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UNITING AVIATION

NO COUNTRY LEFT BEHIND



ICAO's No Country Left Behind initiative -The Role of the ICAO Regional Offices, Successes and Challenges

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ICAO Regional Director, Nairobi

Malabo, Equatorial Guinea 28 June 2016



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ICAO Regional Structure and Office location

AFRICA-INDIAN OCEAN (AFI) REGION

ASIA (ASIA) REGION

CARIBBEAN (CAR) REGION;

EUROPEAN (EUR) REGION

MIDDLE EAST (MID) REGION

NORTH AMERICAN (NAM) REGION

NORTH ATLANTIC (NAT) REGION

PACIFIC (PAC) REGION

SOUTH AMERICAN (SAM) REGION

North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montreal

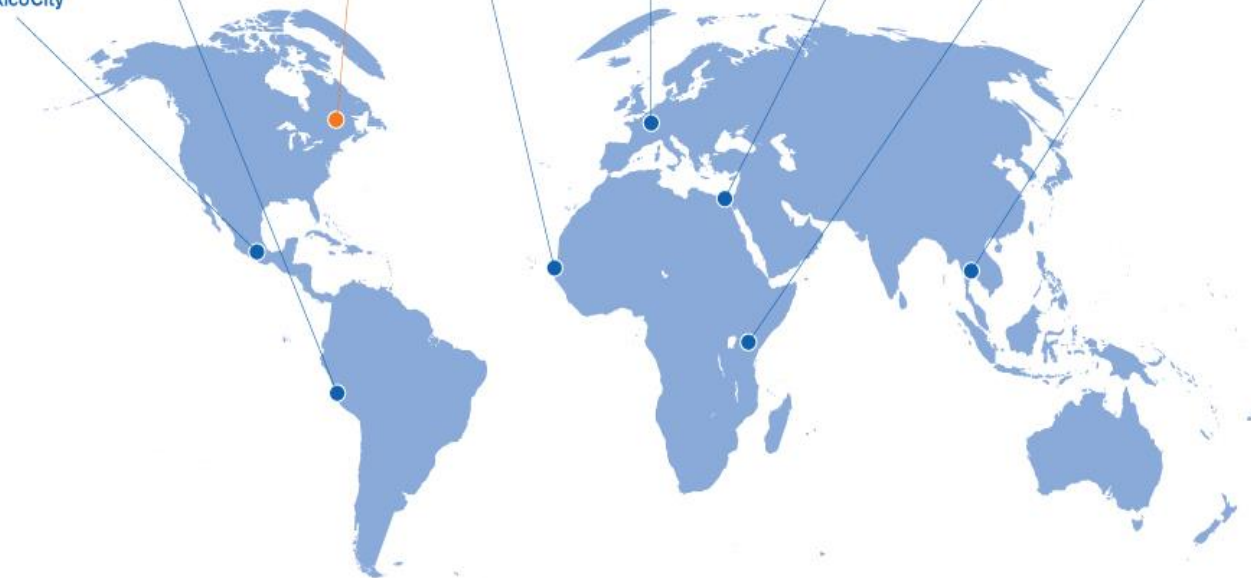
Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Office
Bangkok





