



ICAO

Sixth Meeting of the Regional Aviation Safety Group for the AFI Region (RASG-AFI/6)

(Virtual, 27 and 30 November 2020)

Agenda Item 3: ICAO “No Country Left Behind (NCLB)” Initiative

(Presented by Secretariat)

SUMMARY	
This working paper presents information and updates on ICAO “No Country Left Behind (NCLB)” Initiative as well as the arising achievements since its inception.	
Action by the Meeting is provided under paragraph 3	
<i>Strategic Objectives</i>	Safety Security and Facilitation
<i>References</i>	

1. INTRODUCTION

No Country Left Behind

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 effort also promotes ICAO’s efforts to resolve Significant Safety Concerns (SSCs) brought to light through ICAO’s safety oversight audits as well as other safety, security and emissions-related objectives.

2. DISCUSSION

Background

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.

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.

2.6 The Forum, during its second ICAO World Aviation Forum, IWAF 2016, 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. Furthermore, the Forum urged stakeholders to share information and best practices with a view to ensuring sufficient resources for sustainable aviation development.

‘No Country Left Behind’ Campaign: Targets and Outcomes

2.7 [Regional Performance Dashboards](#) provide a glance of various programmes, objectives and targets currently being pursued under ICAO’s **No Country Left Behind** campaign. To view the dashboards, click: <https://portal.icao.int/space/Pages/Regional-Safety-Briefing.aspx>

‘No Country Left Behind’ Campaign: Promotional Materials

2.8 ICAO has made available links to [download](#) the artwork for **No Country Left Behind** posters, banners, print advertising and other promotional materials including Banners and pop-ups for your local office, newsletter, magazine, etc.

No Country Left Behind’ Campaign: Ambassador Messages

2.9 **No Country Left Behind** advocacy [videos](#) have been generously provided by the celebrity pilots and others

2.10

Implementation Resources

2.11 The following links provide an overview of ICAO’s implementation resources for States and industry:

Implementation Flyer

[ICAO’s Regional Offices](#)

Safety Implementation Resources:

[AFI Plan](#)

AOC International Register (secure)

[CAPSCA](#)

Mission Reports (secure)

[NGAP](#)

NGAP Working Group (secure)

RPASP (secure)

SAFE_FUND (secure)

[Safety-Fatigue Management](#)

[Safety Fund \(SAFE\)](#)

[Safety Management](#)

SPACE/iSTARS (secure)

USOAP CMA-related websites (secure)

[CMA Forum](#)

[CMO Portal \(secure\)](#)

[USOAP CMA](#)

[ICAO-NET USOAP-CMA \(secure\)](#)

[Online Framework \(OLF\)](#)

[Safety Audit Information](#)

[USOAP CMA Computer-based Training \(CBT\)](#)

[2014-2016 Global Aviation Safety Plan \(all languages\)](#)

[General and Overview](#)

[Reference and Support Documents](#)

[Tailored Assistance Plans of Action](#)

[Collaboration initiatives](#)

[Partnerships and Funding Coordination](#)

[Regional Cooperation Mechanisms](#)

Safety Implementation Kits (iKITS):

[Air Operator Certificate \(AOC\) iKIT](#)

[Runway Safety iKIT](#)

[Safety Management iKIT](#)

[RPAS iKIT](#)

Capacity and Efficiency Implementation Resources:

[2013 Global Air Navigation Plan \(all languages\)](#)

[ASBU Framework](#)

[MDWG-ASBU](#)

[Performance-based Navigation \(PBN\)](#)

Capacity and Efficiency Implementation Kits (iKITS):

[Aviation System Block Upgrades \(ASBU\) Block Zero iKit](#)

[Performance-based Navigation \(PBN\) Implementation Kit](#)

Security and Facilitation Implementation Resources:

[Implementation Support and Development \(ISD\) - Security Section](#)

[Air Cargo and Mail Security and Facilitation Resources](#)

[Aviation Security Training Centres](#)

[Aviation Security Training Packages \(ASTPs\)](#)

[Assistance to States on Travel Documents, Identification Management and Border Control](#)

Economic Development Implementation Resources:

[Voluntary Air Transport Fund \(TRAF\)](#)

[Global Air Transport Outlook to 2030 \(Traffic Forecasts by Region\)](#)

[Global and Regional 20-year Forecasts for Pilots, Maintenance Personnel, Air Traffic Controllers](#)

Environment Implementation Resources:

[State Action Plans on Aviation Emissions Reduction](#)

[ICAO Global Framework for Aviation Alternative Fuels \(GFAAF\)](#)

[Environmental Toolkits](#)

[Climate Change : Financing](#)

[2010 Environment Report \(Chapter 7 - Financing \)](#)

[2013 Environment Report \(Chapter 6 - Assistance and financing \)](#)

