



## DIRECTORS GENERAL OF CIVIL AVIATION - EUR/NAT REGIONS

### 2019 MEETING (EURNAT-DGCA/2019)

(Paris, France, 19 to 20 March 2019)

#### **Agenda Item 5: ICAO Business Plan and EUR/NAT Operating Plans for 2020-2022, including priorities for the ICAO EUR/NAT Regions**

- iv. The EUR/NAT No Country Left Behind – Technical Assistance Programme

#### **NO COUNTRY LEFT BEHIND – EUR/NAT TECHNICAL ASSISTANCE PROGRAMME**

(Presented by Secretariat)

##### **SUMMARY**

*This paper contains information on the NCLB initiative and updates on the ongoing EUR/NAT Technical Assistance Programme.*

#### **1. Introduction**

1.1 States continue to face various challenges regarding the implementation of ICAO's Standards and Recommended Practices (SARPs), which impact a safe, secure, efficient, economically viable and environmentally sound air transport system. The ICAO "No Country Left Behind" (NCLB) global initiative, which was launched in December 2014, aims at providing support for States in the effective implementation of ICAO's SARPs, policies, plans and programmes in a globally-harmonized manner; promoting as a priority the resolution of significant safety concerns (SSCs) and significant security concerns (SSeCs); and promoting and implementing all ICAO's assistance activities.

1.2 Under ICAO's NCLB global initiative, the EUR/NAT Regional Office established in 2017 a Technical Assistance Programme (EUR/NAT TAP) to be implemented through dedicated Technical Assistance projects.

1.3 The main objective of the EUR/NAT TAP is to provide enhanced support to EUR/NAT States to effectively implement ICAO's policies, plans and SARPs, and in particular, promote the State resolution of SSCs, SSeCs and other deficiencies.

1.4 The EUR/NAT TAP is implemented in close coordination with all ICAO NCLB partners to ensure resource mobilization and optimum use of resources.

1.5 During the previous EUR/NAT-DGCA meeting (Paris, 05 May 2017), the Directors General endorsed Statement 2017/4 – NCLB-EUR/NAT Regional Capacity Building Technical Assistance Programme (EUR/NAT TAP), as per below:

*That the EURNAT-DGCA:*

- a) *endorse the development and implementation of the EUR/NAT Capacity Building Technical Assistance Programme (EUR/NAT TAP), under the NCLB framework;*

- b) *commit to support the EUR/NAT TAP and urge States, international organizations and industry to contribute with necessary resources for its implementation through the established ICAO mechanisms; and*
- c) *commit to coordinate with ICAO, and specifically with the EUR/NAT Office, their assistance requests/support and implementation activities.*

## 2. Discussion

2.1 Since the beginning of the EUR/NAT TAP (2015), twelve (12) Technical Assistance projects have been developed in total, out of which six (6) are on various stages of implementation and six (6) have already been completed. At least three (3) new project proposals are under development for 2019.

2.2 The main EUR/NAT TAP objectives are:

- a) Support States to resolve SSCs, as priority;
- b) Strengthening CAAs to improve Effective Implementation (EI) level. Priority: States with EI below 60%;
- c) Strengthening States' oversight capabilities/national inspectorate;
- d) Support States through regional implementation of ICAO Global Programmes;
- e) Establish new Runway Safety Go-teams;
- f) Establish synergies, coordinate partnerships and resources mobilization - expand the network of donors within the region.

2.3 The EUR/NAT TAP included 8 projects in 2018-2019 – 1 completed (Kyrgyzstan Phase 1-3), 1 under development (Tajikistan) and 6 ongoing (Azerbaijan, Aerodrome Certification, Runway Safety Go Teams, Environment, Uzbekistan and Ukraine). A comprehensive report on the ongoing / completed EUR/NAT TAP projects for 2018 is provided below.

### *EUR/NAT AZE 16001. Status - Ongoing*

2.4 A Technical Assistance project supporting the Azerbaijan State Civil Aviation Administration (SCAA) to improve the overall EI. Implementation includes the coordination of Correction Action Plan (CAP) activities and carrying out dedicated capacity building activities to improve availability of the qualified technical staff, with the objective to achieve EI above 60% in the reference period (2016-2018). Management and implementation by the EUR/NAT Technical Team. In-kind donations from Austria, Turkey, Israel, Ukraine.

2.5 At the end of the project cycle, an ICVM (ICAO Coordinated Validation Mission) was conducted in Azerbaijan from 2 to 11 July 2018, resulting in an updated overall EI from 43.34% to 66.33%, well above the targeted outcome. The project is expected to continue during 2019, according to the agreed Tailored Plan of Action (TPA).

### *EUR/NAT RWY Safety 16003. Status – Ongoing*

2.6 Due to the high importance and continuous interest from the States, this project, originally developed and implemented during 2016-2017, will continue for the 2018-2019 period, pending resources availability, supporting at least three States in the EUR region for the establishment and development of effective local Runway Safety Teams (RSTs) in order to improve Runway Safety. This project is supported by in-kind contributions from Eurocontrol, ACI, Russian Federation, Turkey, United States, etc.

