

Creando Futuro

CHILE'S CANDIDACY FOR THE THIRD PART OF ICAO COUNCIL 2022-2025



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Chile promotes multilateralism in pursuit of peace, international security, stability, and the development of States. To this end, Chile seeks to participate actively in multilateral organizations, such as ICAO, in the conviction that these alliances strengthen sustainable development throughout the world.

Since its foundation, Chile has closely adhered to the principles of ICAO and has been adopting the standards and practices that this organization has been advising. In this context, the country is presenting its candidacy to the ICAO Council, under the sponsorship of the LACAC, for the period 2022–2025, with the conviction of being an active promoter of multilateralism.

It is important to highlight that Chile provides Air Navigation Services in the South Pacific, supplying this type of service for transoceanic flights with satellite technology and achieving an important development in the implementation of Performance Based Navigation (PBN).

On the other hand, Chile has made great achievements in the implementation of ICAO Standards and Recommended Practices (SARPs), being one of the best evaluated nations worldwide.

Chile is also committed to combating the effects of climate change, with commitments to reduce greenhouse gas emissions in relation to international air transport. This commitment has been reflected in different works commissioned by the ICAO, such as the development of the CORSIA scheme.

At the same time, the country is a leader in renewable energy generation and is working to boost green hydrogen.

Commercial aviation for Chile is a relevant axis for the country's commercial foreign policy. Chile has historically maintained an open skies policy and has promoted the liberalization of international air transport. Likewise, Chile maintains an airport infrastructure development policy under the concession system, which allows for the creation of a successful business model with the private sector.

Finally, this country is no stranger to the adverse effects of the recent global pandemic. That is why Chile adopted measures consistent with the guidelines proposed by the Aviation Recovery Task Force (CART) of ICAO and the World Health Organization (WHO), in order to reduce health risk, strengthen passenger confidence and secure supply chains.

In accordance with all the above, given Chile's strong commitment to multilateralism, reflected in the country's historical participation in ICAO, Chile is presenting its candidacy to the Council of this organization for the period 2022–2025.



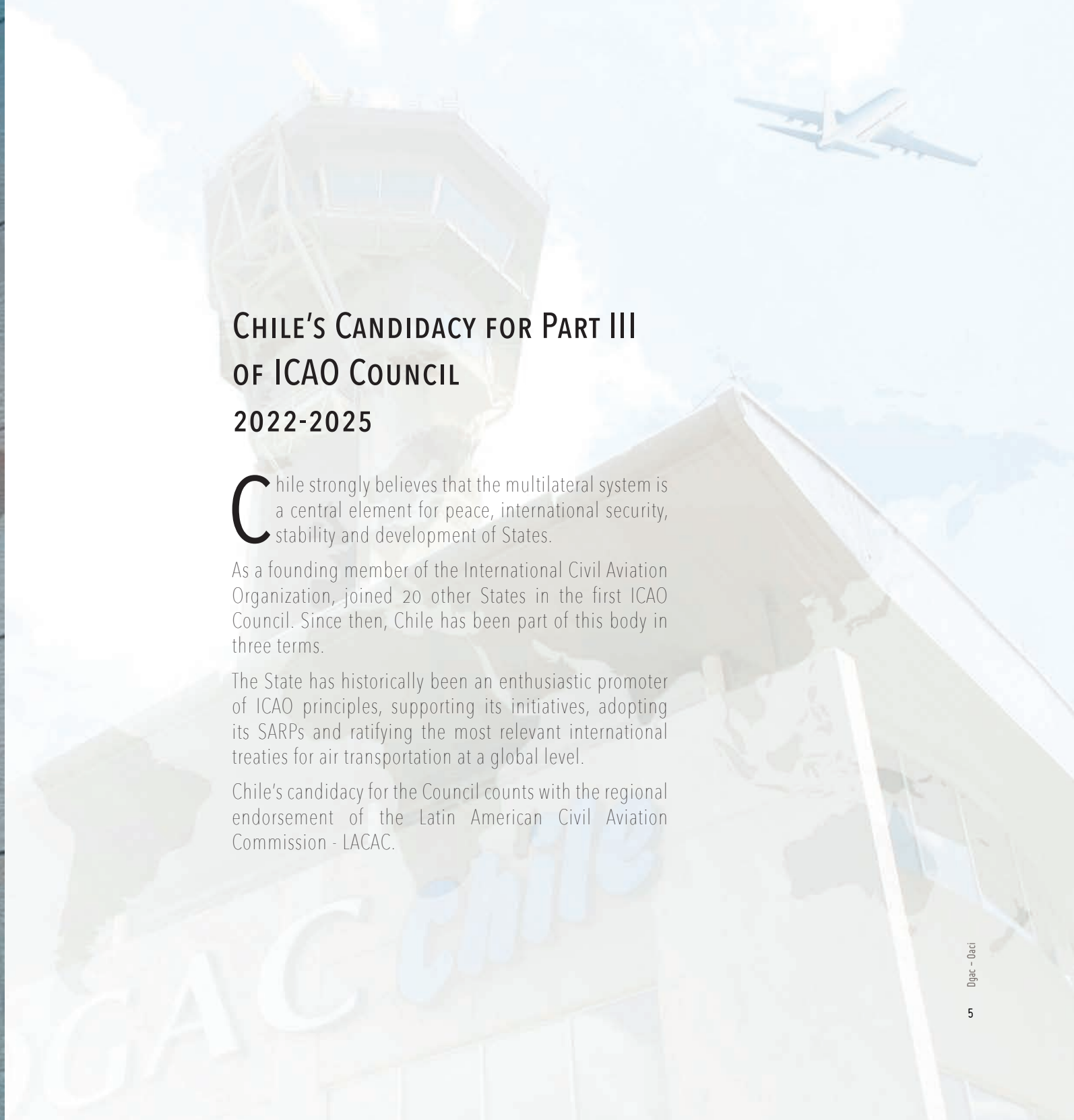
CHILE'S CANDIDACY FOR PART III OF ICAO COUNCIL 2022-2025

