



ASSEMBLY — 39TH SESSION

REPORT OF THE EXECUTIVE COMMITTEE ON AGENDA ITEM 28

(Presented by the Chairman of the Executive Committee)

The attached report on Agenda Item 28 has been approved by the Executive Committee. Resolutions 28/1 and 28/2 are recommended for adoption by the Plenary.

Note.— After removal of this covering sheet, this paper should be inserted in the appropriate place in the report folder.

(7 pages)

Agenda Item 28: No Country Left Behind Initiative

28.1 The Committee reviewed WP/23, presented by the Council, which contained information on the establishment of ICAO's No Country Left Behind (NCLB) Initiative which aims at: providing support for States in the effective implementation of ICAO's Standards and Recommended Practices (SARPs), policies, plans and programmes in a globally-harmonized manner; promoting the resolution of significant safety concerns (SSCs) and significant security concerns (SSeCs); and promoting and implementing all ICAO's assistance activities. The Committee also noted the work of ICAO under the NCLB initiative in the Central American and Caribbean Region, as submitted in A39-WP/261 which was presented by El Salvador with the support of the States of the NAM and CAR Regions. The Committee agreed to endorse the No Country Left Behind initiative and to encourage States, international organizations, industry and donors to provide support to the initiative.

28.2 In light of the discussion, the Committee agreed to submit, for adoption by the Plenary, the following resolution:

Resolution 28/1: No Country Left Behind (NCLB) Initiative

Whereas Article 44 of the Convention on International Civil Aviation states that among the aims and objectives of ICAO are development of the principles and techniques of international air navigation and fostering of the planning and development of international air transport so as to meet the needs of the people of the world for safe, regular and economical air transport;

Whereas to realize these goals, the Organization has established Strategic Objectives on safety, air navigation capacity and efficiency, security and facilitation, economic development of air transport and environmental protection;

Recalling that several Assembly resolutions, including A38-5, A38-11, A38-12, A38-15, A38-16, A38-17, and A33-9, urge States to increase the implementation of ICAO Standards and Recommended Practices (SARPs);

Recognizing that all States should effectively implement ICAO's Standards and Recommended Practices (SARPs) and policies so that all States have safe, secure, efficient, economically viable and environmentally sound air transport systems which support sustainable development and socio-economic prosperity, and which ultimately help to create and preserve friendship and understanding among the nations and peoples of the world;

Whereas the findings of the Universal Safety Oversight Audit Programme (USOAP) and the Universal Security Audit Programme (USAP) activities continue to indicate that many States experience difficulties in the implementation of ICAO SARPs;

Recognizing that due to a varying level of capacity to meet and sustain their compliance with SARPs, States are not always able to effectively implement SARPs in a timely manner at the rate in which they are adopted by ICAO;

Recognizing that the Council has established the No Country Left Behind (NCLB) Initiative;

Recognizing that the successful implementation of the No Country Left Behind (NCLB) initiative will enhance States' air transport systems and align with the achievement of the United Nations (UN) Sustainable Development Goals (SDGs);

Recognizing that further progress in improving civil aviation, including the efficient human and financial resources for the implementation of assistance activities that are tailored to the needs of individual States, is best achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders; and

Recognizing that all ICAO assistance activities and mechanisms have the common objective of supporting the effective implementation of SARPs and policies;

The Assembly:

1. *Urges* Members States to endorse the No Country Left Behind (NCLB) Initiative;
2. *Urges* Member States to improve their civil aviation systems by actively participating in ICAO's work and by effectively implementing ICAO SARPs and policies so that they can foster sustainable local and regional prosperity and fully benefit from improved global connectivity;
3. *Directs* the Council to maintain the focus of the community on the global contribution and value of aviation through support of NCLB efforts and future ICAO World Aviation Forums;
4. *Directs* the Secretary General to coordinate, facilitate and implement comprehensive assistance programmes, in partnership with all stakeholders, that will help Member States in enhancing their civil aviation systems and oversight capabilities;
5. *Urges* Member States, the industry, financial institutions, donors and other stakeholders to coordinate and cooperate amongst themselves and through ICAO, and to support the implementation of assistance activities in line with the global and regional priorities established by ICAO, thereby avoiding duplication of efforts;
6. *Urges* Member States, international and regional organizations, and financial institutions to use ICAO data-driven decision-making tools and services to assist in identifying the deficiencies in aviation, implementing ICAO projects and programmes, mapping solutions, developing business cases, and identifying funding needs to facilitate finding potential donors and investors;
7. *Encourages* Member States to include within their aviation infrastructure development projects elements of training and capacity building aimed at strengthening their civil aviation authorities to enable an effective oversight of such infrastructure;
8. *Encourages* Member States to establish partnerships with other Member States, industry, financial institutions, donors and other stakeholders through ICAO to enhance their civil aviation systems and oversight capabilities;
9. *Encourages* Member States to make use of and benefit from the ICAO Air Services Negotiation (ICAN) facility, as a forum for Member States to negotiate and conclude bilateral and/or

multilateral air services agreements, which contributes to enhancing air transport connectivity and consequently the development of tourism, trade, and national and global economies;