*EUR/NAT KGZ 16004. Phases 1 - 3. Status - completed*

2.7 This Technical Assistance project offered support to the CAA of the Republic of Kyrgyzstan to build the necessary capacity during the short term period of the Tailored Plan of Action (2017-2018) in order to rectify a SSC. Implemented by EUR/NAT Technical Team. As part of the project, On-the-Job Training (OJT) to PEL, OPS and AIR inspectors was provided. Further capacity building included deployment of a PEL/OPS expert to further enhance CAA's inspectorate procedures and guidance material, continue the on-the-job training (OJT) during joint surveillance activities and share experience with the inspectorate staff. Ukraine and Turkey were supporting this project with in-kind contributions.

*EUR/NAT ENV 17004. Status – Ongoing*

2.8 This Technical Assistance project aims to support a State or a group of States, in the preparation and update of their Environmental Action Plan to ensure that all relevant Action Plans are coherent with the ICAO Guidance Document 9988 and the Resolution A39-2 adopted by the Assembly in October 2016. Implemented through an Environmental Officer from ICAO EUR/NAT Office and in kind donations from Turkey and Portugal.

*EUR/NAT 18001 AGA/Aerodrome certification. Status – Ongoing*

2.9 This Technical Assistance project will offer support to 23 States in the EUR Region (Algeria, Tunisia, Morocco, Monaco, Andorra, Kazakhstan, Kyrgyzstan, Tajikistan, Uzbekistan, Turkmenistan, Belarus, Ukraine, Moldova, Georgia, Armenia, Azerbaijan, Russian Federation, Albania, Montenegro, North Macedonia, Bosnia and Herzegovina, Serbia, and Croatia) to build the necessary capacity in the AGA area/aerodrome certification through dedicated Workshops at sub-regional level. The Workshops will play an instrumental role in complementing the existing efforts of the EUR States to rectify the findings in the AGA/aerodrome certification area and update the relevant corrective action plans, thus enhancing their oversight capacity.

*EUR/NAT TJK 17001 Status - Under development*

2.10 This Technical Assistance project will focus on supporting the Tajikistan CAA during the period specified (2019-2020) in coordination of updates and implementation of the Corrective Action Plan (CAP). The project will also assist in the strengthening of the safety oversight capabilities of the Tajikistan CAA through provision of theoretical and on-the-job training. The project's primary objective is to achieve EI above the global average in the reference period.

*EUR/NAT UZB 19001. Status – Ongoing*

2.11 The EUR/NAT Office proposed a Tailored Plan of Action (TPA) to Uzbekistan which was signed by the State in September 2018. The TPA specifies the activities to be undertaken by Uzbekistan in cooperation with ICAO and in the spirit of the NCLB initiative, with a view to improve the overall EI. The TPA for the reference period (2019-2020) will focus on the development of the CAP based on the remedial actions of high and other priorities as described in the ICAO USOAP (ICAO Universal Safety Oversight Audit Programme) audit report.

*EUR/NAT UKR 19002. Status – Ongoing*

2.12 The ICAO EUR/NAT Office proposed a Tailored Plan of Action (TPA) to Ukraine which was signed by the State in December 2018. This TPA specifies the activities to be undertaken by Ukraine in cooperation with ICAO and in the spirit of the NCLB initiative, with a view to increase the overall EI to achieve the EUR average of 74.91% by 2021 with the short-term target of above 60% by 2020.

*Partnerships and resource mobilization*

2.13 Partnerships and resource mobilization are important and integrated parts of the EUR/NAT TAP. Close coordination is ensured with all organizations and States providing capacity building technical assistance in the EUR/NAT Region through the ICAO ASIAP (Aviation Safety Implementation Assistance Partnership) platform and direct coordination between the EUR/NAT Office and our partners. For example, during the 2017-2019 period, the EUR/NAT Office closely cooperated with the EU, EASA, EUROCONTROL, ECAC, IAC, IATA, ACAO, ACI, Austria, Georgia, Israel, Russian Federation, Turkey, Ukraine and others. Work will continue in 2019 and in the next triennium to further strengthen this cooperation to ensure optimum use of scarce resources and avoid duplication.

2.14 Based on the foregoing, the following is proposed:

**Draft EUR/NAT-DGCA Decision 2019/1 – EUR/NAT technical assistance capacity building programme**

That the EUR/NAT-DGCA:

- a) encourage States and international organisations to support the EUR/NAT Technical Assistance Programme (TAP) with in-kind donations and voluntary contributions;
- b) invite ICAO to continue work on resources mobilization and strategic partnerships in support of the EUR/NAT TAP;
- c) encourage States to coordinate with the EUR/NAT Office their requests for technical assistance/capacity building.

**3. Action by the Meeting**

3.1 The meeting is invited to:

- a) note the information provided; and
- b) endorse the draft Decision.

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