



Federal Aviation
Administration

FAA International Strategies 2010 to 2014

Western Hemisphere Region

The Western Hemisphere portfolio includes North America, Central America, South America, and the Caribbean. The Western Hemisphere Director and two FAA senior representatives are currently located in the FAA headquarters. In 2008, the FAA opened an office in Brasilia to be better positioned to address regional aviation safety and capacity concerns. We expect to relocate Headquarters-based senior representatives into the region over the next several years. The Flight Standards International Field Office for this region is headquartered in Miami, Florida.

More than 70 percent of international flights managed by the FAA operate to and from destinations in the Western Hemisphere. Given the high volume of traffic and the proximity of potential safety and capacity issues, the FAA has a long history of working with countries in the region. The U.S., Canada, and Mexico have historically collaborated on ATC and safety initiatives. The FAA has Bilateral Aviation Safety Agreements in place with Brazil, Canada, and Mexico. We also have ATC and safety bilateral agreements with most states and many territories in the Western Hemisphere. The FAA has longstanding partnerships on Global Navigation Satellite System-related initiatives with key countries in the Western Hemisphere. We continue to develop those partnerships through the promotion of NextGen-related activities, such as the North American NextGen Strategy Group.

The FAA is also working to strengthen ties with multilateral and regional organizations, such as the North American Aviation Trilateral (NAAT) and the Caribbean Aviation Safety and Security Oversight System (CASSOS). We work through the Latin American Civil Aviation Commission (LACAC) to further technical and policy initiatives. The latest regional effort to prioritize aviation safety projects is the Regional Aviation Safety Group-Pan America (RASG-PA), which is an outgrowth of ICAO's Global Aviation Safety Roadmap (GASR) initiative. RASG-PA serves as a means to streamline the number of initiatives focused on aviation safety. We promote efforts to mitigate aviation's impact on the environment by using new technologies and procedures, by sharing best practices, and by providing leadership in international forums.

S t r a t e g i c I n i t i a t i v e s

This document establishes priorities, identifies opportunities to expand successful programs, and underscores the need to seek innovative solutions with our international partners, starting with the following five-year strategic initiatives:

- 1. Promote harmonization and compliance with aviation legislation, regulatory requirements, policies, and procedures.**
- 2. Create and support partnerships to leverage opportunities to develop safety, capacity, and efficiency initiatives.**
- 3. Promote U.S. best practices in safety to enhance consistency and seamless operational practices worldwide.**
- 4. Promote civil/military cooperation to ensure safe, secure, and efficient use of airspace.**
- 5. Improve global interoperability and advance future technologies and procedures.**
- 6. Increase awareness of methods to minimize aviation's impact on the environment.**
- 7. Share FAA best practices to mentor and influence aviation leaders and enhance foreign aviation expertise.**
- 8. Promote U.S. commercial space transportation regulations.**

1. Promote harmonization and compliance with aviation legislation, regulatory requirements, policies, and procedures.

As the number of international passengers and aviation activities increases across the globe, it is imperative for the U.S. to collaborate with international partners. The FAA works with aviation organizations to implement ICAO SARPs. The FAA is also building relationships with industry and government partners to align global safety activities and increase data sharing. In addition, the FAA promotes compliance with international safety standards through technical assistance, training, and sharing best practices.

