Candidacy of the Argentine Republic to the ICAO Council

2022-2025 TRIENNIUM

ANAC | AVIACIÓN CIVIL ARGENTINA

Ministerio de Transporte
Argentina

Our beginnings at ICAO

The Argentine Republic has participated in the International Civil Aviation Organization since its inception.

It acceded to the Chicago Convention on International Civil Aviation on June 4, 1946, when the Organization was still of a provisional nature (PICAO); it has been a member of its Council, without interruptions, since its first session, upon having been elected as one of its members during the first period of sessions of the Organization's Assembly in May 1947.

Since the creation of the Organization, Argentina has contributed permanently to the development of safe, efficient and sustainable Civil Aviation, providing capacity and resources at the service of the International Community, both through its Representation to the ICAO Council, as well as to the Air Navigation Commission, and the Committee on Aviation Environmental Protection (CAEP), among others.

Argentina's contribution to the founding stage of the Organization was very important through the presence of Mr. Walter Binaghi, who held the position of president of the Air Navigation Commission (ANC) from 1946 to 1957, when he was elected president of the Council, a post he held until 1976.

Argentina has also collaborated with the participation of leading specialists from different disciplines in the fields of air navigation, air transport, airport safety, operational safety, meteorology, aeronautical medicine, accident and incident prevention, communications, environment and other technical and scientific areas, contributing to the progress of international civil aviation.

Among them stands out Ms. Ángela Marina Donato, a professional of renowned trajectory, who left an indelible mark on her career at the service of civil aviation and who held the position of Director of Air Transport of ICAO from 1994 to 1998 after having served as Secretary of the Latin American Civil Aviation Commission-LACAC and Senior Air Transport Officer at ICAO SAM Regional Office between 1987 and 1994.

Organizational growth

The Argentine Republic has developed and maintains an important network of Air Navigation, Communications and Airport Infrastructure in an extensive area of responsibility for Air Traffic services, according to the needs of the present times and in accordance with the Air Navigation plans of the Region; having assumed in recent years significant investments destined to the expansion and modernization of its most important Air Traffic Control centres

Civil Aviation Administration in Argentina

The creation of the National Civil Aviation Administration (ANAC) was a political event that places us among the most advanced nations in Civil and Commercial aviation. With the institution of the ANAC, on July 1, 2009, the Argentine Republic achieved its objective of creating a specific and autonomous body to attend, regulate and control matters related to civil aviation.

The work carried out by this Administration has made it possible to optimize the levels of Operational Safety in the airspace and aerodromes throughout the country; regulating, supervising, controlling and administering Civil Aeronautic activity, stimulating the growth of Air Transport through the optimal use of rights and their reasonable and competitive use for the benefit of users; satisfying the different demands and expectations of society and the world with which our country is linked by air.

At the international level, the participation of ANAC specialists in the SAM Regional Safety Oversight Cooperation System stands out, collaborating, among other things, in the first action protocol against COVID 19, prior to the guidelines prepared within the framework of the Council Aviation Recovery Task Force (CART).

Faced with the challenge posed by the COVID-19 pandemic for international civil aviation, with the emergence of health protection policies that inevitably have an impact on international air transport, ANAC demonstrated its institutional strength by responding in a timely manner to the needs of adaptation in order to address the continuity and sustainability of an activity rooted in dynamic regulations and permanent supervision.

Even though the Argentine Republic also had to go through the negative consequences of COVID-19 for the air transport industry, where for the first time in history all aircraft were grounded, in the management of the same, pure cargo operations or those destined to repatriate and expatriate citizens were not interrupted.

These operations were carried out by both Argentine and foreign companies; some of the latter were in that context flying to our country for the first time.

The work of the National Civil Aviation Administration, not only was not interrupted, but it focused, in addition to the management of the pandemic itself, on achieving greater connectivity, and in that sense, once the first stage was overcome, Memoranda of Understanding were signed with different countries, some of which became a first bilateral air agreement with countries with which there had been no bilateral relations until then.

Also as a result of this work in the last year, four airlines that had not previously operated in our country joined the commercial air transport market and two more commercial air transportation companies are in the process of being authorized.

