering to build a new airport in the south east</p>	Continuous	Dominican Republic	2024/2025



	<p>area of the country, and this will require a further and accurate review of the ATM configuration. Upon IDAC request, the project will cooperate in the review of the airspace and in ATM and RWY capacity.</p> <p><b>Objectives:</b></p> <p>Support IDAC in the Airspace review in accordance with the new configuration.</p>			
<b>1.2.4.2</b>	Support to the design of the Air Navigation Plan	On hold	Panama	2024
<b>1.2.5</b>	<p><b>ANSP certification:</b></p> <p><b>Description:</b></p> <p>The activity aims at sharing best practices on the structure and requirements of the service certification process, including the required staff qualifications, the regulatory frameworks, the technical and operational processes, as well as the benefits provided by following a certification process.</p> <p><b>Objective:</b></p> <p>Support AFAC in comparing the EU approach and evaluating it in the ANSP certification and oversight process development and implementation</p>	Continuous	Mexico	2022 2024
<b>1.2.6</b>	<p><b>ANSP certification</b></p> <p><b>Description:</b></p> <p>The activity aims at supporting the NAA in the development of regulatory provisions on the structure and requirements of the service certification process, including the required staff qualifications, the technical and operational processes, approval and oversight.</p> <p><b>Objective:</b></p> <p>Support Aerocivil in comparing the EU approach and evaluating it in the ANSP certification and oversight process development and implementation</p>	Continuous	Colombia	2022 2024
<b>1.2.7</b>	ANSP certification	Continuous	Regional	2022 2024



	<p><b>Description:</b></p> <p>The overall objective of the cooperation project under the EU-LAC APP for the certification of ATM/ANS Service Providers with Central America is to design, generate, implement and execute a certification process for Central American ATS providers, starting with the Regional ATS provider; it is envisaged that, after the certification of the regional ATS provider, the certification of national ATS providers will follow. This will be followed by certification of other providers, according to the priority agreed by the States.</p> <p><b>Objective:</b></p> <p>Support ACSA and its member states in comparing the EU approach and evaluating it in the ANSP certification and oversight process development and implementation, both at regional level (COCESNA) and at national level.</p>		<p>ACSA</p> <p>ACSA member states</p>	
<p><b>1.2.11</b></p>	<p>Support in the exchange with the relevant counterparts in the EU on One Stop Security (OSS)</p>	<p>Conference On hold</p>	<p>SRVSOP/ ACSA/ CASSOS/ LACAC</p>	<p>2024</p>
<p><b>1.2.14</b></p>	<p><b>ANSP certification SRVSOP</b></p> <p><b>Description:</b></p> <p>SRVSOP represented the interest in drafting a regulatory proposal to be presented to member states taking into consideration and making a comparison with the EU approach. The activity will consist in the project to illustrate the EU regulatory framework and best practices to SRVSOP and member states, to enable them to assess and evaluate the knowledge shared in the development of the draft LAR.</p> <p>The proposal will be accompanied by Guidance Material, similar to the material developed by EASA.</p> <p>Capacitation of the inspectors to be able to check the States compliance will also be included in the activity.</p>	<p>Workshop and training sessions</p>	<p>SRVSOP</p>	<p>2024</p>



	<p><b>Objectives:</b></p> <p>To illustrate the European framework and specific requirements for ATS, CNS or MET.</p> <p>To support SRVSOP in the development of guidance material</p> <p>To enable inspectors of the member states to assess the compliance of the national implementation with the new LAR by delivering training sessions to relevant staff of the member states</p>			
<b>1.2.15</b>	<p><b>ANSP certification</b></p> <p><b>Description:</b></p> <p>After a first workshop with all relevant stakeholders in the DR, a road map in under development, to cover the main elements of the ANSP certification and training for the staff.</p> <p><b>Objectives:</b></p> <p>To support the development of, and concurr on a road map for the development of guidance material.</p> <p>To enable inspectors of the authority to competently discharge their oversight obligations by delivering training to relevant staff.</p>	Workshops and training sessions	Dominican Republic	2023 - 2024
<b>Activity 1.3</b>	<b>Contribute to the improvement of knowledge exchange fora</b>			
<b>1.3.1</b>	<p><b>SAMIG Meetings</b></p> <p><b>Description:</b></p> <p>The SAMIG meetings serve as a forum for identifying the level of development of SAM states in the areas of ANS/ATM, and the more challenging areas, as well as to coordinate responses and share lessons.</p> <p>During the SAMIG meetings EASA presents relevant activities performed in the EU-LAC APP, and contributes to the discussions with insights on European approaches and best practices to respond to the issues being faced in the region. Additionally, discussions take place with project partners and European industry to discuss possible future activities within the frame of the project.</p>	yearly	SRVSOP	2022 - 2025