- **Objective:** Identify and provide technical assistance and training to regional aviation safety organizations and countries to strengthen their capability to meet international aviation safety standards.
 - Provide technical assistance to strengthen the ability of civil aviation organizations to meet international standards: **ACSA, Argentina, Brazil, Bolivia, CASSOS, Dominican Republic, El Salvador, LACAC, Mexico, Peru, Uruguay.**
 - Provide training as requested to strengthen the ability to meet international standards: **ACSA, Canada, Caribbean states, CASSOS, COCESNA, LACAC, Mexico, South American states.**
 - Develop and deliver instructional seminars in Miami and Washington, D.C., on legal topics such as developing a civil aviation law that meets ICAO standards: **Brazil, CASSOS, Chile, Colombia, LACAC, Mexico.**
- **Objective:** Promote the sharing of ramp inspection data to increase safety oversight with key partners in the region.
 - Explore possibilities for sharing ramp inspection data: **Brazil, Central American Corporation for Air Navigation Services (COCESNA), Mexico, Panama.**
- **Objective:** Continue to work with key aviation authorities, international partners, and associations to promote safety by encouraging the harmonization of regulations, legislation and procedures, including SMS, throughout the region.
 - Provide technical assistance, training, and seminars/workshops in concert with ICAO and other stakeholders as appropriate: **ACSA, CASSOS, LACAC, Latin American Air Transport Association (ALTA), International Air Transport Association (IATA), ICAO.**

2. Create and support partnerships to leverage opportunities to develop safety, capacity, and efficiency initiatives.

Improving and maintaining safety performance in an increasingly complex global aviation system requires a proactive and innovative approach to improving interoperability, operational efficiency, and advancing future capabilities. The FAA leverages private and government expertise and resources, as well as global assistance programs to assist CAAs to improve safety and implement efficiency enhancing technology and procedures.

- **Objective:** Develop an ACP to increase investment in aviation systems and infrastructure and improve aviation safety and capacity.
 - Explore the value and feasibility of an ACP based on the size of the aviation market, strategic importance to the FAA, safety and capacity issues, and potential for U.S. companies: **Brazil.**

- **Objective:** Advance FAA visibility in the region.
 - Open new offices to maintain a high level of influence and promote harmonization of aviation systems and standards in the Western Hemisphere: **Locations TBD in Central America, Mexico or South America.**

- **Objective:** Develop Air Navigation Services (ANS) Agreements to improve safety, capacity, and efficiency.
 - Conclude new, comprehensive ANS agreement: **Bahamas.**

- **Objective:** Assess aerodrome certification needs to assist countries in achieving ICAO compliance.
 - Work with aviation authorities and organizations in the region to meet ICAO standards for aerodrome certification: **CASSOS, ICAO, LACAC.**

- **Objective:** Identify opportunities in the region for technical assistance and seminars on topics such as runway safety procedures, technologies and concepts, airport pavement, aircraft rescue and firefighting, wildlife management, and SMS.
 - Offer technical seminars designed to improve airport safety throughout the region to address the significant interest and demand for best practice seminars and technical assistance on runway safety, wildlife management, SMS, and pavement assistance: **Brazil, CASSOS, COCESNA, LACAC, Mexico.**
 - Identify potential airport projects for U.S. industry to assist in airport development or expansion: **Brazil, Mexico.**

- **Objective:** Provide technical assistance and training aimed at increasing safety and efficiency levels.
 - Develop a comprehensive action plan to incorporate assistance in the aircraft certification, aviation safety and air traffic control areas: **Colombia, Mexico, Caribbean, COCESNA, LACAC.**
- **Objective:** Identify needs for additional training and seminars on hazardous materials and dangerous goods inspector training. Provide on-the-job (OJT) training to continue to develop inspectors' skills in the region.
 - Work with U.S. Government entities to provide dangerous goods transportation OJT training/seminars: **CASSOS, LACAC.**
- **Objective:** Identify countries where the FAA Academy and Lines of Business can develop training programs and/or assist to establish or expand their training facilities.
 - Provide assistance to create or further develop aviation training academies: **Brazil, CASSOS, Colombia, COCESNA, Dominican Republic, Panama.**
- **Objective:** Work closely with Department of Transportation (DOT), Department of State (DOS) and other U.S. Government agencies to support the Administration's Cuba initiatives and policies as well as FAA mission critical operations.
 - Prepare a plan of action to address potential significant growth in traffic between the U.S. and Cuba if the political dynamics change: **Cuba.**
 - Continue to work with the DOS to facilitate safety-critical operational meetings between the FAA and Cuban air traffic officials on a regular basis: **Cuba.**

3. Promote U.S. best practices in the provision of air traffic services and safety to enhance consistency and seamless operational practices worldwide.