Airspace management

The creation of the Argentine Air Navigation Company (EANA S.E.) was approved by Law of the National Congress 27,161 on July 15, 2015, and since 2016 it has been in charge of the Air Navigation Services throughout the territory of the Argentine Republic (including 5 Flight Information Regions where 5 Area Control Centres and 54 airports are located). EANA S.E. provides Air Traffic Management (ATM) services, including Air Traffic Services (ATS), Air Traffic Flow Management (ATFM) and Airspace Management (ASM), Aeronautical Information Services (AIS), the Aeronautical Communications Service (COM), the Communications, Navigation and Surveillance System (CNS), Search and Rescue Service (SAR), and is in charge of the Meteorological Service for Air Navigation (MET), coordinating its provision with the National Meteorological Service (SMN), and complying with the standards established by the National Civil Aviation Administration (ANAC) in its capacity as aeronautical authority. By doing so, the Argentine Republic fully assumes its responsibility to provide Air Traffic Services in an area of the southern hemisphere that covers more than 33 million square kilometres (over 18 million square nautical miles), including the continental area, the international maritime zone and the Antarctic area; and the Search and Rescue Service in an even larger maritime area, thus contributing as a supplier of the land-based segment of the Global Satellite Distress and Safety System (COSPAS-SARSAT).

EANA S.E. develops its operations on four strategic pillars, training, staffing, building infrastructure and technological infrastructure, sustained on the basis of operational safety which keeps operations within an acceptable risk.

The deployment and organization of air navigation services, due to the industry's own characteristics, has a high impact on the availability of the service and the allocation of resources of the National State. In turn, the demand for movements and the general dynamics of air transport activities that affect the route networks, the introduction of cutting-edge technology, changes in the composition of the operator's fleets, the collection of fees, as well as the capacity and inertia of existing systems, are factors that determine the degree of adequacy and efficiency in the application of these resources.

All EANA S.E. improvement initiatives are included in its service plan; being the first priority to ensure the continuity and safety of operations and people, and to increase airspace capacity; in a second instance, to improve the efficiency of operations and optimize the operational costs for users.

In line with the Argentine Civil Aviation Regulations (RAAC) of the aeronautical authority ANAC for air navigation services and ICAO's regional plans in South America (SAM), the service plan also refers to the strategy of the Global Air Navigation Plan (GANP) of that body, which outlines the path for the implementation of the operational concept of air traffic management (ATM) through the methodology of aviation system block upgrade (ASBU).

The improvement of air navigation services is achieved through the implementation of projects that drive the updating/revision of the infrastructure, technology processes and organization in general. Understanding the Service Plan as the key strategy of EANA S.E. that is in tune with the portfolio of these projects, as a whole it can be organized on the basis of programs whose grouping responds to common objectives that are linked to the company's strategy.

It was planned, through its Strategic Services Plan, to carry out 9 programs (Infrastructure, Communication, Navigation, Surveillance, Meteorology, ATS, ASM, ATFM and Digital Transformation) directly associated with 270 projects throughout the country in the period 2020 - 2024, in compliance with federal policies.

In that sense, 62% of the projects are aimed at fostering the technological innovation and modernization of the entire system by means of the digitalization of the communications network, extending communication coverage to the whole Argentine territory, such as the surveillance service, strengthening meteorological information, improving aeronautic messaging, generating an upgrade of all navigation systems and a substantial increase in the ATM system. Likewise, 17% will generate a direct impact on the quality, comfort, safety of human capital through substantial improvements in the building infrastructure, bringing the control towers throughout the country to high standards.