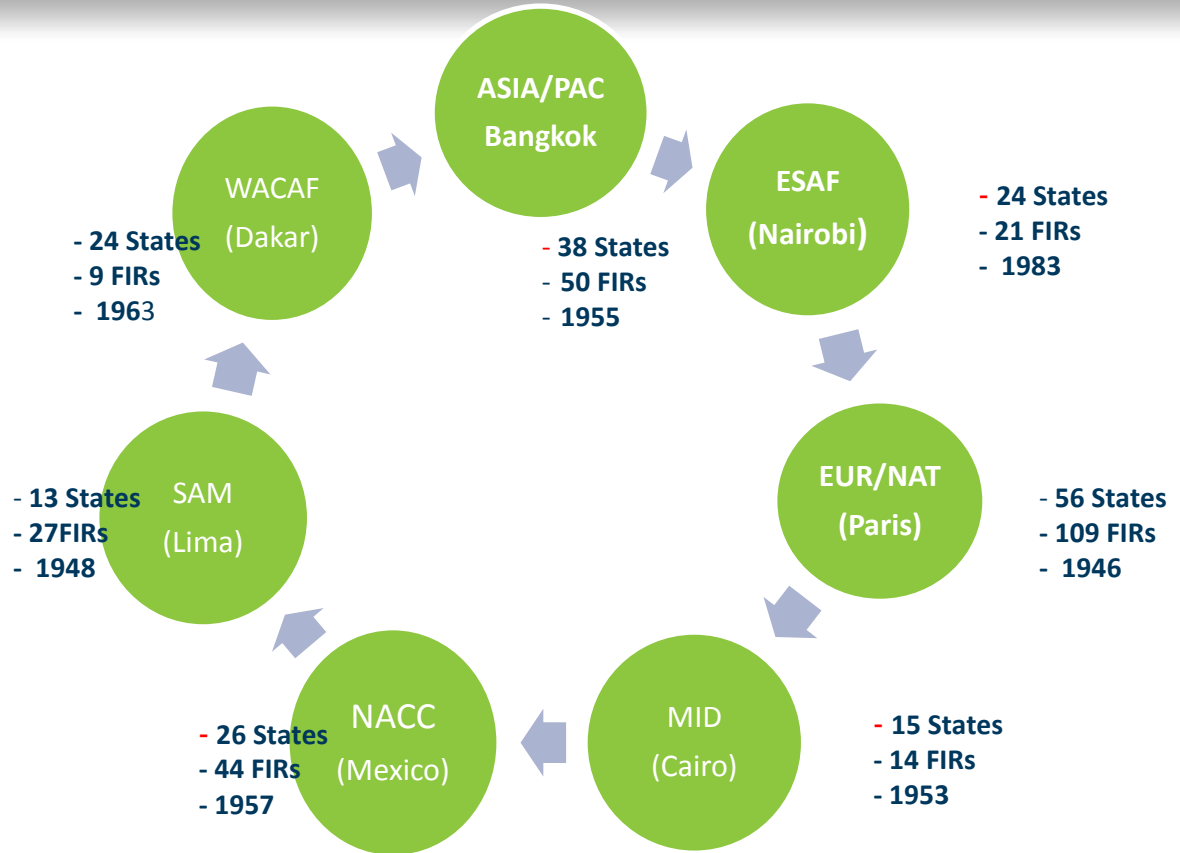
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ICAO Regional offices -Accreditations to States-





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Chicago Convention & Annexes (SARPs)



ICAO Strategic Objectives



Global Plans for Air Navigation and Safety (GANP & GASP)



Regional Programmes, Plans and Targets



Regional Office work programmes



State Corrective Action Plans (CAP), AVSEC Improvement Plans & Programmes



Implementation: Guidance, Support, Facilitation, Monitoring and Follow up



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Role and Responsibilities of Regional Offices

- **Maintain continuous liaison with Stakeholders (States/Partners).**
- **Promote implementation of ICAO SARPs & Regional plans.**
- **Provide technical cooperation / assistance services.**
- **Follow up on activities of Regional Groups (PIRGs/RASGs/RASFGs/ DGCAs) Capacity building activities in coordination with Training Centers**
- **Guide and assist States in addressing Safety/Security deficiencies and implementation of new concepts and tools**
- **Foster diplomatic/political contact for high level government commitment.**



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Regional Office Activities: Supporting of NCLB Initiative , Regional Office strengths and areas of success



- Execution of Regional programmes tailored to reach out to ALL States such as the **AFI Plan**, **AFI SECFAL Plan**, and **AFPP** and **AFI-CIS** which are under key Stakeholders e.g. AFCAC;
- Assistance delivery according to needs and priorities of States;
- Evaluation and mitigation of risks to air transport sector;
- Sustainable improvement of Effective Implementation (EI) and resolving of Significant Safety & Security Concerns;
- Supporting Regional platforms such as RSOOs and RAIAs;
- Establishing relationships with development and donor; partners to promote role of aviation as an enabler to National economies and social development.