	<p>As of March 2023, the SAM Implementation Group is continuing with the activities of Implementation and execution and optimization under the studies of GESEA and GT INTEROP; sign the latest LOA ATS and harmonize contingency plans; Action plans derived from the CONOPS South American airspace efficiency - capacity and elements of VOL III of the ANP.</p> <p><b>Objectives:</b></p> <p>To actively contribute to the Implementation group activities and expected outcomes.</p> <p>To prepare working papers focussing on the EU framework and best practices, to share the EU approach.</p> <p>To act as team member in the audit plan and participate in the drafting of the audit report proposing corrective actions.</p>							
<p><b>1.3.4</b></p>	<p><b>EUROPEAN ROTORS</b></p> <p><b>Description:</b></p> <p>To present to stakeholders the European Helicopter technologies and capabilities and connect this activity with some others rotorcraft related for LAC.</p> <p><b>Objective:</b></p> <p>To facilitate EU and LAC stakeholders to connect and create synergies.</p>	<p>yearly</p> <table data-bbox="1005 1209 1276 1366"> <tr> <td>Cologne</td> <td>2022</td> </tr> <tr> <td>Madrid</td> <td>2023</td> </tr> <tr> <td>Amsterdam</td> <td>2024</td> </tr> </table>	Cologne	2022	Madrid	2023	Amsterdam	2024
Cologne	2022							
Madrid	2023							
Amsterdam	2024							
<p><b>1.3.6</b></p>	<p>Support the participation of EASA in the ICAO SAM and ICAO NACC DGs meeting</p> <p><b>Description:</b></p> <p>The DG meetings of the ICAO SAM and NACC regional offices take place every year. They represent an important moment, where all relevant stakeholders of the two region gather together to discuss about strategies, priorities, challenges to foster the harmonisation at regional level.</p> <p><b>Objectives:</b></p>	<p>yearly</p> <p>2022-2025</p>						





	<p>To engage and have face to face meetings with all project partners and stakeholders.</p> <p>To collect inputs and feedback to keep the work plan always up to date with the outcome of these meetings.</p>	
<p><b>1.3.7</b></p>	<p><b>Gender equality, diversity and inclusion</b></p> <p><b>Description:</b></p> <p>SDG number 5, “Achieve gender parity and empower all women and girls” is one of ICAO’s highest priorities and has remained a strong focus in recent years.</p> <p>Recognizing the importance of advancing gender equality in aviation, in 2016, the 39th Session of the Assembly adopted Resolution A39-30 ICAO Gender Equality Programme promoting the participation of women in the global aviation sector. Accordingly, in 2017, the Secretary General established the ICAO Gender Equality Programme, with four main objectives for effective implementation:</p> <ul style="list-style-type: none"> <li>a) build capacity and enhance awareness for gender equality;</li> <li>b) enhance gender representation;</li> <li>c) increase accountability; and</li> <li>d) further engagement with external partners.</li> </ul> <p>The updated Resolution A41-26 adopted by the 41st Session of the Assembly is a call for stronger commitment at all levels.</p> <p><b>Objectives:</b></p> <p>To organise a regional workshop with the SRVSOP to raise awareness and to exchange initiatives and activities and facilitate a mutual participation.</p>	<p><b>Conference and initiatives</b></p> <p><b>LAC</b></p> <p><b>2024 - 2025</b></p>
<p><b>1.3.7a</b></p>	<p><b>Gender equality, diversity and inclusion</b></p> <p><b>Description:</b></p> <p>Diversity and inclusion are essential pillars of a progressive and forward-thinking organisation. As the EU</p>	<p><b>Collaboration and exchanges initiatives</b></p> <p><b>Brazil</b></p> <p><b>2024 - 2025</b></p>



	<p>regulator for aviation safety, staff members and management of the European Union Aviation Safety Agency (EASA) are keen promoters of diversity and inclusion as an essential living practice in everyday life, with clear benefits for a fulfilling and effective working environment.</p> <p>ANAC Brazil is sharing the same view and concurred on the benefits stemming from exchanges among states and organisations.</p> <p><b>Objectives:</b></p> <p>To mutually participate in events and training sessions organised by both parties.</p> <p>To facilitate the signature of an agreement of cooperation on this topic to enhance sustainability of the actions.</p>	
<p><b>1.3.8</b></p>	<p>Promote the participation of Aerocivil in the European Strategic Coordination Platform (ESCP) Cybersecurity</p> <p><b>Description:</b></p> <p>The scope of the European Strategic Coordination Platform (ESCP) is to make the European Aviation System more resilient and more secure to cyber threats, by adopting a through-life tiered approach to security in design, production, operations and ultimately disposal of products, systems and services.</p> <p>The project facilitated the participation of ANAC Brazil in the Platform. Aerocivil Colombia would also like to join the platform for cooperating and joining efforts in the enhancement of cybersecurity.</p> <p><b>Objective:</b></p> <p>To organise familiarisation sessions on the EU regulatory framework, to enable Aerocivil to evaluate and assess the benefits of the participation in the ESCP.</p>	<p>continuous</p> <p>Colombia</p> <p>2024</p>



To facilitate Aerocivil Colombia to be accepted as observer in the platform.

To facilitate a sustainable cooperation on this area of activities.