10. *Calls* on all Member States and relevant partners able to do so to provide States in need with financial and technical resources to assist them in enhancing their civil aviation systems by implementing SARPs and fulfilling their oversight responsibilities;

11. *Instructs* the Secretary General to further enhance its coordinated and comprehensive implementation and evaluation mechanisms to assist States in implementing ICAO SARPs, policies, plans and programmes;

12. *Requests* the Secretary General to coordinate with States, international organizations, industry and donors on the implementation of assistance activities by establishing partnerships through an ICAO network for aviation development;

13. *Requests* the Secretary General to engage States and financial institutions to secure their support for strengthening the safety, security and efficiency of the global aviation system;

14. *Urges* industry and financial institutions to develop and present to ICAO their own action plans in support of the full implementation of this resolution.

28.3 The Executive Committee noted WP/348 Revision No. 1 submitted by Brazil which proposes the establishment of a centralized database of existing courses worldwide, as an extension and an improvement of the TRAINAIR PLUS network and correlated initiatives such as the Aviation Training Directory and the Global Aviation Training Course Catalogue.

28.4 The Committee reviewed WP/218 Revision No. 1 presented by Cook Islands, Fiji, Kiribati, New Zealand, Papua-New Guinea, Samoa, Singapore, Tonga and Vanuatu proposing the merits of establishing an ICAO Regional Sub-office to be located in the Pacific Region in order to provide more direct support to all twelve Pacific Island States, taking into consideration the existing Pacific Aviation Safety Office (PASO). The Committee supported the Council considering the conduct of a feasibility study for the establishment of a sub-regional office in the Pacific Region, however the Secretary General noted the need for resources to undertake such a study, and called on the support of States and international financial institutions to provide the required financial and in-kind human resources.

28.5 The Committee noted WP/105, presented by Slovakia on behalf of the EU, and its Member States, the other Member States of ECAC and EUROCONTROL, stating that capacity-building activities whether organized by ICAO, individual States, regional organizations or industry play an important role in supporting Contracting States' efforts to reach effective and sustainable implementation of international requirements. It was noted that the Assembly Resolution proposed in WP/23 covers the actions proposed in WP/105.

28.6 The Committee considered WP/299 and noted the progress made in the establishment and implementation of the Human Resources Development Fund (HRDF) and HRDF Secondment Programme, which are financed by voluntary contributions and which aim to strengthen human capacity

in the African civil aviation sector. This capacity-building initiative was seen as a welcome development within the overall efforts being made for the No Country Left Behind Initiative.

28.7 The need to further develop the HRDF through the establishment of additional programmes and activities was highlighted. It was also emphasized that the success, continuity and sustainability of the HRDF was dependent on the receipt of voluntary contributions.

28.8 Information Papers WP/415 by Slovakia on behalf of the EU, ECAC and EUROCONTROL, WP/446 by Dominican Republic, WP/450 by Japan were discussed under Agenda Item 14. WP/364 presented by Egypt was discussed under Agenda Item 22.

Strategy on Disaster Risk Reduction and Response Mechanisms in Aviation

28.9 The Committee reviewed A39-WP/24, presented by the Council, and A39-WP/264, presented by the United States, that contained proposals for the establishment of an institutionalized ICAO approach to respond to crises that would enable the Organization to mitigate the impact of disasters on international civil aviation. The proposals called for the development of both a strategic approach that aims to improve the resilience of civil aviation infrastructure to disasters, as well as a tactical approach to aviation-specific crises that could affect the safety or continuity of international civil aviation. The Committee noted that the international strategy for disaster reduction, as embodied in the United Nations Sendai Framework for Disaster Risk Reduction 2015-2030, reflects a major shift from the traditional emphasis on disaster response to disaster reduction and seeks to promote a culture of prevention already underway in ICAO. The Committee highlighted that any response undertaken by ICAO should be guided by, and in concert with, the State(s) affected, given that States have the overarching responsibility for responding to these events.

