



ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 20: No Country Left Behind Initiative

**NEW ZEALAND'S ASSISTANCE TO IMPROVE AVIATION SAFETY AND SECURITY
IN THE PACIFIC ISLAND STATES**

(Presented by New Zealand)

EXECUTIVE SUMMARY

Pacific Island States desire safe, secure and efficient air transport to support the delivery of social services and economic activity that build sound economies and communities. Many Pacific Island States have low Effective Implementation (EI) scores. While Pacific Island States are seeking to improve their EI scores, they face numerous challenges to achieve improvements. This includes technological barriers and validating the work each State has progressed in order to confirm and encourage further gains. New Zealand encourages the authors of the Pacific Small Island Developing States Needs Analysis to ensure its recommendations will directly address the challenges faced by Pacific Island States in a practical, proportionate and cost-effective way.

Action: The Assembly is invited to:

- a) note the significant amount of work that is occurring within the Pacific Island States to improve aviation safety and the ICAO EI scores; and
- b) agree to the importance of an enduring commitment from ICAO to the Pacific region to work collaboratively with States to improve aviation safety and security.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives of Safety.
<i>Financial implications:</i>	The action will be undertaken under the regular programme budget and/from extra budgetary contributions
<i>References:</i>	

1. INTRODUCTION

1.1 Pacific Island States desire safe, secure and efficient air transport to support the delivery of social services and economic activity that build sound economies and communities. Many Pacific Island States have low Effective Implementation (EI) scores. The score measures States' effective implementation of their safety oversight system. New Zealand has been working with Pacific Island States to help them improve the effectiveness of their civil aviation oversight and lift their EI scores.

1.2 The New Zealand Government is strongly committed to assisting Pacific Island States through technical assistance and capability building programmes. The desired outcome is that Pacific Island States are able to further their economic, social and environmental development. Furthermore, international tourists travelling to these States will benefit from improved safety and security oversight. Safer and more secure Pacific States benefit both individual States, and the Pacific region.

1.3 The widespread adoption of the New Zealand Civil Aviation Rules (CAR) amongst Pacific Island States assists this work by providing regulations for a safe and secure aviation system. Additionally, New Zealand has positive relationships with the Pacific Island States that helps with problem identification and solutions.

1.4 The Pacific Islands States that New Zealand works with most closely are the Cook Islands, Niue, Kingdom of Tonga, Samoa, Papua New Guinea, Solomon Islands, Republic of Kiribati, Republic of Tuvalu, Republic of Vanuatu, Republic of Nauru, and the Republic of Fiji.

2. USOAP CMA TRAINING WORKSHOP

2.1 The New Zealand Civil Aviation Authority (NZCAA) has run four Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Activities (CMA) training workshops to assist Pacific Island States with their reporting obligations. Workshops have been held in Brisbane in December 2017, July 2018, November 2018 and, July 2019. The first two were held with the assistance of experts from the ICAO regional office (attendance funded by NZCAA). The remainder were conducted independently, utilizing the expertise and experience of the New Zealand and Papua New Guinea National Continuous Monitoring Coordinators.

2.2 The purpose of the CMA workshops is to train the relevant staff from each Pacific Island State in the hands-on use of the USOAP online framework, and to provide them with access to reliable internet connections so that they can upload evidence of work already completed. The workshops have achieved a sense of commitment and enthusiasm from those who attended, as well as have provided access to relevant subject matter experts. By working together at the workshops, the Pacific Island States are also able to learn from others who are facing similar challenges.

2.3 The gains made cannot be validated without some form of ICAO audit activity, be it a full or partial audit, or ICAO coordinated Validation Mission (ICVM). Scheduled activities for 2019 and 2020 comprise ICVM in Fiji, Solomon Islands and Tonga; and a CMA audit for Kiribati, which has not previously been audited. In 2018, Papua New Guinea raised its EI from 50.41 to 63.32 through an ICVM and associated offsite validation activity.

3. SUPPORTING THE PACIFIC AVIATION SAFETY OFFICE

3.1 New Zealand has supported the development of Pacific Aviation Safety Office (PASO) since its inception. Since 2013 the NZCAA has worked closely with PASO to improve its performance. PASO is now in a viable position to coordinate Pacific projects.

3.2 New Zealand is also providing complementary funding of \$NZ2.5 million over five years for the provision of aviation safety advisory, mentoring, and consulting services. This work was originally managed by the NZCAA. However, given the improved capability of the PASO office, from 19 June 2019 the management of this project and its associated funding has been transferred to PASO.

3.3 This is intended to enhance aviation safety through improved regulatory oversight and governance in Pacific Island States. Such assistance contributes to the ICAO “No Country Left Behind” initiative and is important to New Zealand in terms of helping to protect the wider region from terrorism and other security risks.

4. NEW ZEALAND ASSISTANCE TO IMPROVE AVIATION SECURITY IN THE PACIFIC

4.1 The New Zealand Government has recently approved a spending package of \$NZ11.9 million over five years to provide aviation security equipment, training, and technical assistance to PASO Member States. This aviation security package will be delivered by the CAANZ in cooperation with PASO.

5. PACIFIC SMALL ISLAND DEVELOPING STATES NEEDS ANALYSIS

5.1 The NZCAA supports the ICAO initiative to carry out a Pacific Small Island Developing States (PSIDS) needs analysis study due to be completed in September 2019. The NZCAA supports the study, which is looking at the following options to address the needs of the Pacific Island States:

- a) an ICAO sub-regional office in the Pacific;
- b) a regional cooperative project to improve oversight capabilities of States;
- c) strengthening the Pacific Aviation Safety Office;
- d) formation of a Regional Safety and Security Oversight Authority; or
- e) any alternative option that will be subject to the outcomes of consultation with Pacific States and donors.

5.2 The success of the study will be dependent on the reviewers being acutely aware of the challenges faced by Pacific Island States to provide effective regulatory oversight and proposing a solution that directly addresses these challenges.

5.3 New Zealand encourages ICAO to continue its collaborative approach with Pacific States in the final stages of the study. This will help ensure that the recommended approach is well supported by those States.

6. CONCLUSION

6.1 Pacific Island States have been working hard with the support of New Zealand to improve aviation safety and security within the Pacific. New Zealand welcomes ICAO’s efforts in the region in the form of the PSIDS Needs Analysis study and encourages ICAO to make an enduring commitment to support the region to continue improving aviation safety and security across the Pacific region.