## RESULT 2: Promote industrial exchanges and support EU competitiveness in those markets. Facilitate a more secure, more compatible and less restricted access for European industry

Result 2				
Promote industrial exchanges and support EU competitiveness in those markets. Facilitate a more secure, more compatible and less restricted access for European industry				
Code	Activity Name	Duration	Location	Date
<b>Activity 2.1</b>	Promote EU-Latin America and the Caribbean aviation industry dialogue/exchange through conferences			
	<b>Helicopter Safety Roadshow(s)</b> <b>Description:</b> The helicopter roadshows, aims to promote European aeronautical industries researches, strategies, studies and analysis, strengthen institutional relations between the EASA and countries in the region and increase flight safety in the area.			
<b>2.1.1</b>	<b>Objectives:</b> To support the national authorities and the relevant industry sector of the LAC region in identifying and addressing the most relevant safety initiatives and topics.  To facilitate exchanges between EU and LAC stakeholders on the above, for the continuous improvement of the level of safety in helicopter training and operations.	5 days	LAC	Q4 2024
<b>2.1.5</b>	“Certification of ATM equipments” – regional workshop  <b>Description:</b>	3 days	SRVSOP LACAC	10-14 June 2024



EASA has recently developed a set of provisions requiring the conformity assessment of ATM equipment. This on the consideration that with the foreseen modernisation of the European ATM system that seeks to improve both safety and efficiency, it is necessary to attest that systems are suitable for use through mutually recognised certificates or declarations. These assessment and attestation processes have been developed in a way to make them compatible with best engineering practices, ensure interoperability and easy market access, while safeguarding safety.

**Objectives:**

To illustrate the benefits of the new provisions by organising a regional workshop in coordination with the SRVSOP, and to make LAC partners aware of the EU regulatory framework. This is to enable them to evaluate and assess the possibility to develop similar provisions in the LAC region.

**Airbus Helicopter Global Forum**

**Description:**

Participation in a videoconference dedicated to the internal worldwide Safety & Quality staff of the Airbus Helicopters Group within the framework of the Aviation Safety & Quality Network Forum 2024 to share experiences, objectives, deployment and governance of Airbus Aviation Safety and Quality Network

**2.1.6**

**Conference**

**remote**

**April 2024**

**Objective:**

To contribute to the conference, by sharing the benefits of the use of FSTD on helicopter training and the join activities conducted with the EU LAC APP project

**2.1.7**

**Participation in the ALTA Safety Operations and Training summit**

**continuous**

**Lima Peru**

**June 2024**



	<p><b>Description:</b></p> <p>Facilitate the participation of EASA experts in the ALTA's Safety Operations and Training summit that takes place once a year typically in June.</p> <p>This an important event in LAC as it gathers circa 500 professionals from the industry, CAAs and regional organizations of the region</p> <p><b>Objective:</b></p> <p>To share the EU framework and guidance material on the more recent training philosophy, illustrating the benefits in terms of increased level of safety.</p>	
<b>Activity 2.2</b>	Support RSOO harmonisation processes to contribute to the improvement of industry's competitiveness	
2.2.1	<p>Support for strengthening of the regional civil aviation safety oversight system</p> <p><b>Description:</b> Following up the ICAO/EASA Second Forum on Regional Safety Oversight Organizations (RSOOs) for Global Aviation Safety held in Nairobi in October 2023, based on what has been agreed, this activity will consist in:</p> <ol style="list-style-type: none"> <li>1.Strengthen State safety oversight capabilities; and</li> <li>2.Support ACSA to become more effective and efficient, empowered and strengthened to effectively carry out functions on behalf of States.</li> </ol> <p><b>Objectives:</b></p> <p>To support ACSA in conducting the ICAO GASOS self assessment.</p>	<p>Continuous</p> <p>ACSA</p> <p>2022 2025</p>
2.2.3	<p><b>Description:</b></p> <p>The activity will continue to foster a harmonised SSP implementation across partner states, with the support of ACSA,</p>	<p>Continuous support</p> <p>ACSA</p> <p>2023 - 2024</p>



	<p><b>Objectives:</b> To illustrate and explain the best practices of one EASA member state in the implementation of the SSP and the NPAS, by delivering a series of workshops, starting from a workshop on ECCAIRS AWB and on Safety Risk Assessment.</p>				
2.2.4	<p>SSP follow-up activities</p> <p><b>Description:</b> To enhance CASSOS knowledge on SSP following up on activities carried out under previous project EU LAC: - State Safety Data capture. - State Safety Assurance - SSP basics - State Safety Risk Mangmt - State Safety Policy - State Safety Promotion</p> <p><b>Objectives:</b> To illustrate and explain the best practices of one EASA member state in the implementation of the SSP and the NPAS, by delivering a series of workshops.</p>	On hold	CASSOS	2024 – 2005	
2.2.7	<p>CASSOS Policies and Procedures development Support</p> <p><b>Description:</b> To support CASSOS on the development, inception and maintenance of Policies and Procedures which could be used and enhance the regional system as a RSOO in support of comment activities in aviation.</p> <p><b>Objectives:</b> To cooperate with CASSOS on the drafting of new management system policies and procedures</p>	On hold	CASSOS	2023	
2.2.8	<p>RBO workshop</p> <p><b>Description:</b> To share the EU way of performing oversight by planning the activities based on a prioritisation which considers compliance, risk profiling</p>	3 days	CASSOS/ Dom Rep	024	



	<p>and assessment of the safety performance, and verify compliance with a focus on management of operational risks.</p> <p><b>Objective:</b></p> <p>To enable inspectors of the national authorities to discharge their oversight obligation based on performance and risk evaluation, by holding a series of training sessions on RBO criteria and procedures.</p>			
<b>2.2.9</b>	<p><b>Aviation Medicine Working Group</b></p> <p><b>Description:</b></p> <p>To support the implementation of a regional aviation medicine system by COCESNA Member States, by sharing the EU approach and supporting ACSA and member states to harmonise their regulations.</p> <p><b>Objective:</b></p> <p>To support ACSA in the development of a regional proposal on Aero Medical requirements to be consulted with and implemented by ACSA member states.</p>	Continuous support	ACSA	2023/2024
<b>2.2.10</b>	<p><b>RAC 11. Development of a Regional system to develop Regulations</b></p> <p><b>Description:</b></p> <p>The project is supporting ACSA since long time now in the on the update and amendment of the RAC11, the regional regulation concerning the rules development process for ACSA and its member states.</p> <p>The activity has been conducted by sharing the perspective of the EU rulemaking framework and its key concepts and components, as a reference .</p> <p>The draft has been developed and it needs now to be consulted with member states and approved by the ACSA management board</p>	Continuous support	ACSA	2023/2024



