



A39-WP/491  
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30/9/16

## **ASSEMBLY — 39TH SESSION**

### **DRAFT TEXT FOR THE REPORT ON AGENDA ITEM 15**

The attached report on Agenda Item 15 is submitted for consideration by the Executive Committee.

**Agenda Item 15: Technical Cooperation - Policy and activities on technical cooperation**

15.1 At its sixth meeting, the Executive Committee considered the subject of *Technical Cooperation – Policy and activities on technical cooperation* on the basis of A39-WP/45 and A39-WP/47 presented by the ICAO Council and four Working Papers presented by the Dominican Republic (A39-WP/383), Indonesia (A39-WP/244), Peru (A39-WP/292) and Slovakia (A39-WP/105), as well as two Information Papers presented by the Interstate Aviation Committee (A39-WP/141) and Slovakia (A39-WP/415).

15.2 In A39-WP/47, the Council provided an update on ICAO's policy and strategy for technical assistance and technical cooperation. The Report underscored that, in the interest of streamlining and strengthening ICAO's technical support programmes, the Organization maintains, on the one hand, a Technical Assistance Programme which supports States with Regular Budget resources and contributions to ICAO Voluntary Funds allocated in accordance with established principles and priority criteria, concentrating mainly on remedying deficiencies identified in ICAO audits. On the other hand, the Technical Cooperation Programme supports States and other entities in the development and implementation of their civil aviation projects funded by governments themselves or donors on a cost recovery basis. Recalling that the Technical Cooperation Programme is a permanent priority activity of the Organization, the Report presented an analysis of the Programme's financial and operational performance results in the 2013 to 2015 triennium, offering a comparison with the two preceding triennia, and provided the Administrative and Operational Services Cost (AOSC) Fund results for the reporting period. This was complemented by a summary of achievements by Strategic Objective in Appendix A. The Report also provided information on significant developments within the Technical Cooperation Bureau in the triennium, including the achievement of ISO 9001:2008 certification, reinforcing ICAO's commitment to continually improve the quality and effectiveness of its technical cooperation services to the benefit of Member States and the wider global aviation community. Appendix B to the working paper proposed an update to Assembly Resolution A36-17 in the form of a Consolidated Statement of ICAO Policies on Technical Cooperation and Technical Assistance for adoption by the Assembly.

15.3 In A39-WP/45, the Council apprised the Assembly of the establishment of the ICAO Programme for Aviation Volunteers (IPAV) under the *No Country Left Behind* (NCLB) initiative and provided a detailed description of its framework. Recalling that many Member States lack the required funds to afford the assistance necessary to consistently develop their civil aviation programmes, human resources and infrastructure, the Report informed that ICAO, through the Programme, will make available to interested States skilled and experienced aviation professionals who are willing to provide short term assistance, as volunteers, in their field of expertise. These experts will work closely with government officials to, *inter alia*, address shortcomings identified during ICAO audits, respond to emergency situations, and develop States' capabilities in the implementation of ICAO Standards and Recommended Practices (SARPs), complementing other initiatives. The Report underlined that participation in the IPAV is open to all aviation professionals from States, the aviation industry and the private sector, subject to the review of credentials by the Organization, and noted the creation of a Voluntary Fund by the Council for the receipt of contributions towards the implementation of the Programme. In the Appendix to the working paper, the Council proposed a draft resolution for adoption by the Assembly.

15.4 A39-WP/383, presented by the Dominican Republic, proposed the establishment of a consultation system which would allow Member States to verify the profile and contractual performance

history of suppliers engaged by ICAO in technical cooperation projects. In particular, the Dominican Republic recommended to the Assembly that vendors which do not fulfil their contractual obligations and/or are involved in legal action detrimental to States i) be removed from the ICAO Supplier List; ii) be excluded from active participation in activities sponsored by ICAO; and that iii) their identity be made public.