Chile strongly believes that the multilateral system is a central element for peace, international security, stability and development of States.

As a founding member of the International Civil Aviation Organization, joined 20 other States in the first ICAO Council. Since then, Chile has been part of this body in three terms.

The State has historically been an enthusiastic promoter of ICAO principles, supporting its initiatives, adopting its SARPs and ratifying the most relevant international treaties for air transportation at a global level.

Chile's candidacy for the Council counts with the regional endorsement of the Latin American Civil Aviation Commission - LACAC.



AIR NAVIGATION SERVICES IN THE SOUTH PACIFIC

Chile provides air navigation services for transoceanic flights over the South Pacific, using satellite technology both for communications and for automated tracking of aircraft position.

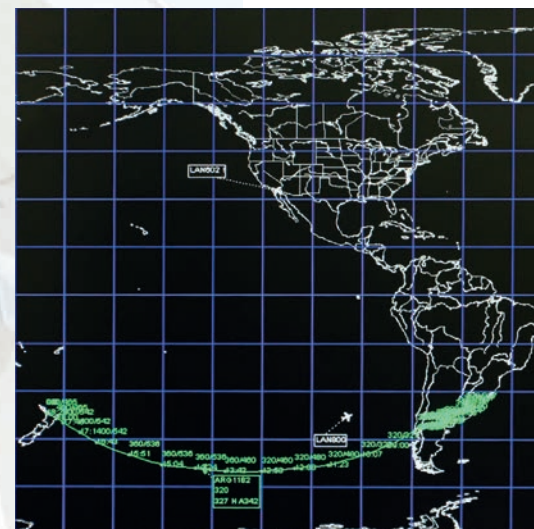
Since 2014, Chile has applied a positive control over aircraft overflying the Oceanic Control Area within the Flight Information Regions under its responsibility, effectively contributing to aviation safety.

To further contribute to this goal, Chile recently acquired new ocean/remote air traffic management capabilities, enabling the implementation of the Performance-Based Communication and Surveillance (PBCS) concept. This technology will allow the operation of the new CNS ATM systems to be applied in the short term, reinforcing harmonization and operational safety, in order to promote a seamless airspace between South America and Oceania.

On the other hand, at the South American level, Chile has made big achievements in the implementation of Performance-Based Navigation (PBN), which allows to optimize the use of airspace and ranks it in an advanced position in the provision of air navigation services related to this concept, both on continental routes and those connecting South America with Oceania and Asia.

RESULTS OBTAINED IN THE USOAP AND USAP AUDITS

Chile has made great achievements in the implementation of the ICAO Standards and Recommended Practices (SARPs), this has earned it a place among the best evaluated countries in the world, as assessed by the Universal Safety Oversight Audit Program (USOAP-CMA) and the Universal Security Audit Program (USAP-CMA), which reflects effective compliance with the ICAO annexes.





CLIMATE CHANGE AND INTERNATIONAL AIR TRANSPORT

Chile is committed to climate action by implementing operational measures to reduce emissions. Accordingly, it has endorsed all efforts deployed by ICAO and its Member State to fight climate change.