	<p><b>Objective:</b></p> <p>To support ACSA in the consolidation of the updated version of Regional regulation on rules development (RAC 11), to reflect the comments received from member states.</p>		
2.2.14	<p><b>Cybersecurity</b></p> <p><b>Description:</b></p> <p>COCESNA/ACSA have expressed interest in receiving detailed illustration on the EASA building blocks on Cybersecurity, from the cybersecurity certification of aircraft and components on a regular basis, to the management system on information security, to the platform to share information and threats, and safety promotion initiatives.</p> <p><b>Objectives:</b></p> <p>To improve knowledge and skills of ATM staff of COCESNA Central American Air Navigation Systems maintenance personnel in these areas through ad hoc training sessions, in order to enable them implementing practical improvements in the maintenance process, in the projects that are developed and in the technical inspection work carried out internally in the maintenance process.</p>	ACSA/ COCESNA	2024
<b>Activity 2.3</b>	Support in strengthening the EU and LAC industries in the post-covid-19 economic recovery of air transport		
2.3.1	<p><b>Validation of a Type certificate</b></p> <p><b>Description:</b></p> <p>To explain EASA's processes to validate Aircraft type certificates and in particular when new additions or alterations to the aircraft certified layout and the</p>	Familiarisation sessions	Colombia 2024





	<p>process to issue a STC-Supplementary TC.</p> <p><b>Objective:</b></p> <p>Facilitate Aerocivil process for the acceptance of certificates issued by EASA</p>			
2.3.2	<p>ATM systems and ATS Interfacility Data link Communications (AIDC) interoperability</p> <p><b>Description:</b></p> <p>An Interoperability Working Group (GT-INTEROP) has recently been established by the ICAO SAM office, with participation from industry, operators, service providers and states. This group has the objective of advancing the areas of interoperability and automation, as they are key enablers for increasing the performance of air navigation and implementing advanced services.</p> <p>The EU-LAC APP is participating in this working group and supporting with the coordination of AIDC and FPL interoperability testing campaigns, promotion of best practices and standards, and interfacing with EU industry.</p> <p><b>Objectives:</b></p> <p>To support the GT-INTEROP working group in identifying priority AIDC and interoperability issues and supporting their resolution in coordination with the ICAO regional office and European industry.</p>	Continuous	SRVSOP	2022/2024
2.3.3	<p><b>Training on auditing techniques</b></p> <p><b>Description:</b></p> <p>Aeronautica Panama is preparing the USOAP audit which will take place in September 2024. Among the preparatory activities, they would like to improve the already existing training on auditing techniques. For this reason, they have requested for EASA to deliver a training course to the inspectors,</p>		Panama	May 2024



as recurrent training and as a model that can be taken to improve the national one.

**Objective:**

To support Aeronautica Panama in the improvement of knowledge and skills of its inspectors and fulfilling the training plan, by delivering training sessions on auditing techniques by June 2024.

**RESULT 3: Increase mutual awareness of aviation best practices, promote EU standards, raise environmental protection efforts and encourage climate action.**

Code	Activity Name	Duration	Location	Date
<b>Activity 3.1</b>	<b>Support CAA Organisation and Legislation development</b>			
<b>3.1.1</b>	<p>State Safety Programme (SSP); Analytics, gather and use of safety data, Key Performance Indicators (KPIs), Data engineering</p> <p><b>Description:</b> To support AFAC in the development and implementation processes and in the qualification of resources, allowing them to fulfil SSP related obligations. Additional support can be provided to achieve adequate SMS implementation of national service providers.</p> <p><b>Objectives:</b> Through a series of workshops provide guidance on the SSP implementation elements:</p> <ul style="list-style-type: none"> <li>- State Safety Data capture: Analytics, gather and use of safety data, KPIs, data engineering</li> <li>- State Safety Assurance</li> <li>- SSP basics</li> <li>- State Safety Risk Management</li> <li>- State Safety Policy</li> <li>- State Safety Promotion</li> </ul>	Continuous	Mexico	2022 2024