15.5 A39-WP/244-Revised, presented by Indonesia, highlighted the importance of environmental programmes in aviation, particularly in developing economies, and called attention to the need for resource mobilization with a view to facilitating financial support for the effective implementation of the ICAO Global Market-Based Measures (GMBM). It described, as an example, the success of international cooperation in Indonesia within the framework of, *inter alia*, an ICAO technical cooperation project related to environmental measures in civil aviation. Indonesia therefore suggested that such technical cooperation be extended to support States with limited resources through voluntary contributions from Member States, stakeholders, international organizations and other United Nations bodies to the ICAO Environmental Fund. A39-WP/244 also proposed that a Technical Cooperation Environmental Programme be established in close coordination between the ICAO Environment Branch and the Technical Cooperation Bureau.

15.6 A39-WP/292, presented by Peru with the support of Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Paraguay, Suriname, Uruguay and Venezuela, provided information on three ICAO technical cooperation projects implemented in the South American region with the support of the ICAO South American (SAM) Regional Office, namely, RLA/99/901 (Regional Safety Oversight System), RLA/03/901 (Management of the South American Digital Network (REDDIG) and Administration of the Satellite Segment) and RLA/06/901 (Assistance in the Implementation of a regional Air Traffic Management system). These projects, which are aimed at the implementation of the Regional Air Navigation Plan, represent sustainable solutions for participating States through collaborative partnerships, involving the sharing of available resources and expertise, and capacity building. The paper highlighted the projects' various achievements ranging from the implementation of communications, navigation and surveillance (CNS) technologies to the development of harmonized civil aviation safety regulations and training of national civil aviation experts, resulting in the significant improvement of Effective Implementation (EI) scores of States in the region. On the basis of this positive experience, Peru invited the Assembly to encourage ICAO Member States to work collaboratively towards the achievement of common regional goals through the implementation of technical cooperation projects.

15.7 A39-WP/105, presented by Slovakia on behalf of the European Union (EU) and its Member States, the other Member States of the European Civil Aviation Conference (ECAC) and EUROCONTROL, emphasized the importance of capacity-building activities organized by ICAO, individual States, regional organizations or the industry in supporting States to achieve effective and sustainable compliance with ICAO Standards and Recommended Practices (SARPs). It highlighted, in this regard, the significant contributions by European States and regional organizations, such as the European Commission (EC), European Aviation Safety Agency (EASA), ECAC and EUROCONTROL to beneficiary States in the areas of safety, air traffic management, security and facilitation, economic development and environmental protection. The paper called for the prioritization of needs formalized in action plans and measurement of capacity building results through the use of key performance indicators (KPIs). It further called for transparency through access to documentation and audit findings related to past capacity building activities. The paper i) recommended, *inter alia*, that the Assembly recognize the added-value and complementarities of capacity building initiatives undertaken by different stakeholders;

ii) invited ICAO to develop a results-oriented approach including the use of key performance indicators to measure the efficiency, effectiveness and sustainability of its capacity building activities; and iii) invited ICAO, Member States, organizations and the industry to use existing tools, such as the ICAO Implementation Support and Development Assistance List (ISDAL) database to share information on their capacity building activities.

15.8 A39-WP/141, presented by the Interstate Aviation Committee (IAC), provided information on the technical cooperation project “Cooperative Development of Operational Safety and Continuing Airworthiness in the Commonwealth of Independent States” (COSCAP-CIS). It highlighted the results achieved since the project's inception in 2001 in the training field, in cooperation with Airbus, the Boeing Company and the United States’ Federal Aviation Administration (FAA) in over 100 seminars, conferences and training courses for a total of around 9000 aviation experts from the region. Training delivered under the project related to flight safety inspection, de-icing and specific aircraft types.

15.9 A39-WP/415, presented by Slovakia on behalf of the EU and its Member States, the other Member States of ECAC and EUROCONTROL, informed the Assembly of Europe’s contribution and renewed support to the objectives of the NCLB initiative. The Appendix to this Information Paper provided a non-exhaustive list of technical assistance and capacity building activities in various civil aviation areas carried out by the EU, ECAC and EUROCONTROL in support of beneficiary States in various regions. This is in addition to other initiatives undertaken, bilaterally or multilaterally, by individual European States, which were not covered by the paper.

