



**Seventh Meeting of the Africa-Indian Ocean Regional Aviation Safety Group
(RASG-AFI/7)
(Virtual – 5 November 2021)**

**Agenda Item 4: ICAO “No Country Left Behind (NCLB)” Initiative
(Presented by Secretariat)**

SUMMARY	
<p>This working paper presents information and updates on ICAO “No Country Left Behind (NCLB)” Initiative with highlights of the various implementation resources as well as the achievements since its inception.</p> <p>Action by the Meeting is provided under paragraph 3</p>	
<i>Strategic Objectives</i>	All Strategic Objectives including Safety, Security and Facilitation

1 INTRODUCTION

1.1 The No Country Left Behind (NCLB) initiative highlights ICAO’s efforts to assist States in implementing ICAO Standards and Recommended Practices (SARPs). The main goal of this initiative is to help ensure that SARPs implementation is better harmonized globally so that all States have access to the significant socio-economic benefits of safe and reliable air transport.

1.2 The NCLB also promotes ICAO’s efforts towards assisting States to improve their safety oversight capabilities as well as resolve Significant Safety Concerns (SSCs) identified during ICAO’s safety oversight audits as well as other safety, security and emissions-related objectives.

2. DISCUSSION

2.1. In 2014, the ICAO Council convened a meeting to determine how ICAO can better communicate with and assist its Member States. One of the major points covered during the meeting was the fact that there are still large discrepancies with respect to States’ implementation of the SARPs.

2.2 The meeting determined that ICAO should focus its activities on States with higher accident rates or security threats and review what the Organization can do to better encourage developed countries to provide more comprehensive assistance to developing countries.

2.3 It also resolved that ICAO, as an Organization, should provide more direct assistance to developing countries by playing a more active coordination role between States and by helping to generate the political will needed for States to pool resources, participate in regional efforts, earmark voluntary funds and build capacity.

2.4 The NCLB initiative was endorsed to help coordinate and publicize any Organization-wide activities consistent with these priorities. Some of these activities include the ICAO World Aviation Forum.

2.5 The Forum is designed for high-level government officials responsible for transport and infrastructure, finance, economy, and tourism; and key industry and financial partners. The Forum reiterated the objective to identify needs, facilitate the funding and financing required to accelerate the implementation of international civil aviation global standards and policies in support of the No Country Left Behind (NCLB) initiative.

‘No Country Left Behind’ Campaign: Targets and Outcomes

2.6 Regional Performance Dashboards, hosted on [iSTARS Regional Safety Briefing](#), provide a glance of various programmes, objectives and targets currently being pursued under ICAO’s No Country Left Behind campaign. These Dashboards provide a glance of both Safety and Air Navigation Capacity and Efficiency strategic objectives, using a set of indicators and targets based on the regional implementation of the [Global Aviation Safety Plan \(GASP\)](#) and the [Global Air Navigation Plan \(GANP\)](#).

Aviation Benefits Report

2.7 A strong and affordable global air transport network transcends continents, greatly expands local access to foreign supplies and markets, provides invaluable opportunities for cultural and social exchange and enhances emergency and humanitarian response capabilities during crises and public health emergencies.

2.8 ICAO in collaboration with aviation stakeholders has develop reports providing a comprehensive view of the importance of aviation on supporting the global economy and generating social benefits through the prism of sustainable air transport solutions. Key aspects covered in the report include the global and regional economic and social value of aviation, contribution of aviation to the United Nations (UN) Sustainable Development Goals (SDGs), and supporting the future of aviation in a sustainable manner. These reports are available on the ICAO website at this URL: <https://www.icao.int/sustainability/Pages/IHLG.aspx>

No Country Left Behind initiative: Implementation resources

2.9 In furtherance to the goals and objectives of the NCLB Initiative, ICAO has provided several implementation resources in the areas of safety, capacity and efficiency, security and facilitation, economic development, environment, ICAO Global Aviation Training and Technical cooperation. A comprehensive listing of links that provide an overview of ICAO’s implementation resources for States and industry are available on the ICAO website at this URL: <https://www.icao.int/about-icao/NCLB/Pages/implementation-resources.aspx>

Regional Implementation

2.10 ICAO has established and implemented several regional implementation initiatives in support of the “No Country Left Behind”, including Regional Office (RO) activities, Planning & Implementation Group (PIRG), Regional Aviation Safety Group (RASG), and Air Navigation Plan (ANP). These initiatives with their associated details are available on the ICAO website at this URL: <https://www.icao.int/about-icao/NCLB/Pages/implementation-resources-regional-implementation.aspx>

No Country Left Behind initiative: achievements

2.11 Through the No Country Left Behind (NCLB) initiative, ICAO has raised global awareness on the importance of the effective implementation of ICAO Standards and Recommended Practices (SARPs), policies, plans and programmes.

2.12 Since the launch of the No Country Left Behind initiative, impressive strides have been achieved and partnerships have materialized, supporting the sustainable development of aviation. In addition, the number of accidents has been continuously decreasing globally and regionally.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the current status of the NCLB;
- b) urge States and other Stakeholders, including international and regional organizations and service providers to embrace the NCLB Initiative; and
- c) urge States and Stakeholders to contribute resources, including financial and in-kind, to ensure effective implementation of the NCLB Initiative.