



ASSEMBLY — 42ND SESSION

EXECUTIVE COMMITTEE

Agenda Item 18: Capacity Development and Implementation Support – Policy and Activities

ESTABLISHMENT OF A GLOBAL PLATFORM FOR THE EXCHANGE OF CIVIL
AVIATION SAFETY AND SECURITY EQUIPMENT

(Presented by Cameroon and co-sponsored by Canada)

EXECUTIVE SUMMARY

The States Parties to the Chicago Convention shall provide air navigation infrastructure and equipment in compliance with ICAO Standards and Recommended Practices (SARPs) to ensure safe and secure air transport.

However, many States are facing financial difficulties in acquiring essential equipment, such as CNS, meteorological, aerodrome or security screening equipment. These constraints hinder their ability to comply with SARPs and fulfill their international obligations.

As part of the "No Country Left Behind" (NCLB) initiative launched by ICAO in 2014 to support States in the effective implementation of SARPs, various actions have already been undertaken. In line with this initiative, and to address the challenges related to acquiring essential equipment, the establishment of a global platform for the exchange of civil aviation safety and security equipment is proposed. This platform would facilitate exchanges between entities seeking to transfer or acquire equipment, providing a practical solution for States in need to enhance their compliance with SARPs and strengthen the safety and security of air transport.

Action: The Assembly is invited to:

- recognise the benefits of a global platform for the exchange of safety and security equipment in enhancing compliance with SARPs;
- request ICAO to support the establishment this platform;
- encourage States, regional and international organisations, as well as partners, to contribute to the implementation of this platform.

<i>Strategic Objectives:</i>	This working paper relates to the following Strategic Goals: <i>Every Flight is Safe and Secure, Aviation Delivers Seamless, Accessible and Reliable Mobility for All, No Country Left Behind.</i>
<i>Financial implications:</i>	The activities referred to in this paper will continue subject to the resources available in the 2026 - 2028 Regular Programme Budget and/or from extra budgetary contributions

¹ English and French versions provided by Cameroon.

<i>References:</i>	Resolution A39-23, No Country Left Behind (NCLB) Initiative A40-WP/49, <i>Report on the ICAO No Country Left Behind (NCLB) initiative</i> A40-WP/107, <i>Support to ICAO No Country Left Behind initiative</i>
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1. INTRODUCTION

1.1 Each State Party to the Chicago Convention has committed, under its Article 28, to: “... *Provide, in its territory, airports, radio services, meteorological services and other air navigation facilities to facilitate international air navigation, in accordance with the standards and practices recommended or established from time to time, pursuant to this Convention...*”

1.2 Similarly, in accordance with Article 37 of the Convention, the States Parties have committed to: “... *to collaborate in securing the highest practicable degree of uniformity in regulations, standards, procedures, and organization in relation to aircraft, personnel, airways and auxiliary services in all matters in which such uniformity will facilitate and improve air navigation...*”

1.3 Despite these commitments, USOAP and USAP audit reports, regional planning and implementation group (PIRG) reports, and various industry program reports reveal that many States are still struggling to acquire and/or maintain the basic infrastructure and equipment necessary for operations. This deficiency prevents them from fulfilling their obligations and fully complying with ICAO SARPs. These include, but are not limited to CNS, meteorological, aerodrome or security screening equipment.

1.4 The main obstacles to acquiring this equipment are generally lack of funding and difficulties in accessing manufacturers. The absence of spare parts from manufacturers may also explain the challenges in maintaining certain equipment in operational condition.

1.5 Finding suitable solutions to this problem would improve the safety and security of civil aviation, while strengthening the position of air transport as the safest mode of transportation in the world.

2. DISCUSSION

2.1 At its 39th session, the ICAO Assembly adopted Resolution A39-23: No Country Left Behind (NCLB) initiative. This initiative aims to support States in the effective implementation of ICAO SARPs, policies, plans and programmes in a globally harmonised manner, to facilitate the resolution of significant safety concerns (SSCs) and significant security concerns (SSeCs), and to promote and implement all the Organisation’s technical assistance and cooperation activities.

2.2 Within the framework of ICAO’s activities, the objectives of the NCLB initiative have been primarily implemented through the promotion of the benefits of aviation for States at the highest levels of government, the facilitation and implementation of capacity-building initiatives, and the establishment and strengthening of partnerships.

2.3 While these activities have yielded significant results in supporting a safe and secure air transport system, other global activities can be initiated to address the equipment acquisition challenge mentioned in paragraph 1.3. This includes the establishment of a global platform for the exchange of civil aviation safety and security equipment.

2.4 Based on the online marketplace model, the objective of such a platform would be to connect organisations willing to transfer equipment, either free of charge or for a fee, with organisations wishing to acquire it for their operational needs.

2.5 Indeed, an organisation may decide to decommission certain equipment that are still in good working conditions for various reasons: improving operational performance, compliance with new regulations, changing market needs, technological developments, etc. This equipment could be of interest to an organisation located in another State to address operational and SARP compliance issues. Hence the idea of implementing a platform to connect them.

2.6 The platform would be open to organisations including but not limited to air navigation service providers, aerodrome operators, airlines, security measure implementation organisations, aeronautical assets management organisations in Member States, or any other organisation competent for the acquisition and/or transfer of equipment.

2.7 Its main functionalities would notably include:

- a) registration and management of user accounts for equipment owners and acquirers;
- b) posting of transferred or sold equipment, including all relevant information: specifications, equipment condition, unit price, number of parts available, etc.
- c) expression of equipment acquisition needs;
- d) consultation of posted equipment and expressed needs;
- e) order placement, with online payment as appropriate;
- f) evaluation of platform users and equipment involved in transactions.

2.8 The concept of this platform was presented by Cameroon during the exhibition segment of the latest AFI Week event, held in Victoria Falls, Zimbabwe, in May 2025. The initial feedbacks, which is very encouraging, confirmed the relevance and potential of a global implementation. The following link allows for a visualisation of the concept: <https://dfo.equip4safety.org/en/>.

2.9 The extension of this concept to a global scale would promote the development of specialised tools and services in support of the NCLB initiative. With the support of ICAO, States, international organisations, and other partners, the concept could be further refined, particularly the technical specifications and governance framework, to ensure the effectiveness and sustainability of this platform. Cameroon stands ready to collaborate with interested stakeholders to finalize the development and facilitate the deployment of the platform.

3. CONCLUSION

3.1 The establishment of a global platform for the exchange of safety and security equipment represents a pragmatic solution to help States overcome obstacles related to the acquisition of equipment necessary for the compliance of their operations with SARPs.

3.2 To ensure the success of this initiative, the active participation of ICAO and developed countries is essential to ensure equitable access to equipment and to promote a circular economy, so that no country is left behind.