15.10 The Executive Committee noted that the ICAO Technical Cooperation Programme’s performance in the current triennium had enjoyed the continued interest of States, donors and private entities, with a total Programme delivery of USD 389.7 million and implementation of an average of 110 projects per year in 150 States across all regions. The Committee was also informed that financial results of operations for the first six months of 2016 demonstrated a positive outlook for the coming triennium. On the operational side, the Secretary General reiterated that given rapid technological advancements in civil aviation, the Technical Cooperation Programme will continue to play an important role in providing support to ICAO Member States. Of particular relevance, the Committee remarked that this period also saw the consolidation of the Technical Cooperation Bureau (TCB)’s Quality Management System with the achievement of ISO 9001:2008 compliance certification by all TCB Sections as of October 2014.

15.11 The Committee approved of the establishment of the IPAV and the related Voluntary Fund under the No Country Left Behind initiative in order to address shortcomings identified during ICAO audits, respond to emergency situations, as well as foster self-reliance and growth. ICAO Member States, financing institutions, the aviation industry and other stakeholders were invited to participate in the Programme by providing sustained financial and human resources.

15.12 Support was expressed for strengthening ICAO’s oversight over its procurement services by means of enhancing transparency and exchange of information over vendors’ performance. In particular, it was recommended to solicit feedback from States on vendors and the quality of the services rendered, consistent with ICAO’s obligations towards customer satisfaction and its shared responsibility for projects implemented through its Technical Cooperation Bureau. A recommendation was made that the legal issues arising from the proposal put forward by the Dominican Republic in A39-WP/244 be examined by the Legal Bureau. The Committee acknowledged that, following a United Nations Joint Inspection Unit recommendation, as part of an Organization-wide effort to ensure integrity in its

procurement activities, ICAO is already in the process of developing a Vendor Sanction Policy based on the United Nations Model Policy Framework on Vendor Sanction, for the Council's review and approval during its next Session in 2017.

15.13 It was agreed that there is a need to facilitate financial support for the establishment of environmental programmes in developing countries, including the effective implementation of the ICAO Global Market-Based Measures (GMBM). In acknowledging the role of international cooperation in the mobilization of resources and the potential avenues of bilateral assistance, the Committee also recognized the benefits offered by the existing ICAO technical cooperation mechanism and Environment Voluntary Fund. On this basis, the Executive Committee recommended that the Assembly request that a Technical Cooperation Environmental Programme be established in close coordination between the ICAO Environment Branch and the Technical Cooperation Bureau.

15.14 The Executive Committee recognized the importance of regional cooperation for the enhancement of civil aviation systems and related infrastructure and human resources, in accordance with the Regional Air Navigation Plans, through the sharing of expertise, harmonization of regulations and capacity building efforts, particularly in view of the tangible achievements by South American States, which resulted in the significant improvement of Effective Implementation (EI) scores in the region. The Committee therefore recommended that the Assembly encourage ICAO Member States to work collaboratively towards the achievement of common goals through the implementation of regional and sub-regional technical cooperation projects.

15.15 In light of its deliberations, the Executive Committee invites the Assembly to:

- a) encourage Member States, financing institutions, the aviation industry and other stakeholders to participate in the ICAO Programme for Aviation Volunteers by providing sustained financial and human resources;
- b) request the Secretary General to refer the legal issues arising from the proposal put forward by the Dominican Republic in A39-WP/244 to the Legal Bureau for review;
- c) request that a Technical Cooperation Environmental Programme be established in close coordination between the ICAO Environment Branch and the Technical Cooperation Bureau; and
- d) encourage Member States to work collaboratively towards the achievement of common goals through the implementation of regional and sub-regional technical cooperation projects.