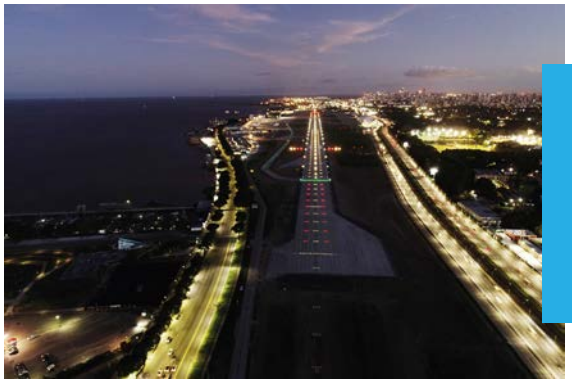
On the other hand, 16% of the projects are focused on improving airspace, understanding as such not only the ATS and ASM but also the ATFM as a fundamental milestone in this year's management. As a whole, it makes it possible to move forward with the reduction of air routes trajectories, air space decongestion and better demand management; and all this has an impact in reducing fuel use and consequently represents a benefit to our users.

Finally, 5% corresponds to the management of staffing and training, which implies increasing the amount of human capital in strategic places where they are required, and in this sense, accompanying with an instruction plan that in turn has a recurring character both for the Air Traffic Controller and for the CNS Technician.

Infrastructure at the service of aviation

The building works at Jorge Newbery Airport are one of the most important airport infrastructure projects of the last decades in our country and in Latin America. It involved an investment of close to six billion pesos, and has generated more than 1000 direct and 2000 indirect jobs. Generating a very high positive impact for the development of the national economy, it will substantially improve connectivity and accessibility, not only between Argentine provinces, but also providing a direct connection with the sister countries of Uruguay, Brazil, Paraguay, Bolivia, Chile, and for the first time with the Republic of Peru.

These works will deepen Argentina's commercial ties with the rest of the countries of the region, facilitating the arrival of business travellers who will have better connections and shorter travel times. It will strengthen receptive tourism, a key sector for economic reactivation, both nationally and regionally. The strategic location of Aeroparque with respect to the centre of the City of Buenos Aires offers an unbeatable advantage to foreign visitors due to its accessibility.



The Argentine provinces will benefit no less by these works since tourists visiting us will be able to reach all our tourist destinations by simply connecting flights from their cities of origin, thus boosting the reconstruction of regional tourism and their economies.

The expansion of the airport capacity, with a runway that is completely different from the previously existing one, together with the remodelling of the passenger terminal, will contribute to greater and better connectivity for the entire Argentine territory, as well as for international destinations, allowing operations without penalties or restrictions with flights of greater operating ranges. The replacement of all halogen beaconing, which was more than 20 years old, by state-of-the-art led systems combined with a new ILS-Category III system will allow the airport to continue operating in unfavourable weather conditions, which previously involved suspending operations, thus avoiding diversions, delays and cancellations. The major work carried out in the international sector of the terminal will allow to double the number of operations per hour, going from 3 to 6 simultaneously, with larger spaces and better organization for more agile safety, migration and waiting areas controls, which will allow to provide better quality services to the passengers.

The investigation of civil aviation accidents

As regards accident investigation, it should be noted that Argentina complies with "amendment 15" of Annex 13, regarding the independence that accident investigation agencies must have.

Since 2010, the investigation of accidents and incidents occurred in the field of civil aviation in Argentina was in charge of the Civil Aviation Accident Investigation Board (JIAAC), which was established as an investigative authority, transferred to civil orbit with financial autonomy and its own legal status. In 2019, Argentina made further progress in the organizational development of professional and independent investigation of transport accidents.

In that year, the Congress of the Argentine Nation unanimously approved Law 27,514 which declared the transport security policy to be of national public interest and objective of the Argentine Republic.

It is in this framework that the Transport Safety Board (JST) was created, the first multimodal research body in Latin America, to which the Civil Aviation Accident Investigation Board (JIAAC) was transferred.

The Transport Safety Board (JST) of the Argentine Republic is a decentralized body within the orbit of the National Ministry of Transportation, which investigates accidents and incidents in all modes of transportation, including the Automotive, Aeronautical, Railway and Maritime, River and Lake modes, to then issue recommendations in order to contribute to the improvement of operational safety.

JST works with the 11 multimodal research agencies worldwide to strengthen bilateral relations and work together on improving transport safety.

It is the first organization in Latin America to be a full member of the International Transportation Safety Association (ITSA), and it actively collaborates with the South American Regional Office of the International Civil Aviation Organization (ICAO) in which a specialist of the entity was appointed to the position of Expert in Accident Investigation.