28.10 The Committee reviewed A39-WP/280, presented by Japan, that outlined best practices undertaken in Japan following earthquakes that caused damage to the buildings and other facilities of the Kumamoto airport. The Committee agreed that States should be encouraged to prepare their emergency responses to disasters based upon the measure taken and lessons learned by Japan, as well as other Member States that have faced similar crises.

28.11 In light of the discussion, the Committee agreed to submit, for adoption by the Plenary, the following resolution:

Resolution 28/2: Strategy on Disaster Risk Reduction and Response Mechanisms in Aviation

Whereas Article 44 of the Convention on International Civil Aviation states that among the aims and objectives of ICAO are to foster the planning and development of international air transport so as to meet the needs of the people of the world for safe, regular, efficient and economical air transport;

Whereas the General Assembly of the United Nations endorsed the Sendai Declaration and the Sendai Framework for Disaster Risk Reduction 2015–2030 adopted by the Third United Nations World Conference on Disaster Risk Reduction;

Mindful that natural disasters damage the social and economic infrastructure of all countries, and the long-term consequences of natural disasters are especially severe for developing countries and hamper their sustainable development;

Mindful that States are primarily responsible for prevention and reduction of disaster risk and any response undertaken by the Organization should be guided by, and in concert with, the State(s) affected;

Recognizing that Annex 1 — Personnel Licensing, Annex 6 — Operation of Aircraft, Annex 9 — Facilitation, Annex 11 — Air Traffic Services, Annex 14 — Aerodromes and Annex 19 — Safety Management provide Standards and Recommended Practices (SARPs) for States relating to emergency planning and response, as well as border control formalities relating to relief flights following natural or man-made disasters;

Recognizing that disaster risk reduction is an important function of the United Nations System and should receive continued attention, and stressing the need for the international community to demonstrate the firm political determination required to utilize scientific and technical knowledge to reduce vulnerability to natural disasters and environmental hazards, taking into account the particular needs of developing countries;

Recognizing that all States have a vital need for disaster-resilient aviation infrastructure to promote socio-economic development and, in times of need, to support the timely and efficient distribution of aid; and

Recognizing that all States can benefit from integrating disaster risk reduction strategies into their Air Transport Sector Strategic Plans.

The Assembly:

1. *Urges* States to recognize the significant role of aviation in the context of disaster risk reduction at the national level, including in their Air Transport Sector Strategic Plans;
2. *Urges* States to take into consideration the disaster risk reduction priorities as contained in the Sendai Framework for Disaster Risk Reduction 2015–2030, as well as the best practices of member States, in the development of their State emergency response plans as well as in the emergency response plan requirements for aviation service providers;
3. *Directs* the Council to establish a crisis response policy and disaster risk reduction strategy in aviation that would institutionalize and guide the Organizations strategic approach and tactical responses to aviation-specific crises that could affect the safety or continuity of international civil aviation;
4. *Directs* the Council to assist States in implementing disaster risk reduction strategies in aviation with priority given to Least Developed Countries (LDCs), Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS);
5. *Instructs* the Secretary General to establish an ICAO mechanism, in coordination with the States affected and neighbouring States, for crises response and assistance;
6. *Instructs* the Secretary General to continue working collaboratively within the United Nations System to ensure timely, coordinated and high quality assistance to all States where disaster losses pose a threat to people's health and development; and
7. *Instructs* the Secretary General to ensure that ICAO participate, when applicable and in alignment with its Strategic Objectives, in appropriate mechanisms put in place to support the cross-sectorial implementation of the Sendai Framework for Disaster Risk Reduction 2015–2030 and the United Nations Plan of Action on Disaster Risk Reduction for Resilience.

Policy on ICAO Publications

28.12 A39-WP/369, presented by Canada, introduced a proposal to expand free web access to ICAO documents in support of the No Country Left Behind initiative and to confirm efforts in implementing ICAO Standards and Recommended Practices.

28.13 The Committee noted that ICAO remained fully committed to the No Country Left Behind Initiative and to supporting efforts to assist States in implementing ICAO's Standards and Recommended Practices (SARPs). Some States expressed strong support for this initiative; however, the Committee noted also that this proposal could have budgetary implications for the next triennium.

28.14 The Executive Committee recommends that the Assembly request the Council to analyse the proposal for the provision of free web access to ICAO documents and to report back on options to the 40th Session of the Assembly.

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