In this regard, it participated early in the development of CORSIA and designed its own system for its implementation through an online platform where each operator enters its activity data.

The country has an Action Plan for the Reduction of Greenhouse Gas Emissions that includes a series of specific measures for this purpose, as well as the significant contribution of actions adopted by national private operators.

In order to further contribute to the matter, Chile moved from the status of observer to Member State of the Committee on Aviation and Environmental Protection (CAEP) in 2019.

Aligned with the ICAO mitigation efforts, Chile, being a leader in renewable energy generation, is decisively

promoting the production of green hydrogen in its territory. This energy vector can be used, in the short and medium term, as an input for the production of SAF. In the long term, green hydrogen can be used directly as aircraft fuel.

In line with this challenge, the country's main airport has a plan to receive and supply aircraft powered by Green Hydrogen starting in 2030.

COMMERCIAL AVIATION IN CHILE

Chile has maintained for over forty years an open skies policy, characterized by free market access, under equal conditions for both national and foreign operators, facilitating foreign investment and international connectivity of the country. As a result of this policy, domestic air transport grew at an annual rate of 10% in the decade prior to the pandemic, reaching an average of 1.48 trips per inhabitant per year, the highest in Latin America.

As a result, the country has a sound air market, with strong competition and affordable fares, offering extensive



connectivity with the rest of the world, supported by air service agreements in force with more than eighty countries. In addition, Chile keeps cabotage open to foreign operators unilaterally and without reciprocity.

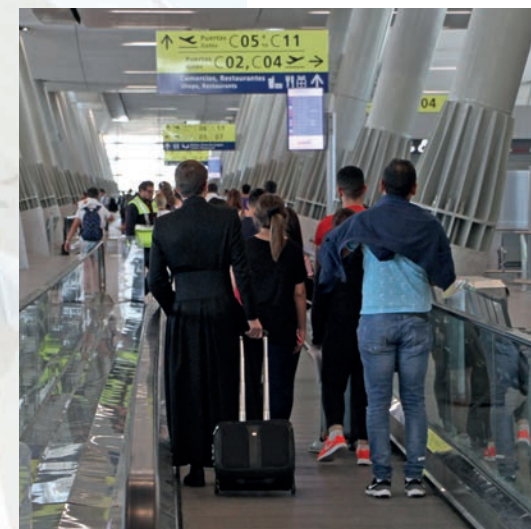
Within this policy framework, Chile has advocated on air transport liberalization and promoted ICAO's long-term vision, as an assiduous participant in ICAN, and has contributed to the outset of important multilateral initiatives, such as MALIAT and the LACAC Open Skies Agreement, inter alia. In the same way, it has promoted multilateralism and liberalization by playing an active role as member of ICAO's ATRP. Within APEC, Chile has fostered openness of air services among member economies of this organization.

As a member of the LACAC Regional Group on Aviation Security and Facilitation, the country has strongly promoted the facilitation of international air transport within ICAO. At the recent ICAO High-Level Conference on COVID-19, Chile, in several Working Papers, resolutely stood in favor of strengthening Facilitation, considering

the evolution and complexity of air transportation at a global scale, with a view to the necessary recovery of the industry and the airline sector in general.

AIRPORT INFRASTRUCTURE

In 1996 Chile adopted a concession-based airport infrastructure development policy which incorporated the private sector to airport construction and operation, following a reliable and successful business model which has allowed for the expansion and modernization of domestic airport network, improving the levels of service for passengers and airlines. The modernization of the country's main airport was recently inaugurated with the construction of a new international passenger terminal building, of about 249,500 m2 and remodeling and enlarging the existing Terminal, which will be used for domestic traffic only. Upon its launching, the airport's capacity will increase from 16 to 30 million passengers per year.





RESILIENCE OF THE AERONAUTICAL SYSTEM IN TIMES OF PANDEMIC

Resilience of Chile's aeronautical system is a strategic element of connectivity that contributes to the development and well-being of its citizens in times of emergency, as the case was during the pandemic. The country adopted a series of exceptional measures and basic protocols in line with the guidelines proposed by the ICAO Aviation Recovery Task Force (CART) and the World Health Organization (WHO) to reduce the health risk to the general public and for aviation personnel, to strengthen passenger reliance, and secure the supply chain.

All the measures taken were the result of coordinated decisions between the different Chilean government authorities, in close regional and multilateral cooperation, which resulted in airports continuing to be operational to receive Chilean nationals from abroad and to afford for the return of foreign citizens to their countries. It also allowed for timely coordination and delivery of medical supplies and vaccines to States having requested them.