15.16 The Committee also agreed to submit, for adoption by the Plenary the following Resolutions as presented by the Council in A39-WP/47 – *Consolidated Statement of ICAO Policies on Technical Cooperation and Technical Assistance* and in A39-WP/45 – *ICAO Programme for Aviation Volunteers*:

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**Resolution 15/xx: Consolidated statement of ICAO policies on technical cooperation and technical assistance**

*Whereas* new policies have been approved by the Council for technical support, in the form of technical assistance and technical cooperation and endorsed by the 38<sup>th</sup> Session of the Assembly;

*Whereas* “Technical Assistance” is any assistance provided by ICAO to States, which is funded by the Regular Budget and/or Voluntary Funds, and implemented through any Bureau/Office depending on the nature and duration of the project;

*Whereas* “Technical Cooperation” is any project requested and funded by States and/or Organizations and implemented through the Technical Cooperation Bureau on a cost-recovery basis, where all the direct and indirect costs related to the project are recovered;

*The Assembly:*

1. *Resolves* that the Appendices attached to this resolution constitute the consolidated statement of ICAO policies on technical cooperation and technical assistance, as these policies exist at the close of the 39<sup>th</sup> Session of the Assembly;
2. *Declares that* this resolution supersedes A36-17.

**APPENDIX A**

**The ICAO Technical Cooperation and Technical Assistance Programmes**

*Whereas* the growth and improvement of civil aviation can make an important contribution to the economic development of States;

*Whereas* civil aviation is important to the technological, economic, social and cultural advancement of all countries and especially of developing countries and their subregional, regional and global cooperation;

*Whereas* ICAO can assist States in advancing their civil aviation and at the same time promote the realization of its Strategic Objectives;

*Whereas* Resolution 222 (IX)A of 15 August 1949 of the United Nations Economic and Social Council, approved by the General Assembly in its Resolution of 16 November 1949 and endorsed by the ICAO Assembly in its Resolution A4-20, entrusted all Organizations of the United Nations system to participate fully in the Expanded Programme of Technical Assistance for Economic Development, and that ICAO, as the United Nations specialized agency for civil aviation, began the execution of technical cooperation and technical assistance projects in 1951 with funding from the United Nations Special Account for Technical Assistance, established pursuant to the above Resolution;

*Whereas* the large deficits experienced from 1983 to 1995 required the definition of a new policy on technical cooperation and technical assistance and a new organizational structure for the Technical Cooperation Bureau;

*Whereas* the implementation of the New Policy on technical cooperation and technical assistance, endorsed by the 31st Session of the Assembly, based on the progressive implementation of the core staff concept, the integration of the Technical Cooperation Bureau into the Organization's structure, and the establishment of the ICAO Objectives Implementation Funding Mechanism, as well as the new organizational structure for the Technical Cooperation Bureau implemented in the 1990s, significantly reduced costs and substantially improved the financial situation of the Technical Cooperation and Technical Assistance Programmes;

*Whereas* the objectives of the New Policy emphasized the importance of the Technical Cooperation and Technical Assistance Programmes in the global implementation of ICAO Standards and Recommended Practices (SARPs) and Air Navigation Plans (ANPs) as well as the development of the civil aviation infrastructure and human resources of developing States in need of technical cooperation or technical assistance from ICAO;

*Whereas* standardization and monitoring of SARPs implementation remain important functions of the Organization and emphasis has been placed on ICAO's role towards implementation and support to Contracting States;

*Whereas* A35-21 encouraged the Council and the Secretary General to adopt a structure and mechanism that would use commercially oriented practices to allow fruitful partnerships with funding partners and recipient States;

*Whereas* the Council agreed that greater operational flexibility should be accorded to the Technical Cooperation Bureau with the appropriate oversight and control over technical cooperation and technical assistance activities;

*Whereas* all technical cooperation activities of the Organization continue to be based on the principle of cost recovery and measures should be taken to minimize administrative and operational costs to the extent possible;

*Whereas* the Technical Cooperation and Technical Assistance Programmes and related Administrative and Operational Services Cost (AOSC) Fund income for the triennium and beyond cannot be estimated with precision and can vary substantially based on various factors outside ICAO's control;

*Whereas* the Council adopted a policy on cost recovery concerning the apportionment of costs between the Regular Budget and the AOSC Fund for services provided by the Regular Programme to the Technical Cooperation Bureau and for services provided by the Technical Cooperation Bureau to the Regular Programme.