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Elements of Regional Offices Successes

Supporting Aviation Projects - ICAO Technical Cooperation/Assistance

Technical Assistance and /or Technical Cooperation Project

- Advice/Technical expertise
 - Certification process, economic studies
- Training
 - Fellowships, courses/workshops
- Procurement of services and goods
 - ANS and Airport infrastructure



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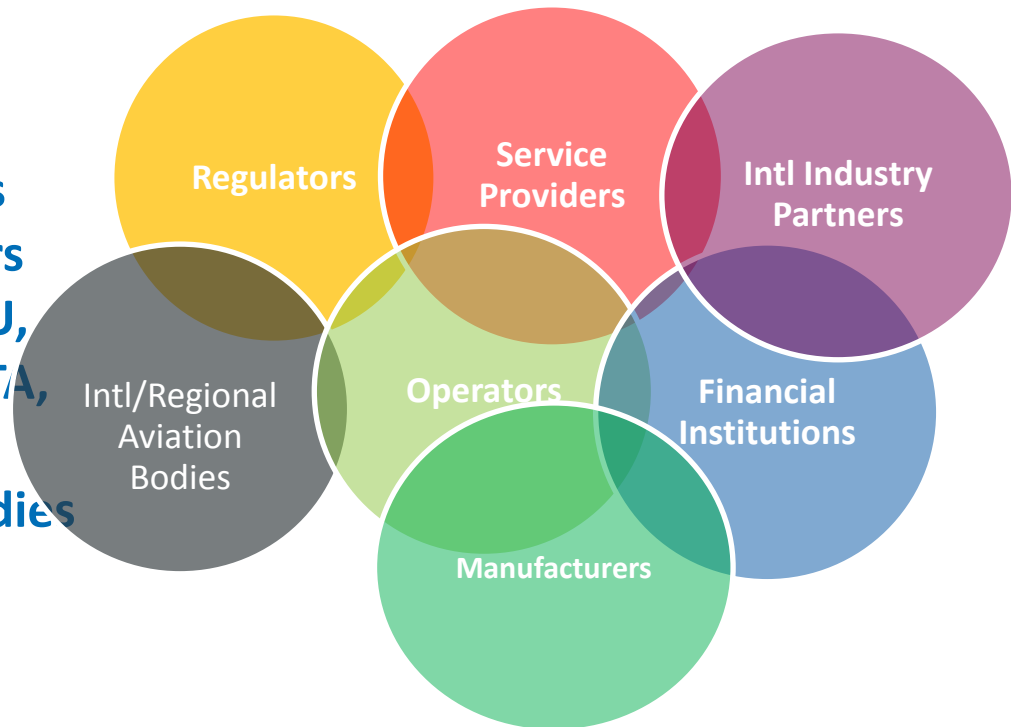
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Collaboration with Partners & Stakeholders

- **Regulators: CAAs, RSOOs/COSCAPs**
- **Operators: Airlines, Airports**
- **Service providers: ANSPs& Airports**
- **ANSPs and Airport service providers**
- **Financial Institutions: ADfB, WB, EU,**
- **International Industry partners: IATA, ACI, CANSO etc.**
- **International Regional Aviation Bodies e.g. ACAC/AFCAC/ECAC/LACAC**





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Key Regional Players and stakeholders





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Consolidated Partnerships

Joint technical efforts in assisting States to effectively implement ICAO SARPs and achieve regional targets

Mobilization and pooling of resources for regional and individual State programmes and projects (regulatory oversight, infrastructure etc)

Cooperation in addressing Capacity building challenges and training of aviation personnel





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Regional offices Challenges

- Weak government support to Aviation and governance systems
- Inadequate Communication between ICAO and some States
- Inadequate human and financial resources in the sector and shortage of qualified technical expertise
- Insecurity in some states;
- Weak compliance with ICAO SARPS
- Ability to combat communicable diseases /and pandemics
- Resistance to Integration and defence of Sovereignty
- Inability to develop infrastructure to support aviation growth
- Inadequate funding and technical personnel to support RO activities



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(APAC) Sub-office
Beijing

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Bangkok



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