



THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE B

Agenda Item 7: Operational safety risks
7.3: Other implementation issues

AVIATION SAFETY IMPLEMENTATION ASSISTANCE PARTNERSHIP (ASIAP)

(Presented by the United Kingdom on behalf of
Canada, China, France, Japan, Korea (Republic of), Malaysia,
Russian Federation; Singapore; Togo,
African Civil Aviation Commission (AFCAC),
the European Union (EU)¹,
Airports Council International (ACI),
Civil Air Navigation Services Organization (CANSO),
International Air Transport Association (IATA),
World Bank, Airbus and Boeing)

EXECUTIVE SUMMARY

One of ICAO's strategic objectives is to ensure a continuous improvement in global aviation safety in close collaboration with the aviation community. The rapid growth in air transport in recent years has resulted in ICAO needing to play a key role in achieving this objective. This paper presents information about the Aviation Safety Implementation Assistance Partnership (ASIAP) and calls on States to support this initiative which facilitates coordination and collaboration on technical assistance activities, in order to further advance aviation safety implementation assistance capacity in the aviation community.

Action: The Conference is invited to agree to the recommendation in paragraph 3.1.

1. INTRODUCTION

1.1 Recent rapid growth in air transport has resulted in the need for ICAO to play a key role in working with stakeholders in support of implementing their safety oversight obligations. The ASIAP was established during ICAO's High-level Safety Conference in February 2015 to complement the Global Aviation Safety Plan (GASP) and Universal Safety Oversight Audit Programme (USOAP). ASIAP's main priority is to promote coordination and cooperation amongst key stakeholders to further advance aviation safety implementation assistance capacity in the aviation community.

1.2 High importance is placed on continuous collaboration and partnership for safety assistance activities in order to facilitate global aviation safety objectives. In light of this, ASIAP is

¹ The EU body involved in the work of ASIAP is the European Aviation Safety Agency (EASA).

determined to achieve the following objectives: technical assistance and cooperation (information sharing, prioritisation of needs); resource mobilisation; collaboration and partnerships; coordinating efforts; encouraging States to prioritise aviation in national policies; and promoting further support to regional safety oversight organisations (RSOOs), as appropriate.

1.3 In line with the United Nations (UN) Sustainable Development Goals (SDGs), ICAO has established mechanisms for technical cooperation facilitation such as No Country Left Behind (NCLB) initiative, Resource Mobilization, the Safety Fund (SAFE), and ICAO Programme for Aviation Volunteers (IPAV). ICAO continues to innovate in this area, with proposals such as the Civil Aviation Safety Inspector (CASI) database and the Global Aviation Safety Oversight System (GASOS), however for the established mechanisms, there remains a need for voluntary contributions to supplement the ICAO programme budget in this area. There is a significant gap between the demands for assistance and the resources available. In order to bridge that gap, it is important for States to engage at governmental and ministerial levels to raise the level of importance of aviation and to provide support to ASIAP and ICAO in order to implement effective technical assistance.

1.4 Despite the overall success of recent technical assistance projects and the on-going collaboration of stakeholders, ASIAP is still facing some challenges and improved coordination and prioritisation of activities is required.

2. DISCUSSION

Scope of ASIAP Activities

2.1 The main activities of ASIAP include: the continuous sharing of assistance information (reporting on ongoing projects and project outcomes) and making this available on ICAO's website; the collaboration on particular assistance activities; and periodic coordination meetings to further share information and discuss priorities. ASIAP provides communication channels for discussion amongst partners to facilitate the provision of assistance to States, and at the same time strengthen the partnership to further increase its reach and effectiveness.

Functions

2.2 The objectives of ASIAP are achieved through the active participation of its partners in the following activities, which are coordinated by ICAO:

- a) identifying priority States for the provision and coordination of assistance activities, including States with Significant Safety Concerns;
- b) expanding coordination and collaboration of assistance activities to include RSOOs;
- c) exchanging information and views on the improvement of, and collaboration on, assistance activities for States and regional organizations that have challenges in rectifying safety deficiencies;
- d) developing and promoting the use of performance indicators and metrics to ensure efficient and effective assistance implementation and optimal use of resources;
- e) developing a platform to increase the overall assistance effectiveness and transparency; and
- f) encouraging prioritizing aviation safety in State national policies, strategies and plans.

Ongoing Activities and Accomplishments

2.3 The ASIAP Prioritisation Tool (<https://www.icao.int/safety/ASIAP/Pages/ASIAP-APP.aspx>) has been developed to help identify States that should be prioritised for technical assistance. The Tool uses a methodology developed by ASIAP using real-time data sourced from the:

- a) ICAO Universal Safety Oversight Audit Programme (USOAP);
- b) integrated Safety Trend Analysis and the Reporting System (iSTARS), including
- c) Safety Margins App; and
- d) World Bank Worldwide Governance Indicators (WGI).

2.4 An ASIAP Working Group on Technical Assistance/Cooperation (Project) Outcome Indicators (POIs) was established to develop a set of indicators to guide and determine the level of success of the assistance provided by ASIAP partners. The aim is to use the POIs at the start and end of a project, and at any time in-between when considered appropriate to measure progress on the actions delivered. The initial indicators that have been proposed are SMART: specific to the objective it is supposed to measure, measurable (either quantitatively or qualitatively), available at an acceptable cost, relevant to the information needs of managers and time-bound. The POIs will be used and shared on a voluntary basis. The results will include information available on the Continuous Monitoring Approach (CMA) Online Framework (OLF), iSTARS and UN SDGs and should be compared to the baseline result established at the beginning of the project. The European Aviation Safety Agency (EASA) has advised that they are applying the POIs for both their State and regional projects. ICAO has recently applied the POIs to completed projects.

2.5 A web-based projects database is being developed (<https://www.icao.int/safety/ASIAP/Pages/Tools.aspx>) and the partners have been asked to enter at least one project in the database. Going forward, it is anticipated that all relevant projects will be included in the database. To date, Canada, France, Singapore, the United Kingdom, EASA and ICAO have made submissions into the database. The Projects Database is an important tool to coordinate technical assistance activities in order to avoid further duplication of effort and overlap in activities.

3. CONCLUSION

3.1 In light of the foregoing, the Conference is invited to agree to the following recommendation:

Recommendation 7.3/x – Other implementation issues

That the Conference:

- a) acknowledge the importance of coordinating and collaborating on the development and implementation of technical assistance activities;
- b) acknowledge the work done by the Aviation Safety Implementation Assistance Partnership (ASIAP) and encourage ASIAP partners to further develop cooperation;
- c) urge the partners to strive for greater commitment to, and participation in, the ASIAP Programme, and invite other States and international organisations that can provide technical assistance to States to join ASIAP;
- d) recommend that partners and other stakeholders providing technical assistance (including States, regional safety oversight organisations (RSOOs), international

organisations, industry and financial institutions), coordinate their technical assistance activities and make use of the online Project Database (<https://www.icao.int/safety/ASIAP/Pages/Tools.aspx>) in order to reduce duplication of activities and effort;

- e) encourage the partners to apply the POIs to their projects and review the measurable results in coordination with each other;
- f) urge the partners, including ICAO, States, international organisations, industry and financial institutions to provide funding to support technical assistance activities; and
- g) request ICAO to continue to develop the prioritisation of States and areas of technical assistance criteria in order to achieve appropriate and transparent prioritisation.

— END —