*The Assembly:*

*Technical Cooperation and Technical Assistance Programmes*

1. *Recognizes* the importance of the Technical Cooperation and Technical Assistance Programmes for promoting the achievement of the Strategic Objectives of the Organization;

2. *Reaffirms* that the Technical Cooperation and Technical Assistance Programmes, implemented within the rules, regulations and procedures of ICAO, is a permanent priority activity of ICAO that complements the role of the Regular Programme in providing support to States in the effective implementation of SARPs and ANPs as well as in the development of their civil aviation administration infrastructure and human resources;
3. *Reaffirms* that, within the existing financial means, the ICAO Technical Cooperation and Assistance Programmes should be strengthened, at Regional Office and field level, in order to allow the Technical Cooperation Bureau to play its role more efficiently and effectively with the understanding that no increase in project costs will be incurred;
4. *Reaffirms* that the Technical Cooperation Bureau is one of the main instruments of ICAO to assist States in remedying their deficiencies in the field of civil aviation for the benefit of the international civil aviation community as a whole;
5. *Affirms* that improved coordination of ICAO's technical cooperation and technical assistance activities should be achieved through clear delineation of each Bureau's mandate and activities, and enhanced cooperation, as well as closer coordination of the Technical Cooperation and Technical Assistance Programmes for the avoidance of duplication and redundancy;
6. *Reaffirms* that, in the event that the AOSC operation for any given financial year ends in a financial deficit, such deficit should first be met from the accumulated surplus of the AOSC Fund and a call for support from the Regular Programme Budget would be the last resort;
7. *Requests* the Secretary General to implement greater efficiency measures leading to a gradual reduction of administrative support costs charged to technical cooperation and technical assistance projects;
8. *Reaffirms* that that costs recovered by the Organization for support services provided to the Technical Cooperation Bureau must be directly and exclusively related to project operations in order to keep administrative support costs to a minimum;

*ICAO as the recognized agency for civil aviation*

9. *Recommends* to donor States, financing institutions and other development partners, including the aviation industry and the private sector, wherever appropriate, to give preference to ICAO for the identification, formulation, analysis, implementation and evaluation of civil aviation projects in the field of technical cooperation and technical assistance, and *requests* the Secretary General to continue communication with such entities and with potential recipient States, with a view to allocating funds for the development of civil aviation, using ICAO as executing agency;
10. *Recommends* to States receiving bilateral or other government-sponsored aid to consider the value of using the ICAO Technical Cooperation and Technical Assistance Programmes in helping to support implement their programmes related to civil aviation;

*Expansion of ICAO Technical Cooperation and Technical Assistance Activities*

11. *Reaffirms* that in adopting commercially oriented practices for the Technical Cooperation Bureau, there is a need to ensure that the good reputation of ICAO is maintained;

12. *Reaffirms* the need to expand the provision of technical cooperation and technical assistance by ICAO to the non-State entities (public or private) directly involved in civil aviation, in furtherance of ICAO Strategic Objectives, such cooperation and assistance to encompass, inter alia, those activities that were traditionally provided by national civil aviation administrations and are being privatized to some degree, where the State shall, nonetheless, continue to be responsible under the Chicago Convention for the quality of the services provided and their compliance with ICAO SARPs, and *requests* the Secretary General to inform the civil aviation authority concerned of the technical aspects of the project immediately upon the start of negotiations with non-State entities;

