

**59th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Cebu, Philippines
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AGENDA ITEM 3 : AVIATION SAFETY

**VOLUNTARY FUNDING OF IMPLEMENTATION SUPPORT PROJECTS
THROUGH SAFE FUND**

(Presented by the Secretariat)

SUMMARY

This working paper presents an overview of the Safety Fund (SAFE) and the planning, coordination and deployment of implementation support activities, projects and programmes utilizing voluntary contributions.

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1. INTRODUCTION

1.1. ICAO plays a vital role in aviation diplomacy and collaboration, providing technical assistance to Member States in aviation safety, security, environmental protection, and sustainable development, all in alignment with its Mission Statement and founding principles.

1.2. To support these efforts, in 2010, the ICAO Council established the Safety Fund (SAFE) under the Air Navigation Bureau (ANB). SAFE serves as a mechanism for collecting and allocating voluntary contributions from States and other donors to support ICAO safety programmes in a responsible, consistent, transparent, efficient and timely manner. The purpose of SAFE is to improve the safety of civil aviation by addressing serious safety deficiencies in States that lack the financial means to do so. It also provides ICAO with the management reserve required to act timely and effectively on urgent safety issues and in response to unforeseen events.

1.3. SAFE's primary objectives include supporting safety projects consistent with ICAO's safety Strategic Objectives, as well as addressing the urgent needs of States. Projects are prioritized based on existing mechanisms, with special attention given to Least Developed Countries (LDCs), Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS). The focus is on enhancing aviation safety, ensuring compliance with ICAO Standards and Recommended Practices (SARPs), and resolving Significant Safety Concerns (SSCs).

1.4. SAFE relies on voluntary contributions from States, international organizations, and industry stakeholders. Continued support is crucial to assist ICAO Member States and uphold the principle of No Country Left Behind.

1.5. To further support how ICAO provides assistance to States, in March 2022, the ICAO Council approved the Policy on ICAO Implementation Support Provided to States which calls for a more needs-based approach when developing and deploying implementation support activities. The intent of this Policy is to have greater impact and make sustainable changes that will strengthen Member States' capacities to manage and oversee their aviation system through a One-ICAO Approach. The SAFE fund is the primary mechanism to fund safety and air navigation priority needs in support of this Policy.

2. DISCUSSION

2.1 With the approval of the Implementation Support Policy, ICAO has been working to establish new procedures and policies to provide implementation support more effectively and efficiently to States. These efforts have resulted in a more collaborative and coordinated approach across the Organization for the identification of needs and the development and deployment of implementation support activities.

2.2 In terms of the SAFE fund, the Air Navigation Bureau is working closely with the Regional Offices to identify the needs of States in order to develop and deploy needs-based implementation support activities utilizing voluntary contributions. As a result of their direct interaction and engagement with States, the Regional Offices are able to identify specific needs of States and how best to address those needs through the provision of implementation support.

2.3 Through a new online platform, the Regional Offices develop and submit proposals for support to States to ANB for consideration of funding from the SAFE fund. ANB reviews these proposals, coordinates with ANB technical experts, as well as Regional Officers in order to technically evaluate the proposals, and then works to identify funding from the SAFE fund in order to deploy the implementation support. Depending on the scale of the implementation support activity, deployment can be done directly by the Regional Office, the Air Navigation Bureau or the Capacity Development and Implementation Bureau (CDIB).

2.4 When prioritizing the use of funds and selection of projects, ICAO is evaluating every project against various criteria related to the Council approved ICAO Resource Mobilization Policy as well as a list of key support areas for safety and air navigation. The goal of those areas is to systematically address the challenges and needs expressed by States. (see appendix A).

2.5 There are two types of voluntary contributions under the SAFE:

- a) un-earmarked contributions that can be used to fund any type of safety-related projects or activities identified by ICAO; and
- b) earmarked contributions that are intended for a specific new or existing safety-related projects. These projects may be earmarked by a Donor for a specific State, region and/or topic. To more effectively receive and utilize these earmarked contributions, ICAO is working closely with Donors to support projects on our online platform that have been developed by ICAO.

2.6 When donors provide un-earmarked voluntary contributions, ICAO has flexibility regarding the identification and deployment of projects. Additionally, through the provision of unearmarked voluntary contributions, ICAO can utilize funds more easily to ensure that no country is left behind.

2.7 For ICAO to utilize voluntary contributions the following criteria must be met:

- a) funds are used as agreed/specified by Donor (earmarked);
- b) funds are utilized by ICAO and are not provided to a third party (i.e. international or regional organization) to provide something or receive something, unless ICAO is buying service/product and an agreement/contract is in place: and
- c) funds are used following ICAO Financial Regulations.

2.8 Additionally, ICAO does not provide assistance to a State through another entity. Another entity could provide support to a State, but it would be in coordination/cooperation with ICAO. This would be considered an in-kind contribution by the other entity.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) note the information provided in this paper; and;
- b) request Donors to continue to provide voluntary contributions to the SAFE fund to ensure that effective implementation support is provided to States in need of assistance.

Appendix A: Criteria for the Prioritization and Selection of Projects for SAFE

Projects funded by SAFE need to meet the selection criteria approved by Council through the Resource Mobilization Policy:

- a) the project addresses the priorities of a Strategic Objective;
- b) the expected results are consistent with ICAO's Strategic Objectives;
- c) activities support outputs that are measurable;
- d) the resources being applied produce results for the beneficiaries in a cost-effective manner;
- e) results/benefits will continue after ICAO's involvement ends (sustainability);
- f) initiative is locally driven, while responsibility and accountability for results are shared and roles clear; and
- g) risks are identified and mitigation strategies proposed.

Considering a) above, the SAFE fund is prioritizing projects in the current triennium within the following topics and key support areas as they relate to priorities within safety, capacity and efficiency:

Topic	Key Support Area
Airspace and Infrastructure Management	Civil/Military Cooperation
	Search and Rescue coordination
	AIS to AIM Transition
	Unmanned aviation system integration
	Basic Air Navigation Services Establishment
Crisis Preparedness and Management	ATM Contingency Management
	CAPSCA Technical Assistance
Frequency Spectrum Management	Frequency management
	GPS Jamming Risk Management
Fundamental Oversight Component	Fundamentals of oversight and certification
	Obstacle Limitation Surface Management
	Flight procedures oversight
Proactively Managing Aviation Safety	Cyber Resilience
	Accident Investigation System Establishment
	Accident data reporting
	Safety Management
	High Risk Occurrence Management
Safety and Air Navigation National Planning	National Aviation Safety Plan (NASP) Development
	National Air Navigation Plan (NANP) Development