	<p>SSP follow-up activities</p> <p><b>Description:</b> To share the perspective of an EASA National Aviation Authority (NAA) to support the practical implementation of the SSP (State Safety Programme) and associated plan for safety legislative framework considering the work done with the contribution of regional actors such as the SRVSOP, ICAO, and other country stakeholders.</p>			
<p><b>3.1.3</b></p>	<p><b>Objectives:</b> To organise a series of workshops with ANAC on SSP implementation activities and in its elements:</p> <ul style="list-style-type: none"> <li>- State Safety Data capture: Analytics, gather and use of safety data, KPIs, data engineering</li> <li>- State Safety Assurance</li> <li>- SSP basics</li> <li>- State Safety Risk Management</li> <li>- State Safety Policy</li> <li>- State Safety Promotion</li> </ul>	<p>On hold</p>	<p>Argentina</p>	<p>2024</p>
<p><b>3.1.5</b></p>	<p><b>Safety Management System (SMS)/SSP in Part 145 and safety promotion workshop;</b></p> <p><b>Description:</b> ANAC Brazil requested to organise some training sessions on the recent EASA SMS Requirements for Part-145 Approved Maintenance Organizations (AMO) – understanding the recent added SMS requirements.</p> <p>The training will be held remotely and followed by an on site activity. Taking the opportunity of an activity included in the BASA maintenance bilateral agreement (namely the SIS visit in Brazil), as part of the bilateral agreement (BASA/MAG).</p> <p>Upon ANAC request, the activity will provide a general understanding the EASA SMS framework for the Part-145 organizations, structure of requirements, timeframe for entry into force and for the AMO to implement and run the system; differences in the SMS required for large and small</p>	<p>1 week</p>	<p>Brazil</p>	<p>2024</p>



	<p>AMOs; SMS integration inside organizations with multiple approvals; training for the EASA and NAA inspectors; SMS Surveillance (audit); Management of change: rity (eg: indicators);</p> <p>As last step, Safety promotion on this topic will be illustrated.</p> <p><b>Objectives:</b></p> <p>To illustrate and clarify some points of the new EU requirements which shall apply also to the maintenance organisation in Brazil.</p> <p>To hold a workshop combined with the next SIS inspection for this purpose.</p> <p>To share safety promotion activities on this topic.</p>	
<p><b>3.1.6</b></p>	<p><b>SSP and SMS implementation</b></p> <p><b>Description:</b></p> <p>DGAC Chile has requested SSP training to support their SSP implementation process, as Chile has not been involved in previous SSP activities within EU LAC project.</p> <p><b>Objective:</b></p> <p>To provide an overview of SSP implementation within an EU Civil Aviation Authority (AESA, Spain) and support the participants from DGAC Chile to identify gaps in the implementation of their SSP. Special focus on safety data collection and processing systems, occurrences reporting systems and risk assessment methodologies</p>	<p>Workshops      Chile      2024</p>
<p><b>3.1.6 a</b></p>	<p><b>SSP and SMS implementation</b></p> <p><b>Description:</b></p> <p>DGAC Chile has requested SSP training to support their SSP implementation process, as Chile has not been involved in previous SSP activities within EU LAC project.</p> <p><b>Objectives:</b></p> <p>To support the implementation of the Chilean SSP by providing training to relevant staff of DGAC Chile on the</p>	<p>On site workshop      Chile      2024</p>



	development of Safety Risks Assessment Methodologies by sharing the best practices on the SSP implementation of an EU Civil Aviation Authority (AESA, Spain)			
<b>3.1.8 a</b>	<p><b>SSP and advanced SMS</b></p> <p><b>Description:</b></p> <p>The activity will consist in conducting a review of the applicable international and national regulations and the best practices used in the European Union, followed by an audit practice carried out for the Las Americas International Airport. The activity includes preparation of the audit report, evaluation of the practical activity and debate on the lessons learned.</p> <p>The initial implementation and its continued supervision will be addressed, preferably using tools to review the degree of effective implementation.</p> <p><b>Objectives:</b></p> <p>To improve the capability of IDAC inspectors in conducting SMS supervision activities at international airports, by delivering specific training sessions.</p> <p>To improve oversight capabilities of IDAC inspectors by participating in a simulation evaluating the effectiveness of SMS implementation in a real airport, using tools based on international best practices.</p>	On site workshop	Dominican Republic	2024
<b>3.1.9</b>	<p>Workshop on HR, FTE calculations, organisation structure of civil aviation authorities.</p> <p><b>Description:</b></p> <p>To support some of the member states, SRVSOP requested to organise a workshop to share and exchange best practices on staff calculation, workforce and workload in connection with the organisational structure of the authorities.</p> <p><b>Objectives:</b></p>	Workshop	SRVSOP	2024



	By holding a regional workshop, addressed to the HR departments of the SRVSOP member states, to illustrate how to optimise the organisation of a national authority to discharge its obligations, and develop a manpower plan taking into account workforce and workload.			
<b>Activity 3.2</b>	<b>Support in the development of regulatory material and technical guidance and tools</b>			
<b>3.2.1</b>	<p>ACSA support to rules development on RPAS</p> <p><b>Description:</b></p> <p>The activity aims at consolidate a possible structure of the ACSA common rules on UAS operations in the open and specific category. The draft has been completed and it is now under consultation by ACSA member states.</p> <p><b>Objectives:</b></p> <p>To support the development of a proposal of regulatory requirements on UAS to be implemented by the ACSA member states in their national system.</p>	Continuous	ACSA	2022 2024
<b>3.2.1 a</b>	<p><b>UAS workshop</b></p> <p><b>Description:</b></p> <p>The project experts have supported ACSA in the drafting of a regional regulation on UAS mirroring the EU one, in the consultation and commenting phase with the member states. A regional workshop on site was deemed useful to illustrate the next steps, start identifying the guidance material to be developed and train the inspectors of the MSs who will work on this domain.</p> <p>CASSOS inspectors will also participate as initial familiarisation to be continued with ad hoc bilateral activities.</p> <p><b>Objectives:</b></p>	workshop	ACSA	April 2024