13. *Reaffirms* that ICAO should expand the provision of technical cooperation and technical assistance services, upon request, to non-State entities (public and private) that are implementing projects in Contracting States in the field of civil aviation which aim at enhancing the safety, security and efficiency of international air transport, and *directs* the Secretary General to consider, on a case-by-case basis, the requests of such entities for ICAO cooperation and assistance in the traditional technical cooperation and technical assistance areas, with particular regard to project compliance with ICAO SARPs and, as applicable, to relevant national policies and regulations promulgated by the recipient State;

*Technical Cooperation and Technical Assistance Agreements*

14. *Reaffirms* that ICAO, within the framework of its Technical Cooperation and Technical Assistance Programmes, uses Trust Fund (TF) Agreements, Management Services Agreements (MSA), the Civil Aviation Purchasing Service (CAPS) and other framework agreements and funding arrangements as may be necessary to provide maximum cooperation and assistance to stakeholders implementing civil aviation projects; and

15. *Views with satisfaction* the initiative of States to make greater use of these arrangements to obtain technical cooperation and technical assistance in the field of civil aviation.

**APPENDIX B**

**Funding of the Technical Cooperation and Technical Assistance Programmes**

*Whereas* funds available for technical cooperation and technical assistance in the field of civil aviation are insufficient to meet the needs of civil aviation, especially in the developing countries;

*Whereas* the Technical Cooperation Programme, with few exceptions, is funded by developing countries providing funds for its own projects;

*Whereas* the Technical Assistance Programme is funded through ICAO Voluntary Funds and through the Regular Budget of the Organization;

*Whereas* civil aviation administrations of Least Developed Countries are, in particular, those needing the most support while, at the same time, relying mostly on financial institutions and sector industry to fund their technical cooperation projects;

*Whereas* UNDP funding is directed mainly to development sectors other than civil aviation, and its financial contribution to civil aviation activities has considerably decreased to a level where it represents less than one per cent of the ICAO Technical Cooperation and Technical Assistance Programmes, but UNDP continues to provide administrative support to ICAO at the country level;

*Whereas* rapid technical development in civil aviation requires from developing States substantial expenditures in aviation ground facilities to match that development, and continues to increase requirements for training of national aeronautical personnel that are beyond their financial resources and training facilities;

*Whereas* the Assembly introduced the ICAO Objectives Implementation Funding Mechanism with a view to mobilizing additional resources for technical cooperation and technical assistance projects identified as required to support the implementation of SARPs and the facilities and services listed in the ANPs, as well as the implementation of ICAO audit-related recommendations and the rectification of identified deficiencies;

*Whereas* funding institutions expect from those implementing the projects they finance, expedient and effective project execution as well as detailed and real-time information on project activities and finances;

*The Assembly:*

1. *Requests* financing institutions, donor States and other development partners, including the industry and the private sector, to give higher priority to the development of the air transport sub-sector in developing countries and *requests* the President of the Council, the Secretary General and the Secretariat to intensify their contacts with the United Nations, including UNDP, to increase their contribution to ICAO's technical cooperation and technical assistance projects;
2. *Draws the attention* of financing institutions, donor States and other development partners to the fact that ICAO is the Specialized Agency of the United Nations concerned with civil aviation and, as such, is accepted by the United Nations as the expert authority in carrying out technical cooperation and technical assistance for developing countries in civil aviation projects;
3. *Urges* Contracting States that are associated with funding sources to draw the attention of their representatives to these organizations towards the value of providing cooperation and assistance to civil aviation projects, particularly where these are necessary for the provision of the vital air transport infrastructure and/or the economic development of a country;
4. *Urges* Contracting States to give high priority to civil aviation development and, when seeking external cooperation and assistance for this purpose, to stipulate to financing institutions through an appropriate level of government that they wish ICAO to be associated as executing agency with civil aviation projects which may be funded;

