



WORKING PAPER

ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 23: Technical Assistance Programme

STRENGTHENING TECHNICAL ASSISTANCE INITIATIVES

(Presented by Canada and New Zealand)

EXECUTIVE SUMMARY

This working paper addresses ongoing technical assistance efforts by ICAO, Member States and other organizations in support of the No Country Left Behind initiative. Through assistance to counterparts abroad, States and organizations can work to promote a safe and secure international air transport system. By engaging in technical assistance and establishing a robust and standardized assistance program, States are able to better coordinate their efforts in order to effectively deliver aviation safety support worldwide. There is room for Member States and ICAO to harmonize their efforts in order to support the safe, secure, sustainable and efficient development of the global civil aviation network.

Action: The Assembly is invited to:

- a) encourage Member States and other entities to synchronize their technical assistance efforts, coordinating projects multilaterally among donors and recipients for the timely and sustainable realization of technical assistance activities where possible;
- b) support increased ICAO Regional Office involvement in technical assistance matters, including greater cooperation, efficient implementation of activities, as well as harmonization of technical projects when applicable; and
- c) strengthen measures to evaluate technical assistance efforts and their contributions to international air transport by ensuring development projects contain a performance measurement component.

<i>Strategic Objectives:</i>	This working paper relates to all Strategic Objectives.
<i>Financial implications:</i>	N/A
<i>References:</i>	A40 Information Paper <i>Tailored Assistance to Haiti</i> , presented by Canada

1. INTRODUCTION

1.1 Strengthening aviation safety in developing countries is a critical component to realizing the welfare and sustainability of the global civil aviation network. By assisting counterparts abroad, ICAO, Member States and other entities work toward the objective of ensuring a safe international air transport system.

1.2 Recognizing the benefits of Member States harmonizing their programs and practices with that of ICAO Standards, technical assistance projects may individually adapt to each recipient's current needs. Projects may also be implemented multilaterally, coordinated among donors to a select group of partners in order to strengthen safety, environmental protection and development at both national and international levels.

1.3 While one of the primary goals of technical assistance programs is to help States minimize imminent safety risks and implement ICAO Standards and Recommended Practices (SARPs), particular attention is owed to States with Significant Safety Concerns, identified through ICAO Universal Safety Oversight Audit Programme (USOAP) and Universal Security Audit Programme (USAP) activities.

1.4 Technical assistance is also a critical component of the ICAO "No Country Left Behind" (NCLB) initiative, which emphasizes assistance to all States on prioritized needs in order to improve implementation support under all ICAO Strategic Objectives. The delivery of results of ICAO's Strategic Objectives, particularly the implementation of the NCLB initiative, contributes significantly to the realization of the United Nations 2030 Agenda for Sustainable Development. The importance of aviation security was also reaffirmed with the adoption of the United Nations Security Council Resolution 2309 (2016) calling on ICAO to assist States in complying with international aviation security standards.

1.5 Accordingly, for the successful realization of technical assistance efforts and effective and sustainable implementation of ICAO SARPs worldwide, it is essential to build partnerships and pool resources among Member States, international organizations, development institutions and industry.

2. TECHNICAL ASSISTANCE PROGRAMS

2.1 In support of the NCLB initiative, it is imperative that Member States and organizations support technical assistance efforts enabling developing countries to attain, in the field of civil aviation, a standard comparable to that of the developed countries. These activities allow all States to share in the economic and social benefits that air transport and related civil aviation industries generate at the local, regional and national level throughout the world.

2.2 Continuous improvement of aeronautical infrastructure and services leading to self-sufficiency in the aviation sector brings better human, social and economic conditions. Technical assistance projects seek to better understand the civil aviation issues of the developing world and look to overcome those difficulties. As such, it is essential that Member States and other groups are well coordinated from start to finish in the realization of technical assistance activities, instead recognizing one another as partners and not simply donors and beneficiaries.

2.3 While the initiation of technical assistance projects necessitates financial, material and human resources, the demand may be alleviated through tailored assistance to a number of States at once. Targeting a request multilaterally from the onset is another method, as coordination among several States and/or ICAO Regional Offices significantly reduces the burden on those wishing to engage in technical

assistance activities. Accordingly, more States may be in a position to provide advice and assistance in the development and implementation of projects across the full spectrum of civil aviation, including safety, security, environmental protection and the general sustainable development of national and international air transport.

