



**WORKING PAPER**

**ASSEMBLY — 40TH SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 23: Technical Assistance Programme**

**REPORT ON ICAO'S TECHNICAL ASSISTANCE PROGRAMME**

(Presented by the Council of ICAO)

**EXECUTIVE SUMMARY**

This paper reports on the ICAO Technical Assistance Programme in the fields of aviation safety, air navigation capacity and efficiency, security and facilitation, economic development of air transport and environment for the current triennium (2017 - 2019), particularly those implementation projects that are supported by the ICAO Voluntary Funds, as well as activities funded by the Regular Programme budget. The paper summarizes the ICAO technical assistance approach, which has been focused on safety and security with a view to helping States with capacity building, and measures the results of assistance to States against information collected by the ICAO audit programmes.

**Action:** The Assembly is invited to:

- a) encourage States to support ICAO's technical assistance activities; and
- b) request that ICAO continue its work on the development and implementation of technical assistance under the respective Strategic Objectives, in partnership with States, international and regional organizations and industry.

<i>Strategic Objectives:</i>	This working paper relates to all Strategic Objectives.
<i>Financial implications:</i>	The activities referred to in this paper will be undertaken subject to the resources available in the 2020-2022 Regular Programme Budget and/or from extra budgetary contributions.
<i>References:</i>	Doc 10075, <i>Assembly Resolutions in Force (as of 6 October 2016)</i> Doc 10074, <i>Budget of the Organization 2017-2018-2019</i>

## 1. INTRODUCTION

1.1 Pursuant to Assembly Resolutions A39-1: *Consolidated statement of continuing ICAO policies and practices related to environmental protection — General provisions, noise and local air quality*, A39-14: *Regional cooperation and assistance to resolve safety deficiencies, establishing priorities and setting measurable targets*, A39-18: *Consolidated statement of continuing ICAO policies related to aviation security* and A39-23: *No Country Left Behind (NCLB) Initiative*, this paper presents a consolidated report for the current triennium on the ICAO Technical Assistance Programme. The programme assists States in the implementation of the ICAO regulatory framework, in particular the Standards and Recommended Practices (SARPs), relating to all Strategic Objectives. Support and implementation of this programme has, in large part, relied on voluntary contributions to ICAO, both financial and in-kind, from States, international organizations and industry. Information on voluntary contributions, including financial expenditure on technical assistance activities, is presented separately (A40-WP/50 refers) under Agenda Item 22.

1.2 During the current triennium, a number of States have made concerted efforts to address their deficiencies pertaining to the air transport system. These efforts have resulted in positive outcomes as evidenced through activities of the ICAO Universal Safety Oversight Programme (USOAP) and the Security Audit Programme (USAP). However, for States that have not met targets for enhancing their aviation systems, ICAO's continued commitment to providing assistance is crucial and very much in line with the intent of the No Country Left Behind (NCLB) initiative.

1.3 Prioritization and effective and efficient implementation of technical assistance is improved through the use of measuring mechanisms. To that end, for technical assistance projects and activities, ICAO targets have been established for each Strategic Objective. Relevant performance indicators have also been developed in partnership with all stakeholders, where possible, to ensure that invested resources are not wasted and intended objectives are accomplished.

## 2. TECHNICAL ASSISTANCE FOR CAPACITY BUILDING WITH PARTNERS AND REGIONAL COOPERATION

### 2.1 Aviation Safety and Air Navigation Capacity and Efficiency

2.1.1 ICAO has continued to support States in terms of providing technical assistance projects either through the Technical Cooperation Bureau or Regional Offices. The Safety Fund (SAFE) ([www.icao.int/SAFE](http://www.icao.int/SAFE)), the AFI Plan Fund, ICAO Programme for Aviation Volunteer Fund (IPAV), regular programme budget, and resources at Headquarters (HQ) and Regional Offices have been primary resources for the implementation of these assistance activities. (Information on technical assistance projects is available on the A40 website at <http://www.icao.int/Meetings/a40/Pages/documentation-reference-documents.aspx>.)

2.1.2 In relation to the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) (<https://www.icao.int/safety/afiplan/pages/default.aspx>), ICAO has been expanding its assistance work in AFI States through the development and implementation of specific technical assistance projects, largely funded by the AFI Plan Fund, in the fields of safety oversight, aircraft accident and incident investigation (AIG), State safety programme (SSP), aerodrome certification, and air navigation services (ANS). It is noteworthy that the ongoing assistance programmes implemented under the AFI Plan have started yielding desirable results, as demonstrated by the reduction in the number of States with significant safety concerns (SSCs) to only one, down from four in 2016.

2.1.3 To maximize synergies in the provision of assistance to States, as well as to avoid duplication, ICAO has been working together with States, international organizations and industry through the Aviation Safety Implementation Assistance Partnership (ASIAP). ASIAP major activities are, inter alia, information sharing, prioritizing assistance needs and collaborating on assistance which are undertaken through regular teleconferences and annual face-to-face meetings. All members share information about current and future assistance activities and agree on the way forward for the enhancement of safety oversight systems in States deemed a priority in each region through the use of the ASIAP Prioritization Tool. Information on ASIAP and the ASIAP Prioritization Tool is available at [www.icao.int/ASIAP](http://www.icao.int/ASIAP).