5. *Encourages* the actions of developing countries in seeking funds for the development of their civil aviation from all appropriate sources to complement funds available from national budgets, financial institutions, donor States and other development partners so that such development may progress at the maximum feasible rate;
6. *Recognizes* that extra-budgetary contributions from donors will allow the Technical Cooperation and Technical Assistance Programmes to expand its services to States in relation to safety, air navigation security, environmental protection and efficiency in civil aviation, thus further contributing to the achievement of the Strategic Objectives, in particular to the implementation of SARPs and the rectification of deficiencies identified by audits;
7. *Authorizes* the Secretary General to receive, on behalf of the ICAO Technical Cooperation and Technical Assistance Programmes, financial and in-kind contributions to technical cooperation and technical assistance projects, including voluntary contributions in the form of scholarships, fellowships, training equipment and funds for training, from States, financing institutions and other public and private sources and to act as an intermediary between States regarding the granting of scholarships, fellowships and provision of training equipment;
8. *Urges* those States which are in a position to do so to provide additional funds to the ICAO Technical Cooperation and Technical Assistance Programmes through the ICAO Voluntary Funds for the implementation of civil aviation projects;
9. *Encourages* States and other development partners, including the industry and the private sector, to contribute to the ICAO Objectives Implementation Funding Mechanism which allows them to participate in the implementation of ICAO's civil aviation projects; and
10. *Requests* the Council to advise and assist developing countries to secure the support of financing institutions, donor States and other development partners in implementing ICAO regional and subregional safety and security programmes, such as the Cooperative Operational Safety and Continuing Airworthiness Programme (COSCAP) and Cooperative Aviation Security Programme (CASP).

## APPENDIX C

### **Implementation of the Technical Cooperation and Technical Assistance Programmes**

*Whereas* the aim of ICAO is to ensure the safe and orderly growth of international civil aviation throughout the world;

*Whereas* the implementation of technical cooperation and technical assistance projects complements the Regular Programme efforts towards the achievements of ICAO's Strategic Objectives;

*Whereas* Contracting States increasingly call upon ICAO to provide advice, technical cooperation and technical assistance to implement SARPs and develop their civil aviation through the strengthening of their administration, the modernization of their infrastructure and the development of their human resources;

*Whereas*, on an urgent basis, there is a need for effective follow-up and remedial action as a result of the ICAO Universal Safety Oversight Audit Programme/Continuous Monitoring Approach (USOAP CMA) and Universal Security Audit Programme (USAP) audits in order to provide support to States in addressing the identified deficiencies, including Significant Safety and Security Concerns;

*Whereas* extra-budgetary funding provided to the Technical Cooperation and Technical Assistance Programmes allows ICAO, through its Technical Cooperation Bureau, to provide initial support to States to address the deficiencies identified through the USOAP CMA, ICAO Coordinated Validation Missions (ICVMs) and USAP audits;

*Whereas* implementation of projects in compliance with ICAO SARPs by the Technical Cooperation Bureau or any other third party outside ICAO results in substantially enhanced safety, security and efficiency of civil aviation worldwide;

*Whereas* ex-post evaluations could constitute a valuable tool for establishing the impact of projects on aviation and for the planning of future projects;

*Whereas* non-State entities (public and private) implementing projects for Contracting States in the field of civil aviation increasingly call upon ICAO, through the Technical Cooperation Bureau, to provide advice, technical cooperation and technical assistance in the traditional technical cooperation and technical assistance fields and ensure project compliance with ICAO SARPs;

*The Assembly:*

1. *Draws the attention* of Contracting States requesting technical cooperation and technical assistance to the advantages to be derived from well-defined projects based on civil aviation master plans;
2. *Draws the attention* of Contracting States to the cooperation and assistance provided through subregional and regional projects executed by ICAO, such as COSCAPs and CASPs and *urges* the Council to continue to give high priority to management and implementation of such projects through the Technical Cooperation and Technical Assistance Programmes in view of the great benefit such projects represent;
3. *Urges* States to give high priority to the training of their national civil aviation technical, operational and management personnel through the development of a comprehensive training programme and *reminds* States of the importance of making adequate provision for such training and of the need to provide suitable incentives to retain the services, in their respective fields, of such personnel after they have completed their training;
4. *Encourages* States to concentrate their efforts upon the further development of existing training centres and to support Regional Training Centres which are located in their area for the advanced training of their national civil aviation personnel where such training is not available nationally, so as to promote a self-reliant capability within that region;
5. *Urges* States receiving technical cooperation and technical assistance through ICAO to avoid project implementation delays by ensuring timely decisions regarding experts, training and procurement components in accordance with the terms of the project agreements;