Argentina further highlights the importance of cooperation among States in the investigation of accidents as a central issue for aviation safety. Through the then JIAAC, our country played a key role in the establishment of the AIG Regional Cooperation Mechanism (ARCM) for the South American region (ARCM-SAM), which today has the mission of "supporting States in all aspects related to the investigation of aviation accidents and incidents".

This regional cooperation mechanism is part of ICAO's No Country is Left Behind (NCLB) initiative, which promotes assistance to States to implement standards and best practices. It takes the form of assistance to those countries in the region that continue to face challenges in the effective implementation of global policies and programs, as well as to those that need to resolve major safety and security issues.

This in turn is based on the Sustainable Development Goal 10 proposed by the United Nations in the so-called "2030 Agenda".

Meteorological support

In the meteorological area, the National Meteorological Service of the Argentine Republic develops and provides the necessary products to support Air Navigation and meet international commitments in its capacity as a member of the World Meteorological Organization, ICAO and other organizations related to meteorological, hydrological and environmental work.

Likewise, our country hosts one of the nine Volcanic Ash Advisory Centres (VAAC-BUE) centralizing and disseminating important information necessary for the safety of air navigation with regional responsibility and worldwide articulation. Additionally, and regarding the regional contribution, it is important to highlight that the SMN, leads the exercises related to volcanic ash in the context of the transition to operations of the ICAO GREPECAS MET Program Project for the SAM Region, framed in the "International Airways Volcano Watch" (IAVW). On the other hand, it collaborates in the development and transition to operations of various GREPECAS MET initiatives and projects coordinated by ICAO SAM regional office in Lima, related to the improvements of the Quality Management Systems in Aeronautical Meteorology implemented in the region, as well as in the Coordination of the preparation of reports relating to hazardous phenomena en route, and other phenomena in the atmosphere, which may affect the operational safety of aircraft between adjacent flight information regions, among others.

Within the international arena, it is worth mentioning that the Regional Training Centre of the World Meteorological Organization (WMO) operates at the headquarters of the National Meteorological Service, which (according to different historical agreements reached with ICAO), develops and offers courses at regional level for aeronautical meteorology personnel, providing those improvements and updates of the competences in this field developed by WMO and which are determined as the standards for ICAO, thus contributing, significantly, to improve the safety of air operations. Likewise, in the context of WMO, the Meteorological Service collaborates with the initiative related to the WMO-IATA Collaborative Program aimed at expanding the existing "Aircraft Meteorological Data Relay" (AMDAR) system.

It should also be noted that, through its experts, the National Meteorological Service is a member of the ICAO Meteorology Panel (METP), integrating different working groups and, additionally, it is a member of the Management Group of the Standing Committee on Aviation Services under the Services Commission of the WMO (SC-AVI | SERCOM | WMO), working jointly with ICAO to define and elaborate concepts, as well as to develop provisions and new developments for aeronautical meteorological services (MET) compatible with the operational improvements provided for by the Global Air Navigation Plan (GANP), (Doc. 9750) in accordance with the working arrangements between ICAO and WMO (Doc. 7475).

Aviation safety

In the field of aviation safety, the Airport Security Police (PSA), under the National Ministry of Security, is the national authority responsible for ensuring the implementation of the Chicago Convention, the standards and methods recommended by the International Civil Aviation Organization (ICAO) in all matters relating to the security and protection of international civil aviation against acts of unlawful interference and the treaties signed by the Nation in this regard.

In this framework, the participation of the PSA at the regional and global level stands out, having served as chair of the Regional Group for ICAO and the Latin American Civil Aviation Commission (LACAC) on Aviation Security and Facilitation (AVSEC/FAL), for the North America, the Caribbean and South America regions since October 2017 and for a period of five years.

The responsibilities of this position included conducting the meetings and the necessary coordination to achieve the objectives set by the Global Aviation Security Plan (GASeP), identifying regional particularities and difficulties, and proposing common guidelines and procedures to assist and cooperate with its member states in the fulfilment of the objectives of ICAO and LACAC.

