

**2nd Telecom of the Aviation Safety Implementation Assistance Partnership (ASIAP)
6 October 2015**

Participants

Philippe Lambert, DGAC France

Emanuela Gellini, DGAC France

Hajime Yoshimura, Ministry of Land, Infrastructure Transport and Tourism, Japan

Joon-Soo Park, Korea Office of Civil Aviation

Sarah Hill, CAA, UK

Daniel Vaca, FAA, US

Krzysztof Kedzierski, EASA

Gregory Lievre, EASA

Charles Schlumberger, World Bank

Michiel Vreedenburgh, ICAO

Dawn Flanagan, ICAO

- ICAO circulated prior to the meeting a powerpoint presentation on the methodology for the prioritization of assistance. Michiel highlighted the 4 main variables that are considered for prioritization:
 - Significant Safety Concerns (SSCs);
 - Relationship between traffic levels and Effective Implementation (EIs);
 - GDP; and
 - Governance Indicators.

Michiel noted that ICAO also prioritizes areas within a State. ICAO reviews data to determine if the State is an exporter (has many carriers with international traffic) or is an importer (has many foreign operators). Technical assistance for an exporter State would be in the areas of operations, airworthiness and personnel licensing, as opposed to an Importer State, which would focus on air navigation services and aerodromes. Additionally, there are other variables that can play a role which are listed in the last slide of the powerpoint presentation (e.g. State advises ICAO of its needs and will; requests and accepts assistance; aviation is a national priority with high-level commitment and will to improve safety; political stability; no arrears in contributions to ICAO; etc.). ICAO is continuing to review these variables, their weighting in the algorithm, and the methodology for prioritizing assistance. ICAO asked members to submit any comments or suggestions via email, including their methodology for prioritizing assistance activities.

- Further to the inquiry from EASA, ICAO clarified the difference between technical cooperation and technical assistance.
 - Technical Cooperation: A project that is requested and funded by the State and is implemented by the Technical Cooperation Bureau (TCB). As the project is requested by the State, prioritization is not taken into account.
 - Technical Assistance: A project that is funded by ICAO or the SAFE fund (by donors), and follows the prioritization methodology discussed above. It is possible that a project may also be implemented by TCB.
- The meeting discussed the need to update the SCAN website for the ICAO World Aviation Forum (IWAF) which will be held from 23-25 November. EASA has provided feedback and emphasized

the importance of the information for planning purposes. It was noted that members will need to share and maintain their information on the website in order for the website to be useful. ICAO will continue to work with the working group to develop criteria and parameters for the website and will provide an update at the next telecom.

- ICAO provided an update on the status of the projects for the 4 priority States.
 - Cambodia. The ICAO Technical Assistance project being implemented by TCB has commenced with the deployment of the expert who has started working and is reporting progress
 - Indonesia: The ICAO TCB project is anticipated to end shortly. More information will be provided at the next telecom.
 - Nepal: The project is ready to start. EASA has joined in the assistance efforts and will be providing funding to support the project. Presently, ICAO is facing difficulties identifying experts for the project. ICAO is working with EASA on the selection of the experts.
 - Viet Nam: The former Secretary General and the ICAO Regional Director visited Viet Nam to discuss assistance efforts. We are presently waiting on additional feedback from the visit.
- Japan provided a short briefing (and presentation) on their technical assistance activities. The projects focus mainly on air navigation issues. They are providing assistance to 5 States identified by ICAO as a priority. In particular, Japan has been providing assistance to Cambodia, Laos and Viet Nam in the area of PBN, training for ATCOs and ATSEPs and SMS since 2011. The project will continue until January 2016
- EASA had previously submitted their assistance information to ICAO. EASA will confirm with its technical operations if the information is up to date and if the information should be shared with the group and/or the public.
- The FAA advised that the US Trade and Development Agency (USTDA) and Boeing are working on a project in Nepal. The FAA will provide additional information on its activities for the next telecom.
- ICAO advised that arrangements have been made for the first face-to-face ASIAP meeting to be held the afternoon of 25 November, at the conclusion of the IWAF meeting. More information will follow in the coming weeks (Post-meeting note: Invitation letter for ASIAP focal points attached).
- The next telecom will be held on 27 October at 0900 EST. As several members will be at the DGCA Asia Pacific Conference (where ICAO will present ASIAP and the APAC projects), it was agreed that members that cannot attend the telecom will provide any comments or information to ICAO in advance of the telecom so that it can be discussed during the meeting.