2.4 One of Canada's principal civil aviation policy objectives is to bolster the safety and security of air travel to and from developing states. Having acknowledged the many advantages of Member States bringing their practices in tune with ICAO Standards, Canada developed a comprehensive civil aviation technical assistance program. Since the informal initiation in early 2018, the program has realized notable success, including an extended 18-month initiative to Haiti seeking to provide guidance in safety oversight (ref: A40 Information Paper *Tailored Assistance to Haiti*, presented by Canada). Projects in aviation security include engagement in capacity development activities in North Africa and Southeast Asia to provide stronger oversight, quality control and airport risk assessments and long-term comprehensive mentorship. Solely in the first year of the technical assistance program Canada completed over 12 assistance activities, several of which required minimal resource investment as partners were able to meet on Canadian soil. Extending this avenue enables States to complete technical assistance projects domestically, though may not be a full-proof solution for developing nations with limited resources for mobility.

2.5 Altogether, through both individual and multilateral technical assistance initiatives, including coordinated training, capacity building, procedure development, workshops, as well as mentoring and fellowships, States may build closer partnerships while simultaneously supporting the health and stability of the international civil aviation system. Accordingly, the Assembly is invited to continue encouraging Member States and organizations to strengthen their technical assistance efforts where possible, coordinating projects multilaterally among donors and recipients for the timely and sustainable realization of technical assistance activities.

3. ICAO REGIONAL OFFICES

3.1 ICAO Regional Offices play a crucial role in realizing the sustainable and successful implementation of aviation safety initiatives. With the continuous support of ICAO Regional Offices, Member States and other entities may tailor technical assistance projects to the needs of recipients more efficiently and in a more coordinated fashion.

3.2 ICAO Regional Offices should look to increase communication amongst one another in order to avoid duplicating requests and instead combining technical assistance efforts. This practice allows for a better utilization of resources on the part of ICAO, Member States and other groups. There are opportunities to harmonize technical assistance activities both cross-regionally and within regions themselves. A pertinent example of multilateral cooperation includes the ICAO North American (NAM) / Caribbean (CAR) State safety programme (SSP) implementation strategy, through which Champion States provide support for regional SSP implementation.

3.3 In order to support greater ICAO Regional Office involvement, Member States are encouraged to look to their ICAO Regional Office when requesting technical assistance, as opposed to going directly to other States. Furthermore, any States receiving assistance requests are encouraged to inform their respective ICAO Regional Office. Such a reciprocal relationship will support greater coordination on technical assistance matters through a more efficient implementation of activities and synchronization of projects.

3.4 Member States, ICAO and other entities engaging in technical assistance affairs should look to keep a transparent repository of all engagements, both past and upcoming. Increased information-sharing and tracking will not only create a system supporting more effective coordination cross-regionally, but will also ensure performance measurement is included in all technical assistance matters. Accordingly, States and organizations will be in a better capacity to track the progress of projects, including obstacles and outcomes.

3.5 In focusing on the strengthening of civil aviation institutions, one of the primary objectives of technical assistance is to enable States to better face the continuously evolving aviation landscape. ICAO and its Regional Offices are pivotal in ensuring this goal is met on a dependable basis and that assistance activities are inclusive of all Member States.

4. CONCLUSION

4.1 Technical assistance projects seek to improve the operational safety, security, efficiency and predictability of national and international civil aviation, while also contributing to the global and uniform implementation of ICAO SARPs. Through the sharing of technical expertise and knowledge by ICAO, Member States and other entities, technical assistance looks to ensure the welfare and sustainability of the global civil aviation network.

4.2 Member States and ICAO are encouraged to continue harmonizing efforts on projects strengthening aviation safety and security in developing countries. Technical assistance may include reviewing the structure and organization of national civil aviation institutions, initiating practices protecting the environment, facilitating technology transfer, as well as training and capacity building activities. Coordinating projects multilaterally among States and organizations contributes to a more timely and efficient achievement of technical assistance activities. Furthermore, measuring the effectiveness of these activities ensures no project goes unchecked, being by monitored for success from start to finish.

4.3 Member States and organizations are in a unique position to contribute the required technical and managerial expertise in an objective manner, ensuring the provision of balanced advice in the ultimate interest of recipients. Through the continued supply of assistance to counterparts abroad, ICAO, Member States and other entities may work toward the shared objective of ensuring a safe, secure and sustainable international air transport system.