At the global level, the PSA maintains the appointment of a specialist in the Panel of Experts on Aviation Security (AVSECP), who actively participates in the different Working Groups and in the Study Group of the Secretariat for the Universal Security Audit Program under Continuous Monitoring Approach (USAP - CMA). For the past three years, the expert appointed by the Argentine Republic has served as Vice-Chair of the Panel.

The PSA maintains a policy of permanent assistance and cooperation with the Member States and also collaborates with the provision of aviation security instructors and auditors certified by ICAO. It also works on the implementation of the standards and methods recommended in Annex 9, a matter which, in the country, is dealt with by the Inter-Ministerial Facilitation Committee, of which the PSA is a part, emphasizing the aspects of facilitation related to aviation security.

As the authority responsible for managing aviation security risks, the PSA maintains a continuous surveillance of the security systems in place and assesses any threats that could compromise the safety, regularity and effectiveness of air transport. The permanent analysis of threats also includes those new or emerging scenarios. This has allowed to timely complementing the policies and requirements established in the National Aviation Security Program (PNSAC) with the regulations that provide for specific measures and procedures to face such threats, such as the prevention of cyber-attacks.

Capacity-building

In the area of training, the Centre for Instruction, Improvement and Experimentation (CIPE), whose existence dates back to 1960, occupies a privileged place; recognized by ICAO as a Regional Centre for Civil Aviation Instruction in the area of Flight Safety and Security Services, Aviation Safety, and the Training of Government Instructors in the area of Operational Safety-Airworthiness (within the framework of the Universal Safety Oversight Audit Program-USOAP-), also as a full member of the TRAINAIR PLUS System and as a Regional Training Partner of IATA.

This Institute, whose doors are open to foreign applicants from all over the region, has trained numerous aviation professionals who currently develop their tasks throughout Latin America and it has prioritized, above all things, the continuity of training by performing the different academic training activities, through the use of Distance Education Platforms

Virtuality has provided adaptability to critical situations, maintaining the standards both at national and international level, providing in turn quality and confidence, obtaining a highly favourable response to these initiatives.

Likewise, the role of the National Institute of Aeronautical and Space Law (INDAE), created in 1947, which has contributed to regional legislation, through the training and improvement of outstanding professionals from all over Latin America is noteworthy.

Industry

CICARÉ has specialized in the development and production of light helicopters for more than 60 years, being the only company in Latin America with high expertise in that area.

It mass-produces and commercializes the CICARÉ SVH-4 flight trainer, the CICARÉ 7B single-seat helicopter, and the CICARÉ 7T two-seat tandem helicopters, and the two-seat side-by-side CICARÉ 8 and CICARÉ 12 helicopters in more than 15 countries on the 5 continents.

Fábrica Argentina de Aviones (FAdeA), with more than 80 years of experience in the aeronautical industry, in its plant located in the City of Córdoba, provides design, manufacturing, modernization and maintenance services for civil and military aircraft, complying with the most demanding international quality standards.

FAdeA manufactures under license and sells the PA-25-235 and PA-25-260 models direct. This aircraft is used worldwide for spraying agrochemicals, spraying seeds and fertilizers, sowing fry, emergency interventions in forest fires and towing gliders or banners.

The IA-100 is a civil and military elementary training aircraft with acrobatic capabilities. This Technological Demonstrator, in Phase I of development, is the first one produced in composite materials in Argentina. The IA 63 PAMPA III is an advanced training aircraft.

The program aims to manufacture new aircraft with the Pampa III configuration, providing training to our pilots in the capabilities required for the operation of 4th and 5th generation aircraft.

Proyecto Petrel S.A. is made up of a group of aeronautical engineers, pilots and private entrepreneurs, associated to undertake the development and certification of a light aircraft, under international standards, modern and low cost, specially designed for flight schools, flying clubs and sport aviation.

Laviasa manufactures under license the PA-25-260 "Puelche III" aircraft, and the PA-25-235 "Puelche Trainer", together with its parts, for agricultural use, and training, among others.

