



FIVE YEAR ACTION PLAN
ON
IBSA CIVIL AVIATION PROJECTS



The Government of the Republic of South Africa, the Government of the Republic of India and the Government of the Federative Republic of Brazil:

RECALLING the Declaration of Brasilia signed on 6 June 2003 and the Guidelines for Action established by the IBSA Dialogue Forum's Trilateral Joint Commission on 13 February 2004;

RECALLING further the Trilateral MoU on Civil Aviation signed by India, Brazil and South Africa on 26 July, 2005;

WISHING to further strengthen these civil aviation relations and consolidate them on the basis of equality and mutual benefit;

HAVE DECIDED to conclude the Action Plan on Civil Aviation which is attached herewith.

IN WITNESS WHEREOF, the undersigned duly authorized thereto have signed this Action Plan.

DONE IN triplicate at New Delhi on the 15th October, 2008 in the English language.

FOR THE GOVERNMENT
OF THE REPUBLIC
OF SOUTH AFRICA

FOR THE GOVERNMENT
OF THE REPUBLIC
OF INDIA

FOR THE GOVERNMENT
OF THE FEDERATIVE
REPUBLIC OF BRAZIL

**5 YEAR ACTION PLAN FOR IBSA – CIVIL AVIATION SECTOR
PERIOD OF PERFORMANCE : 2008 TO 2013**

1. OVERVIEW

This Five-year Action Plan is aimed at giving expression to the Declaration of Brasilia signed on 6 June 2003 and the Guidelines for Action established by the IBSA Dialogue Forum’s Trilateral Joint Commission on 13 February 2004. It is, particularly, meant to actualize the transport – related agreement / Memorandum of Understanding signed by the three Governments i.e. the Trilateral Memorandum of Understanding on Civil Aviation signed on 26 July 2005.

The IBSA parties acknowledge that, whilst it was important to negotiate and conclude agreements in order to create an enabling legal framework, there is a greater need to implement measures that promote connectivity amongst the three countries and regions to which they belong, both from the perspective of passengers and freight. These measures should also ensure sustainability of the transport sector, especially the means through which passengers and freight are moved.

The constraints that are experienced by the three countries in terms of efficiently moving people and goods across the globe are real. These constraints also impact on the ability of the three countries to compete on an equitable basis with most newly industrialized countries. The concerted commitment of the leaders of the three countries as well as various meetings of IBSA itself has underscored this fact on numerous occasions. Therefore, the signing of Agreements and Memoranda of Understanding is not an end in itself, but is a means to creating a framework (that is consistent with the respective countries’ domestic legislations) to enable interventions that will turn these historical challenges into opportunities.

In order to achieve this, the Parties will:

- Facilitate trade and tourism through the provision of integrated, safe, efficient and environmentally sustainable transport services to move good and people;
- Enhance the mutual development of their respective human capital;
- Facilitate seamless transportation of goods and people through the provision of transport infrastructure, including navigation systems and transshipment facilities
- Encourage partnerships amongst the institutions and enterprises in the respective countries in order to contribute towards the enhancement of professional entrepreneurial opportunities;
- Improve their overall global competitiveness by sharing knowledge on new technology and well-tested business models; and
- Enhance cooperation at multilateral organizations such as ICAO, etc.

To this effect, the development of, an Action Plan structured for Civil Aviation which spells out projects that have clear and realistic deliverables and timeframes, is the most practical approach. This Action Plan seeks to advance the above-listed tasks in the context of the broader IBSA agenda of fostering South-South cooperation and economic development of our respective countries and region to which we belong.

2. MEMORANDUM OF UNDERSTANDING

The Trilateral Memorandum of Understanding (MOU) entered amongst the three countries on matters related to Civil Aviation was signed on 26 July 2005. This 5 year Action Plan is particularly aimed at promoting and enhancing the spirit within which the MOU was constructed upon. It must be noted that the MOU is to be effected in parallel to existing bilateral air services agreements between the respective countries.