	<p>At the end of the SME Workshop, participants should be able to:</p> <ul style="list-style-type: none"> <li>a) Identify main requirements for CAA inspectors on matters related to UAS.</li> <li>b) Explain main requirements for UAS operations in the specific category according to ACSA RAC UAS.</li> <li>c) Identify required competences for UAS remote pilots according to ACSA RAC UAS.</li> <li>d) List the applicable airworthiness requirements for UAS operated in the specific category.</li> <li>e) Apply the Specific Operation Risk Assessment (SORA) methodology v2.5.</li> <li>f) Assess the impact of implementing ACSA RAC UAS in their own countries</li> </ul>			
<p><b>3.2.2</b></p>	<p><b>Support in the development of RPAS management system in Colombia air space and in the web</b></p> <p><b>Description:</b></p> <p>Colombia has developed an advanced Drones regulation, having already promulgated in 2018 risk-based rules on UAS operations. However, internal training to the Aerocivil inspectors needs to be delivered as well as make available tools for practical application of SORA, progress towards BVLOS operations and pave the way towards UTM and certified category. The activity aims at providing support in the above identified needs.</p> <p><b>Objectives:</b></p> <p>Support Aerocivil in the update of the Colombian UAS Regulation and build capacity to implement it, including training, web-based tools and initial UAS Traffic Management (UTM) services exploiting industry standards.</p> <p>Familiarise with emerging ICAO SARPS for international operations in the certified category.</p>	<p>Continuous</p>	<p>Colombia</p>	<p>2023 2024</p>
<p><b>3.2.5</b></p>	<p>Language proficiency requirements implementation</p> <p><b>Description:</b></p>	<p>Workshop</p>	<p>Regional Lima</p>	<p>April 2024</p>



	<p>The project is cooperating with the SRVSOP on the organisation of a regional workshop to share the latest development and on going activities at global and regional level and to collect inputs for future activities. The workshop will report on progress on the guidance material and the ICAO Language Proficiency Task Force. The experiences of other regions in meeting these requirements will also be presented.</p> <p><b>Objectives:</b> The main objective of this event is to strengthen compliance with the requirements related to language proficiency in air traffic controllers and pilots according to ICAO Annex I and to share best practices and challenges faced in other ICAO regions.</p>			
<p><b>3.2.8</b></p>	<p><b>UAS</b></p> <p><b>Description:</b></p> <p>SRVSOP has adopted the Latin American Aviation Regulations (LAR) 100 (UAS/general) and LAR 101 (open category) in May 2022, following the structure of the ICAO Model UAS Regulations.</p> <p>SRVSOP has now identify the need to but to develop the first edition of LAR 102 (specific category), which will introduce the specific category in Latin America, based on ICAO Assembly Resolution A41-9 (2022) on ‘new entrants’, on the Foreword to new Part IV of Annex 6 to the Chicago Convention and on the guidance provided by the ICAO Model UAS Regulation.</p> <p><b>Objectives:</b></p> <p>To contribute to the drafting proposal by SRVSOP and to conduct capacity building/training activities for inspectors of SRVSOP member states.</p>	<p>Continuous</p>	<p>SRVSOP</p>	<p>2023 2024</p>
<p><b>3.2.9</b></p>	<p><b>UAS regulation</b></p> <p><b>Description:</b></p>	<p>Continuous</p>	<p>SRVSOP ACSA</p>	<p>2024</p>





	<p>The proposal of developing a gap analysis with ICAO SARPS and EU requirements is under evaluation by the SRVSOP and ACSA.</p> <p><b>Objectives:</b></p> <p>To cooperate with the SRVSOP, ACSA and LACAC in the development of a harmonised set of provisions in the region.</p>			
<b>Activity 3.3</b>	<b>Facilitate technical staff qualification and training</b>			
<b>3.3.4</b>	<p>ADR operations minima and operational credits</p> <p><b>Description:</b></p> <p>To share the EU regulation and guidance material to support SRVSOP to develop a LAR (proposed regional regulation) and guidance material for the implementation of operational credit approvals and the method that an operator should use for the calculation of the minima of the aerodromes where it operates.</p> <p><b>Objective:</b></p> <p>To illustrate the topic and to present the EU regulatory framework to SRVSOP and LAC states.</p> <p>To support SRVSOP in the development of the LAR addressing this topic.</p>	Workshops	SRVSOP	2024
<b>3.3.5</b>	<p>Training on Cybersecurity for ATM maintenance personnel</p> <p><b>Description:</b></p> <p>COCESNA has requested support in the implementation of a training map of technical personnel in charge of ATM equipment maintenance, by addressing training on Cybersecurity</p> <p><b>Objectives:</b></p> <p>To explain cybersecurity in ATM by delivering training sessions, remote and on site to ATM personnel</p>	Training	COCESNA/ ACSA	2024
<b>Activity 3.4</b>	<b>Support on licensing, certification, approval and continuous surveillance processes</b>			