New Technologies

INVAP is a worldwide leading Argentine technology company and a key player in national development, which for four decades has generated high value added "technological packages" in different fields of the nuclear, space, defence, communications, energy, security and nuclear medicine industries.

With experience in the design, implementation and administration of highly complex multidisciplinary projects, INVAP is capable of generating products and services according to the customer's requirements, fulfilling all the stages of a technological project: from the initial assessment to the delivery of turnkey plants.

With Argentine professionals and technicians, INVAP develops solutions to meet the specific needs of the National State, also inserting itself in foreign markets through export, promoting the development of Science and Technology in Argentina and contributing to the country's recognition for the provision of state-of-the-art technology.

From its Government Projects Area, INVAP has designed and manufactured radars as required by the National Airspace Surveillance and Control System (SINVICA), electro-optical systems for areas of the Ministry of Security and meteorological radars for the National Meteorological Radar System (SINARAME).

The RSMA has been designed and manufactured by INVAP for the National Civil Aviation Administration (ANAC) and in collaboration with the Argentine Air Force (FAA), in order to provide safety and efficiency to air traffic control, to cover all the aero commercial routes in the country, complying with the current standards and methods recommended by the International Civil Aviation Organization (ICAO).

INVAP is the only company in Latin America capable of manufacturing secondary radars entirely designed by Argentine engineers and technicians.

The General Directorate of Fabricaciones Militares (FM) entrusted INVAP with the design, development, construction and commissioning of a prototype of a Long Range 3D Primary Radar (RPA 3B) for detection, surveillance, identification and control tasks in airspace. The Operational Prototype was installed and delivered in operation in facilities of the Argentine Air Force (FAA).

The manufacturing of the first series of twelve Long-Range 3D RPAs is currently in progress, in order to be supplied to the Argentine Air Force (FAA), thus integrating the National Aerospace Surveillance and Control System (SINVICA).

The RMA has been designed and manufactured by INVAP, at the request of the Argentine Under-Secretariat of Water Resources, in order to deploy a national network of state-of-the-art meteorological radars together with an information centralization system with capacity to receive, process and disseminate data in real time.

The RMA can scan a volume of up to 480 km, between 1 and 90 degrees in elevation and 360 degrees in azimuth. Within this volume, it transmits microwave pulses and processes the echoes reflected in hydrometeors (rain, snow, hail). The data generated by the radar allow users to locate the position of different sources of echoes and determine the speed with which they are moving, to classify by type and estimate the amount of precipitation of water, snow or hail. This information, processed in real time, can feed into numerical models that allow short-term forecasting.

E-Authority

In order to comply with Chapter 5 of Annex 19, through which: "The States shall establish safety data collection and processing systems (SDCPS) to capture, store, aggregate and enable the analysis of safety data and safety information", in 2019, ANAC made significant progress at the regional level by acquiring the license and technical support for the implementation of the Aeronautical Management System (SGA) of the company Seabury Solutions, called e-Authority.

The safety oversight software for regulatory compliance E-Authority was designed to assist the aviation authority in regulatory development, compliance, productivity and efficiency. E-Authority, inspired by ICAO, EASA and FAA regulations, is an industry-leading safety oversight software, and its unique concept lies in providing a solution as a management support tool, and is designed to increase the efficiency of internal tasks, and at the same time, to provide up-to-date information to senior management, through a multiplatform dashboard.

Among the benefits of counting on the Aeronautical Management System (SGA) are: optimization of inspection tasks, organization of management with service providers, optimization of organizational processes, reduction of paperwork, support to decision-making processes in real time, collaborative management of documentation and centralization of data in a single database.

It should be noted that having a management system with these characteristics, particularly the operational safety reports, will allow us to exchange data with the Operational Safety Data Collection and Processing Systems (SDCPS) of other States in the region in the future.

The New Challenges

It is important to highlight the high level of commitment that the Argentine Republic has assumed with regard to the issue of climate change in relation to civil aviation.