6. *Draws the attention* of Contracting States to the Civil Aviation Purchasing Service (CAPS), which is a facility provided by ICAO to developing countries to purchase high value items of civil aviation equipment and to contract for technical services;
7. *Requests* that Contracting States, in particular, developing countries, encourage fully qualified technical experts to apply for inclusion in ICAO's Technical Cooperation and Technical Assistance Programmes' roster of experts;
8. *Encourages* States to make use of the quality assurance services offered by the Technical Cooperation Bureau, on a cost-recovery basis, for the supervision of projects implemented by third parties outside the Technical Cooperation and Technical Assistance Programmes of ICAO, including the review of their compliance with ICAO SARPs; and
9. *Encourages* States and donors to include, and provide funding for, ex-post evaluations of their civil aviation projects as an integral part of project planning and implementation.

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#### **Resolution 15/xx: ICAO Programme for Aviation Volunteers**

*Whereas* in accordance with Article 37 of the Convention on International Civil Aviation each Member State undertakes to collaborate in securing the highest practicable degree of uniformity in regulation, standards, procedures and organization in relation to aircraft, personnel, airports, airways and auxiliary services in all matters in which uniformity will facilitate and improve air navigation;

*Whereas* many States have difficulties meeting their obligations under the Convention and discrepancies in the level of implementation of ICAO Standards and Recommended Practices (SARPs) still exist;

*Whereas* a number of States are confronted with insufficient financial and human resources capacity and cannot adequately address the deficiencies in their civil aviation systems;

*Whereas* ICAO plays a leadership role in facilitating the implementation of SARPs and the rectification of civil aviation related deficiencies by coordinating assistance and harnessing resources among aviation partners;

*Whereas* assistance to States in addressing the shortcomings identified during ICAO safety and security audits, in developing capabilities in the implementation of ICAO SARPs, in responding to emergencies affecting States' aviation systems and in fostering self-reliance and growth is required and desirable;

*Recalling* the United Nations General Assembly Resolution 70/129 - Integrating volunteering into peace and development: the plan of action for the next decade and beyond;

*Recognizing* that volunteerism, in its diversity, universality and values, can be a powerful development tool and asset for Governments and partners worldwide, which potential as a complementary resource for technical support, should be fully exploited; and

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*Whereas* skilled and experienced aviation professionals from ICAO, the aviation industry, States and the private sector are an invaluable source of knowledge that could contribute to the sustainable development of Civil Aviation.

*The Assembly:*

1. *Advances* volunteerism as a significant and meaningful instrument for qualified experts to positively engage in the sustainable development of civil aviation worldwide;
2. *Endorses* the decisions taken by the Council on the establishment and promotion of the ICAO Programme for Aviation Volunteers (IPAV);
3. *Encourages* the meaningful participation and integration, as Volunteers, of skilled and experienced aviation professionals from ICAO, States, the aviation industry and the private sector into ICAO programmes and projects of technical assistance/cooperation through the IPAV;
4. *Invites* Contracting States to consider the IPAV for technical assistance/cooperation, where appropriate;
5. *Emphasizes* that the provision of adequate means for Volunteer action is essential to leverage the full potential of volunteerism and the IPAV;
6. *Encourages* Contracting States and other stakeholders in a position to do so, in coordination with the international civil aviation community, to participate in the IPAV by providing financial and human resources to support developing and least developed States in their efforts to meet their obligations under the Convention on International Civil Aviation;
7. *Invites* donor States, financing institutions and other development partners to provide sustained funding in support of the administration, monitoring and implementation of the IPAV through the IPAV Voluntary Fund; and
8. *Calls upon* the Council to continue to support and assist in the promotion of the IPAV.

— END —