3. CIVIL AVIATION PROJECTS

The Parties agree to jointly implement the following projects:

| PROJECTS | OUTPUTS | Performance Measures | | RESPONSIBLE STAKEHOLDER |
|---|---|----------------------|---|---|
| | | Target Date* | Indicator | |
| Cooperation between the airlines of the 3 countries on code-share arrangements | <ul style="list-style-type: none"> • Formulate suitable code-share framework for the airlines of the three countries as operating or marketing carrier; • Encourage and support airlines to enter in code-share arrangements thus increasing capacity and stimulating air travel on the IBSA route. | March 2009 | Regular air services linking the IBSA countries | • Government |
| | | March 2009 | | • Government • Airlines |
| Cooperation towards promotion of charter operations | <ul style="list-style-type: none"> • Liberalisation of policy to facilitate charter operations amongst the three countries | March 2009 | Policy relaxation | <ul style="list-style-type: none"> • Government • Charter operators |

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| Cooperation on Aviation accident and incident investigation systems | <ul style="list-style-type: none"> • Identification of scarce skills; • Understanding on resource sharing in terms of Video Data Recording and Flight Data Recording; • Understanding on resource sharing in terms of both technical support and human capacity for the purposes of accident and incident investigation; • Understanding on information and Knowledge- sharing on the eradication of aircraft accidents occurring in uncontrolled airspace or oceanic airspace. | <p>December 2008</p> <p>June 2009</p> <p>June 2009</p> <p>June 2009</p> | <p>Coherence in aviation accident and incident investigation systems and methodology among IBSA safety regulators</p> | <ul style="list-style-type: none"> • Aviation Safety Regulators |
| Cooperation in Aviation Safety and Security auditing and partnerships (operations and management) | <ul style="list-style-type: none"> • Best practice-sharing in audit planning, audit performance and audit shortcomings follow-ups | <p>Ongoing exercise</p> | <p>Continuous best practice-sharing in aviation safety and security auditing</p> | <ul style="list-style-type: none"> • Government • Aviation Safety and Security Regulators |
| Certification of Civil Aeronautical Products | <ul style="list-style-type: none"> • Recognition of standards; • Encourage specialized entities to enter into technical agreements thus supporting each other on civil aviation. | <p>September 2009</p> | <p>Acceptance of Certification of Civil Aeronautical Products by the three countries</p> | <ul style="list-style-type: none"> • Relevant authorities of the three countries responsible for civil aviation matters • Aerospace Industry |

| | | | | |
|---|---|------------------|---|--|
| Exchange of technology transfer in airspace management and air navigation services | <ul style="list-style-type: none"> • Access to appropriate technology in infrastructure and operation; • Access to cutting edge technology being developed in some areas; • Assistance with rapid implementation of technology; • Transfer/ exchange of technology in deficient areas. | September 2010 | Harmonisation in applications of standards and procedures. Continuous technology exchange in airspace management and air navigation services. | <ul style="list-style-type: none"> • Government • Regulator • Air navigation service provider |
| Cooperation on training in critical aviation skills | <ul style="list-style-type: none"> • Identification of training needs and availability in each member state; • Develop a Capacity and Skills Development Strategy; • Development of training programme using institutions and personnel across member States; • Promote the training of scarce skills across member States. | March 2009 | Identification of critical skills and plan for implementation of training programmes. | <ul style="list-style-type: none"> • Government • Airport authorities • Aviation Safety Regulators • Air Traffic navigation agencies |
| Cooperation in Airport development | <ul style="list-style-type: none"> • Exchange of information / knowledge on development of green airports; • Exchange of knowledge on airport master planning and management; • Exchange of knowledge in airport operations management. | Ongoing exercise | Airport authorities, economic regulators and land transport planners/regulators in IBSA countries exchanging best practice on airport master planning | <ul style="list-style-type: none"> • Government • Airports Authorities • Airport Economic Regulators • Land Transport Planners |
| Cooperation in the development of airfreight capacity | <ul style="list-style-type: none"> • Promotion of airfreight mode for the cargo movement; • Creation of freight volumes by aligning plans with industry needs. | March 2009 | Airfreight capacity development in IBSA countries. | <ul style="list-style-type: none"> • Government • Airlines • Freight industry |

FUNDING MECHANISM

It is envisaged that all the above projects would naturally comprise the normal mandate of the respective authorities and enterprises in respective countries and therefore may not require additional or special funding sources. In cases where these projects require huge capital expenditure, the parties shall seek the guidance of the Focal Points.

MONITORING AND REVIEW MECHANISM

The Transport Working Group (TWG) will monitor implementation of all the above projects by utilizing a balance score-card entailing aspects such as:

- Government regulatory environment;
- Extra-governmental stakeholder involvement;
- Regional integration;
- Bilateral arrangements established with third parties; and
- Relevance to MDGs.

The TWG shall be accountable to the Focal Points and shall seek its guidance in the event of uncertainty or disputes arising from implementation of the above projects.