<p><b>3.4.1</b></p>	<p><b>Air Operator Certificate (AOC) Approval process – Third Country Operator (TCO)</b></p> <p><b>Description:</b></p> <p>ANAC Brazil requested to have insights on the EASA certification and oversight process of new commercial air transport operators. Special focus was requested on the phases of this process, how it is organized within the agency, how EASA officers participate in this process, how cases are handled, required documents and demonstrations, average process times, how the process has evolved.</p> <p><b>Objectives:</b></p> <p>To illustrate and explain the process in use at EU level through some remote workshops. To organise the participation of ANAC inspectors as observers in an oversight audit of an Air Operator conducted by EASA as competent authority To hold debriefing and follow up meetings.</p>	<p>On site observation of the EASA audit</p>	<p>Brazil</p>	<p>2024</p>
<p><b>3.4.6</b></p>	<p><b>Aerodrome Certification support</b></p> <p><b>Description:</b></p> <p>The activity consists in providing support for the elaboration of the aeronautical safety studies of the Santa Marta Airport, with the identification of the non-compliances to the infrastructure requirements (completed), the risk assessment and the expert group meetings needed as part of a safety assessment. Support will also be provided to Aerocivil for the assessment of the aeronautical safety studies and both to the Aerodrome Operator and to the Competent Authority for the facilitation of the expert group meeting.</p> <p><b>Objective:</b></p> <p>To support Colombia in the development of the aeronautical study for the airport</p>	<p>Continuous support</p>	<p>Colombia</p>	<p>2022 2024</p>



<p><b>3.4.7</b></p>	<p><b>Aerodrome Certification support</b></p> <p><b>Description:</b> This activity consists of the definition of a complete certification process for the airport, paying special attention to the identification of non-compliances regarding the infrastructure requirements, the elaboration and assessment of the aeronautical safety studies and the preparation of the aerodrome manual. The experts will join the team of the inspectors, starting from Liberia airport in Costa Rica. Liberia, as other airports of Costa Rica, has some significant deviations from regulations both in its physical characteristics and ground aids, as well as in the necessary key personnel and operations. In order to certify it, it requires the granting of temporary exemptions and the provision of a functional operational structure that addresses what is set out in its Aerodrome Manual</p> <p>The activity shall have the participation of member states representatives as well.</p> <p><b>Objectives:</b> To support the NAA inspectors in the certification process of the airports, in the management of the deviations and in the draft of the report to the management, with the proposals of corrective and mitigating actions.</p>	<p>Continuous support</p>	<p>ACSA</p>	<p>2023 - 2024</p>
<p><b>3.4.9</b></p>	<p><b>Aerodromes; Master Plan, Design, Certification and Oversight</b></p> <p>The activity description and the objectives are not developed yet</p>	<p>Continuos</p>	<p>Dominican Republic</p>	<p>2024</p>
<p><b>3.4.13</b></p>	<p><b>Risk Based Oversight (RBO) for Aerodromes Operators workshop</b></p> <p><b>Description:</b> ANAC Brazil has shown its interest in the development of this methodology, which is under implementation in the State.</p> <p><b>Objectives:</b></p>	<p>3 Days</p>	<p>Brazil</p>	<p>2024</p>



	To provide support in the development of a RBO process for the oversight of the aerodrome operators, by sharing the EU provisions as a reference.			
<b>3.4.15</b>	<p><b>Fatigue Risk Management System (FRMS)</b></p> <p><b>Description:</b> To share experience and EU provisions on the qualification of Flight Operations inspectors on Fatigue Management and to promote its benefits of being efficient, flexible and productive, guaranteeing international competitiveness and robust safety standards.</p> <p><b>Objectives:</b> To illustrate the European approach for complying with SARPs on Fatigue Management, based on scientific principles and operational needs and support ACSA in the development of a regional provision for ACSA to assess and evaluate the development of similar provisions.</p>	Workshops	ACSA	2024
<b>Activity 3.5</b>		<b>Enhanced shared knowledge on new developments areas</b>		
<b>3.5.1</b>	<p>EASA workshop on Apron management service</p> <p><b>Description:</b> The EASA ADR regulation includes provisions on Apron Management Services and this activity aims to share with the LAC partners the approach and the provisions. The activity is under preparation in coordination with the SRVSOP. Peru, Chile, Panama, Uruguay have expressed their interest in the EU regulatory framework. The activity will be conducted by DFS, which is the apron management service provider at Lima airport, since February 2023.</p> <p><b>Objectives:</b> To make participants aware of the EU regulatory framework and requirements to let them evaluate developing similar provisions.</p>	2 days	LAC	1-5 July 2024



<p><b>3.5.5</b></p>	<p>Follow up in LAC region of the Remote Towers</p> <p><b>Description:</b></p> <p>Keeping the momentum after visiting Cologne and Leipzig, a regional activity in the LAC region will be organised in coordination with SRVSOP to continue the mutual exchange on remote towers implementation by sharing the Brazilian experience and build capacity in all the other states in the LAC region.</p> <p><b>Objective:</b></p> <p>To conduct a demonstration of the implementation of the provisions regarding remote towers during a visit to a structure in Brazil.</p>	<p>workshop</p>	<p>SRVSOP</p>	<p>2024</p>
<p><b>Activity 3.6</b></p>	<p><b>Environmental protection and climate actions</b></p>			
<p><b>3.6.1</b></p>	<p>Implementation of CORSIA (Carbon Offsetting Reduction Scheme for International Aviation) support – Mexico</p> <p><b>Description:</b></p> <p>This activity gives continuity to previous support performed in 2021 and 2022, consolidates the level of knowledge and management in the partner state, both for the Competent Authorities and for other stakeholders (obliged subjects and accredited verification entities in the region), which undoubtedly would favour the robustness and reliability of the scheme.</p> <p><b>Objective:</b></p> <p>To support AFAC Mexico, NAB, Airlines and other relevancy stakeholders in meeting the ICAO obligations and timelines for CORSIA implementation,</p>	<p>Continuous support</p>	<p>Mexico</p>	<p>2022-2024</p>