Within the framework of ICAO Resolution A37-19 on International Aviation and Climate Change, and the "Cuernavaca Agreement Act" for the "Research on the feasibility of producing, setting standards, using and regulating in Argentina, sustainable alternative fuels for use in commercial aviation", in December 2012 a "Framework Agreement for Technical Cooperation for the Development of Aeronautical Biofuels" was signed between the National Civil Aviation Administration (ANAC), Aerolíneas Argentinas (ARSA); Yacimientos Petrolíferos Fiscales (YPF); the Argentine Chamber of Biofuels (CARBIO); the National Institute of Industrial Technology (INTI); the National Institute of Agricultural Technology (INTA); the Undersecretariat for Air Commercial Transport (SSTA) and the Ministry of Environment and Sustainable Development of the Nation (MAyDS).

In this line, further progress was made in carrying out feasibility studies for the assembly of a Pilot Plant for Bio-jet fuel production in existing facilities of Yacimientos Petrolíferos Fiscales (YPF), by using an APU turbine (Auxiliary Power Unit) of ARSA for the testing and certification of the bio-fuel obtained.

Also at the international level, an Argentine expert is a full member of the Committee on Aviation Environment Protection (CAEP).

In terms of gender, and within the framework of a transversal policy of the national Government in this area, we promote greater equality in the sector, in line with what is expressed in Goal 5 of the "2030 Agenda", and in accordance with ICAO Resolution A39-30.

It is noted, in summary, that the combined effort of different government agencies and the capacities developed by the Argentine Republic in the field of national and international civil aviation, have allowed it to sustain over time an institutional base and an infrastructure of air navigation facilities and services, in line with the current needs to allow the safe and orderly development of civil aviation and air transport services, allowing the preservation of friendship and understanding among the nations and peoples of the region and the world; and to participate actively in the development and fulfilment of the strategic objectives of the Organization, whose leadership has marked the firm and determined pace of the growth and progress of international civil aviation.

Argentina in the region

At the regional level, Argentina is a member of the Regional Cooperation System for Safety Surveillance (SRVSOP), a regional organization of Latin American states created by a memorandum of understanding between ICAO and the Latin American Civil Aviation Commission (LACAC); where it has contributed all its professional technical capacity to collaborate with capacity building and increased safety in the region's operations.

It is also one of the member states of the Latin American Civil Aviation Commission (LACAC); organization intended as a platform to promote the development and safety of international civil aviation activity in the Latin American region, whose vision is the integration of air transport in Latin America. And it is precisely the XXIII Ordinary Assembly of the LACAC, held in Havana, Cuba, in November 2018, which, with the unanimous support of the member states, included Argentina as a regional candidate to the Council, including it in the so-called "LACAC Slate of candidates".

It is an active member of the Regional Aviation Safety Group - Pan American (RASG-PA), created in November 2008 with the purpose of using the framework provided by the ICAO Global Aviation Safety Plan (GASP) and the Global Aviation Safety Roadmap (GASR), in support of the establishment and operation of a performance-based aviation safety system in the Pan American region.

Argentine representation to the ICAO Council: Present and future challenges

From its position in the ICAO Council, Argentina has added, to its historical concern for the issue of operational safety and air navigation, its contribution in the debate of issues of growing significance in recent years such as physical security, the impact of aviation on climate change, strengthening the governance of the Organization (e.g., the reform of the Code of Ethics and the CAEP), gender equity, and the reinforcement of ICAO's insertion and visibility in its relationship with the United Nations system, taking into account the cross-cutting nature of civil aviation matters.

Our candidacy

The Argentine Government has the firm conviction of sustaining the participation of our country within this Organization, and of contributing with all our capacity and resources, to the safe, efficient and orderly growth of International Civil Aviation, on a basis of equal opportunities; so that no country is left behind.

It is in this spirit that the Argentine Republic, as it has done uninterruptedly for more than fifty years, presents its candidacy for re-election as a member of Part II to the Council of the Organization, which brings together the States that make the greatest contribution to the provision of facilities for international air navigation.

Our country pledges to continue to play an active role in all matters submitted for consideration by the Council, and to contribute to the achievement of consensus in the decision-making process through dialogue and negotiation, respecting the different realities of each member state in the search for common solutions.