ICAO Global Aviation Training Resources:

[General Overview](#)

[Full Course List – All ICAO Strategic Objectives](#)

[TRAINAIR PLUS Resources](#)

[Listing of Aviation Training Providers](#)

[ICAO Regional Training Centres of Excellence \(coming soon\)](#)

[Aviation Security Training Resources](#)

ICAO Technical Cooperation Resources:

[Technical Cooperation Programme](#)

[Project Categories](#)

Regional Implementation

Regional Office (RO)	RO URL	ICAO Planning & Implementation Group (PIRG)	Regional Aviation Safety Group (RASG)	Air Navigation Plan (ANP)
Asia and Pacific (APAC) Office, Bangkok	http://www.icao.int/apac/pages/default.aspx	http://www.icao.int/APAC/Pages/apanpirg.aspx	http://www.icao.int/APAC/Pages/RASG-APAC.aspx	secure
Eastern and Southern African (ESAF) Office, Nairobi	http://www.icao.int/esaf/Pages/default.aspx	http://www.icao.int/esaf/pages/apirg.aspx	http://www.icao.int/ESAF/Pages/RASG-AFI2.aspx	secure
European and North Atlantic (EUR/NAT) Office, Paris	http://www.icao.int/EURNAT/Pages/welcome.aspx			secure
Middle East (MID) Office, Cairo	http://www.icao.int/mid/Pages/default.aspx	http://www.icao.int/MID/MIDANPIRG/Pages/default.aspx	http://www.icao.int/MID/Pages/rasgm/id.aspx	secure
North American, Central American and Caribbean (NACC) Office, Mexico City	http://www.icao.int/NACC/Pages/default.aspx	http://www.icao.int/GREPECAS/Pages/default.aspx	http://www.icao.int/RASGPA/Pages/default.aspx	secure
South American (SAM) Office, Lima	http://www.icao.int/SAM/Pages/default.aspx	http://www.icao.int/GREPECAS/Pages/default.aspx	http://www.icao.int/RASGPA/Pages/default.aspx	secure
Western and Central African (WACAF) Office, Dakar	http://www.icao.int/wacaf/Pages/default.aspx	http://www.icao.int/WACAF/Pages/apirg.aspx	http://www.icao.int/WACAF/Pages/rasg-afi.aspx	secure

Implementation support

Safety and Air navigation capacity and efficiency

2.12 Workshops were delivered to participants from States and service providers:

Framework for Implementation Effectiveness and Support

2.13 Practical examples and tools are collected, validated and posted on the [Safety Management Implementation \(SMI\) public website](#)

Technical assistance activities

2.14 Technical Assistance (TA) programmes in various forms, including TA projects utilizing the Safety Fund (SAFE) to help States strengthen their safety oversight capacities.

2.15 SAFE-funded TA projects have become effective vehicles for the enhancement of State safety oversight systems, including the timely resolution of Significant Safety Concerns (SSCs) in some States.

AFI Plan

2.16 Assistance to AFI States resulting in increased maturity of their safety oversight systems with gradual increase in effective implementation (EI) score of 60 per cent and timely resolution of Significant Safety Concerns (SSCs).

Flight Procedure Programme (FPP)

2.17 The two flight procedure programmes (FPP) established by ICAO in coordination with States serve to accelerate implementation of performance-based navigation (PBN) and realize the benefits for safety, access, efficiency, and reduced environmental impact. In 2019, a third FPP was in the process of being established in the MID Region.

Security and Facilitation

2.18 ICAO and other partners generate Aviation Security Improvement Plans (ASIPs), which are short to mid-term, multi-phased plans for State capacity building based upon a needs assessment and the commitment of the State to improve their AVSEC capabilities.

Environmental Protection***Capacity-Building and Assistance to States***

2.19 Assistance, Capacity-building and Training for the CORSIA Programme (ACT-CORSIA)

Other ICAO capacity-building activities

2.20 The [ICAO-EU project](#) funded by the EU and implemented by ICAO has supported 14 selected States in Africa and the Caribbean with the development and implementation of States' Action Plans, as well as the establishment of CO₂ emissions monitoring systems for international aviation.

Voluntary Support for ICAO's Environmental Work

2.21 Support for ICAO's work on aviation environmental protection was provided in the form of in-kind contributions from France, South Africa and the European Union, and financial contributions from Chile, Finland, Paraguay, Republic of Korea and Malaysia.

No Country Left Behind initiative: achievements

2.22 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.

2.23 Since the launch of the No Country Left Behind initiative, six years ago, impressive strides have been achieved and partnerships have materialized, supporting the sustainable

development of aviation. 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
- c) urge States and Stakeholders to contribute resources, including financial and in-kind, to ensure effective implementation of the NCLB Initiative.