The FAA promotes seamless operations in cooperation with international aviation partners to meet the challenge of safely expanding global aviation capacity. We work through regional organizations and working groups to influence regional safety and efficiency initiatives and to advance FAA priorities through coordinated U.S. strategies. We work with ICAO to establish a priority list of SARPs in support of NextGen operations and to streamline ICAO processes.

- **Objective:** Ensure the development of coordinated FAA positions and participation at major international regional meetings.
 - Prioritize FAA participation at regional meetings to ensure effective use of our resources and maximize our influence. Improve our ability to influence countries and regional groups by delivering a coordinated, consistent message at important regional meetings: **CANSO, CASSOS, COCESNA, ICAO, LACAC, NAAT.**

4. Promote civil/military cooperation to ensure safe, secure, and efficient use of airspace.

When countries transition from military to civil airspace control as a means to increase efficiency, safety oversight and air navigation operations become primary issues. Areas of focus include technical assistance and training in military to civilian transition.

- **Objective:** Assist countries with maintaining high levels of safety while transitioning from military to civil aviation oversight.
 - Work with aviation authorities to understand key focus areas to support continued compliance with international aviation safety oversight standards throughout military to civilian transition: **Argentina, Brazil.**
- **Objective:** Promote ATM security with appropriate civil and military stakeholders.
 - Reach out to neighboring and key states in the region to establish appropriate cross-FIR boundary and cross-border ATM security initiatives and procedures: **Canada, Mexico, Central America and Caribbean states.**

5. Improve global interoperability and advance future technologies and procedures.

Maintaining and improving safety in an increasingly complex global aviation system requires a proactive and innovative approach to improving interoperability and operational efficiency, as well as advancing future capabilities. Our ultimate goal is seamless operations across as many boundaries as possible. Harmonization and cooperation is essential on air traffic flow management, safety, and environmental issues as is collaboration on research and development programs that can advance capabilities crucial to future air traffic systems.

- **Objective:** Develop and expand NextGen activities with key partners in the region.
 - Implement NextGen technologies, concepts and procedures through the Trilateral NextGen Steering Group: **Canada, Mexico.**
 - Continue to implement satellite-based navigation systems, associated augmentation systems, and new technologies and procedures, including Automatic Dependent Surveillance-Broadcast and RNP: **Brazil, Canada, Chile, Colombia, Mexico.**
 - Assist countries and other air navigation service providers with planning for the modernization of their air transportation systems: **Argentina, Bahamas, Colombia, COCESNA, Jamaica.**
- **Objective:** Promote the use of Air Traffic Flow Management (ATFM) and associated technologies.
 - Work with countries as they implement more effective ATFM systems and procedures as they modernize their infrastructures: **Brazil, Canada, Chile, COCESNA, Colombia, Dominican Republic, Jamaica, Mexico, Panama.**
- **Objective:** Promote expansion of airspace redesign initiatives such as West Atlantic Route Systems (WATRS) Plus in the region.
 - Develop projects and other initiatives to implement programs that increase operational efficiency and result in environmental benefits: **Brazil, COCESNA, Colombia, LACAC, Mexico, Panama.**
- **Objective:** Facilitate the efficient hand-off of aircraft between the FAA Flight Information Region (FIR) and adjacent states.
 - Negotiate agreements for the sharing of radar data with key partners adjacent to U.S. delegated airspace: **Bahamas, Canada, Cuba, Dominican Republic, Haiti, Mexico, Saint Maarten.**

- **Objective:** Identify opportunities to facilitate the transfer of runway safety procedures, concepts and technologies.
 - Seek opportunities through regional organizations to provide seminars and assistance in the area of runway safety: **CASSOS, LACAC.**