3.6.2	<p>Implementation of CORSIA and State Action Plan support – Emission report ACSA</p> <p><b>Description:</b></p> <p>Under the EU LAC APP I and II the application of CORSIA scheme in partner States as well as the related knowledge of the implicated staff have improved significantly, which is crucial for European Union as one of their main objectives related to environment, it is to promote the reliability and robustness of the CORSIA scheme in pilot phase and first phase (starting in 2024) throughout the world.</p> <p>Different countries requested new training course such as Honduras and COCESNA States for new stakeholder involve in CORSIA implementation. This initiative will also consolidate the level of knowledge and management in the partner state, both for the verifiers entities, Competent Authorities and for other stakeholders, which undoubtedly favours the robustness and reliability of the scheme.</p> <p><b>Objective:</b></p> <p>The objective of this activity is to complement the initial training in CORSIA provided, as new CFP (CORSIA Focal Point) have recently joined in many of the local authorities of LATAM region, due to the change in the CORSIA management.</p> <p>To introduce new CORSIA aspects such as emissions compensation and CORSIA Eligible Fuels (SAF and LCAF) will be use by AOs and need to be motorized, reported and verify..</p>	Continuous support	ACSA	2022 - 2024
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<p><b>3.6.3</b></p>	<p><b>Sustainable Aviation Fuels (SAF) workshop</b></p> <p><b>Description:</b></p> <p>There is a growing interest and demand of support linked to Sustainable Aviation Fuels (SAF), in the framework of CORSIA and the ICAO Long Term Aspirational Goal (LTAG). Since 2023, the efforts devoted to SAF and cleaner energies at ICAO and European context notably increased, focused in the celebration, mandated by the ICAO 41 Assembly, of the 4th Conference on Alternative Fuels for Aviation (CAAF/4) what has successfully agreed on a common, global, aspirational target of reducing the carbon intensity of international aviation fuels by 5% in 2030, as a first big step towards the LCAF.</p> <p><b>Objectives:</b></p> <p>Provide policy makers with practical tools for supporting the deployment of SAF production and use at the contributor states in order to contribute, in their different capabilities and circumstances, to the ICAO 2050 vision agreed at the CAAF/3 in 2023</p>	<p>workshop</p>	<p>Paraguay</p>	<p>22-23 August 2024</p>
<p><b>3.6.4</b></p>	<p>Support to environmental topics incorporating CORSIA and Airport environmental accreditation;</p> <p><b>Description:</b></p> <p>The activity consists in providing support and delivering training to the relevant stakeholders on the following topics:</p> <ul style="list-style-type: none"> <li>• Environmental sustainability</li> <li>• Bio-fuels aviation sector/Carbon footprint certifications</li> </ul>	<p>Continuous</p>	<p>Colombia</p>	<p>2022 2023</p>



	<ul style="list-style-type: none"> <li>• Social management airports/Use of clean energy in airports.</li> <li>• Management of environmental risks in airports</li> <li>• Use of ISFET calculator and other means to calculate CO2             <ul style="list-style-type: none"> <li>• MRV</li> </ul> </li> </ul> <p><b>Objectives:</b></p> <p>Support Aerocivil Colombia and relevant stakeholders in complying with the CORSIA obligations as set out in Annex 16 Vol. IV</p> <p>Disseminate and share mechanisms and initiatives for the environmental management and control of airport infrastructures.</p> <p>Disseminate and share mechanisms implemented for the control and management of the noise impact of aviation activity in airport environments.</p> <p>Disseminate and share good practices and experiences in the management of the danger associated with the presence of wildlife in airport environments.</p>
<p><b>3.6.7</b></p>	<p>Activities on SAF</p> <p>Support within the scope of the Chilean programme Vuelo Limpio, the state roadmap to promote the use of PEFs in the Chilean state.</p> <p><b>Objective:</b></p> <p>Support to the Chilean authority in the framework of the launch of the SAF roadmap</p>
<p><b>3.6.8</b></p>	<p>Emission monitoring, verification, reporting. Establishment of accredited verification bodies.</p>





- NAB/VB - Update of ISO 14.064
- environmental certification in Argentinian airports
- NDCs verification in Argentina

**Description:**

One of the gaps in the CORSIA implementation identified in some countries in the region (Argentina being one of them) in the pilot phase, is the lack of local verifiers accredited for AOs emission reports.

Through the delivery of training courses and capacity building initiatives, the project will try to address the lack on local verifiers accredited under CORSIA with respect to the training part of the accreditation.

This initiative will also consolidate the level of knowledge and management in the partner state, both for the verifier’s entities, Competent Authorities and for other stakeholders, which undoubtedly favours the robustness and reliability of the scheme

**Objective:**

To facilitate CORSIA accreditation process for verifiers and conduct training activities and collaboration programmes in the field of CORSIA implementation

To support air operators in the emission verification process, giving the opportunity of choosing local verifiers.

**3.6.11**

**Environ Protection Measures in Aviation**

**Conference**

**ICAO SAM  
ICAO NACC  
(Colombia)**

**2-4 April  
2024**

**Objective :**



Dissemination on environmental protection in aviation and state LTAG Long Term Aspirational Goals and how to translate them into action plans.

----- End of the report-----