6. Increase awareness of methods to minimize aviation’s impact on the environment.

We are committed to improving aviation’s environmental performance. Consistent with NextGen, our objective is to achieve environmental protection that allows sustained aviation growth. We work with air navigation service providers, governments, airlines, and aviation manufacturing to develop better scientific understanding of environmental performance interdependencies and impacts, to accelerate more efficient ATM operational procedures, to hasten the uptake of promising improvements in environmental aircraft technologies, and to advance renewable alternative fuels for aviation. While market-based measures may be useful in addressing certain aviation environmental impacts, we respect the prerogative of states to adopt appropriate measures for their circumstances.

- **Objective:** Seek opportunities to promote U.S. environmental best practices to key aviation partners through orientation visits and other outreach activities.
 - Promote U.S. environmental strategies throughout the region: **Brazil, Colombia, LACAC.**
 - Promote the development of a global framework of fuel efficiency goals and measures to help countries meet the goals by participating in the ICAO GIACC process: **Canada, Brazil, Mexico, and other key states.**

7. Share FAA best practices to mentor and influence aviation leaders and enhance foreign aviation expertise.

Our contribution to the growth of leadership skills in foreign aviation professionals is an integral component of developing civil aviation organizations worldwide. We are committed to investing in people who will drive aviation safety and efficiency improvement within their aviation authorities.

- **Objective:** Promote developmental opportunities for current or potential foreign leaders to mentor and influence aviation leaders and enhance foreign aviation expertise.
 - Identify and nominate participants under the IVLP to provide up-and-coming aviation leaders with exposure to U.S. regulations, technologies, and management practices: **Brazil, Costa Rica, Jamaica, Mexico.**

- **Objective:** Develop concept for programmatic approach to evolving aviation entities in the region.
 - Create an outline for a program that teaches junior level aviation professionals best practices in strategic planning, program management, regulatory practices and organizational development: **Brazil, LACAC.**

8. Promote U.S. Commercial Space Transportation Regulations.

As more countries become interested in the commercial operation of space transportation, the FAA can provide information on how the U.S. regulates commercial space transportation vehicles and spaceports. Some countries today are privatizing government operations in space for expendable launch vehicles while others are interested in building or attracting new space transportation vehicles through the development of spaceports or other incentives. In each case, governments will develop new regulatory structures.

In the future, the FAA envisions commercially operated space vehicles that carry people will grow beyond suborbital flights in individual nations and into point-to-point regional and intercontinental travel that will require coordination between nations on safety. Orbital space flights by commercial operators are also possible and may need similar coordination. By establishing a foundation today, safety regulations in the future will proceed more smoothly.

There are technology transfer limitations in space transportation that will limit the level of FAA cooperation with other nations including International Traffic in Arms Regulations (ITAR). In addition, under Congressional direction, the FAA plans to phase in certain regulations on the human space flight industry as the industry grows and matures. At this time it is too early to seek adoption of international standards in human space flight safety.

- **Objective:** Promote FAA Office of Commercial Space Transportation (AST) regulations worldwide through outreach in order to build a common understanding to prepare for future interconnected global space transportation and growth of commercial space transportation.
 - Distribute promotional materials to other countries through FAA senior representatives;
 - Attend conferences, air and space shows, and international forums;
 - Participate in the United Nations Committee on Peaceful Uses of Outer Space;
 - Develop regulatory workshops;
 - Conduct bilateral discussions with interested countries;
 - Identify countries with emerging commercial space transportation interests;
 - Identify future international issues such as space and air traffic integration;
 - Evaluate with API other areas and methods of outreach: **All countries, all regions.**

Conclusion

The greatest benefits of a strategic plan of action for FAA international priorities are in the areas of resource planning and organizational collaboration. It is the intention that this document encourages global aviation interests to quantify and qualify the type of assistance needed with the understanding that their requests will become part of an annual assessment of priorities.

We welcome your comments and recommendations.