2.1.4 During the current triennium, States have globally achieved, in part due to ICAO's technical assistance programme, the improvement of the effective implementation (EI) of critical elements by 3.07 per cent and the reduction of the number of States with SSCs to four, down from eight in 2016. With respect to setting appropriate targets and performance indicators for measuring the success, cost-effectiveness and achievement of intended outcomes of technical assistance projects and activities, a set of performance indicators has been developed in coordination with ASIAP members. For States not included among ASIAP priority States, ICAO has also developed a performance assessment tool to evaluate technical assistance projects. The tool considers the gap between the EI of critical elements from results of the Universal Safety Oversight Audit Programme (USOAP) Continuing Monitoring Approach (CMA) activities conducted before and after a project's implementation. Assessment results are available at [www.icao.int/SAFE](http://www.icao.int/SAFE).

## 2.2 Aviation Security and Facilitation

2.2.1 Pursuant to Assembly Resolution A39-18, and affirmed by the adoption of the United Nations Security Council Resolutions (UNSCR) 2178 (2014), 2309 (2016), 2322 (2016), 2368 (2017) and 2396 (2017), as well as the priority objectives of the Global Aviation Security Plan (GASeP), the aim of ICAO is to implement targeted assistance to address identified deficiencies within Member States. The primary objective of aviation security and facilitation assistance is to support Member States in resolving significant security concerns (SSECs) identified through the ICAO Aviation Security Audit Programme (USAP), and to assist States in implementing the SARPs of Annex 9 — *Facilitation* and Annex 17 — *Security — Safeguarding International Civil Aviation against Acts of Unlawful Interference*, as well as the ICAO Traveller Identification Programme (TRIP) Strategy. Aviation security and facilitation assistance and capacity building is prioritized based on risk management principles, the expressed commitment of States to address their SSECs, and on geographic priorities expressed by donor States. During the current triennium, States have globally achieved the improvement of the effective implementation (EI) of critical elements by 0.67 per cent. More information on the technical assistance programme is available on the A40 website at <http://www.icao.int/Meetings/a40/Pages/documentation-reference-documents.aspx>.

2.2.2 In providing assistance for facilitation matters, ICAO collaborates with States, international and regional organizations, and industry that are in a position to provide resources and expertise to expand the scope and the effectiveness of assistance activities.

## 2.3 Environment Protection

2.3.1 The mainstay of environment activities has been the ICAO State Action Plan on CO<sub>2</sub> Emissions Reduction Activities initiative which has enabled capacity-building and assistance activities, and has initiated partnerships for the development of States' action plans with the view to fostering environmentally-sustainable practices amongst international aviation stakeholders. Activities have also

included two assistance and capacity-building projects, namely the ICAO-European Union (EU) assistance project on *Capacity Building for CO<sub>2</sub> Mitigation from International Aviation*, and the ICAO-United Nations Development Programme (UNDP) assistance project, with funding from the Global Environment Facility (GEF) on *Transforming the global aviation sector: Emission reduction from international aviation*. These projects have included the development of guidance documents, the elaboration of training material, the development of feasibility studies, the design of tools and the implementation of CO<sub>2</sub> mitigation measures. (Further details on these successful projects are available on the A40 website at <http://www.icao.int/Meetings/a40/Pages/documentation-reference-documents.aspx>.) In June 2018, the adoption of Annex 16 — *Environmental Protection, Volume IV — Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)* gave rise to an unprecedented capacity-building and assistance programme (ACT-CORSA), including CORSA buddy partnerships amongst ICAO Member States.

## 2.4 Economic Development

2.4.1 Assistance provided for States in the field of economic development of air transport is designed to raise awareness of, and facilitate the implementation of, relevant ICAO policies and guidance while reducing a State's costs in performing its economic regulatory functions. (More information on the technical assistance programme in this area is available on the A40 website at <http://www.icao.int/Meetings/a40/Pages/documentation-reference-documents.aspx>.)

2.4.2 Assistance activities include:

- a) the provision of a central meeting place to conduct multiple bilateral (regional or plurilateral) air services negotiations or consultations at the annual ICAO Air Services Negotiation Event (ICAN) held in Bahamas, Sri Lanka and Kenya in December 2016, 2017 and 2018, respectively;
- b) the implementation of the Antananarivo Declaration on the Sustainable Development of Air Transport in Africa (2014) by identifying required action areas at the Second ICAO Meeting on the Sustainable Development of Air Transport in Africa, held from 28 to 31 March 2017 in Accra, Ghana;
- c) the implementation of the Lomé Declaration and Action Plan on the Development of Air Cargo in Africa (2014) through the development of the roadmap at the Second ICAO Meeting on Air Cargo Development in Africa, held from 27 to 29 June 2017 in Addis-Ababa, Ethiopia; and
- d) the conduct of hands-on coaching sessions on aviation data and analysis, such as the seminars held in Iran and Cuba in 2017, and in France and Kenya in 2018.

2.4.3 The organization of the above-mentioned activities/events relied mainly on in-kind contributions from States.

## 3. CONCLUSION

3.1 To allow for continued support to States facing challenges in implementing ICAO SARPs, it is of paramount importance that ICAO and all stakeholders, particularly aviation partners, put forward their efforts in a coordinated and collaborated manner. In this regard, States, international and

regional organizations, and industry are strongly encouraged to share information on technical assistance through partnership agreements. By doing so, the efficiency of assistance activities will not only be maximized, but also these activities will enable sustainable capacity building in States.

3.2 Building State aviation system capacity often demands tremendous resources which many States cannot afford. Continued support and contributions from States and industry play a leading role in elevating a State's aviation system and in resolving imminent and major deficiencies such as SSCs and SSeCs. In this connection, ICAO hopes that support and contributions will continue for the benefit of States in need of assistance.

3.3 The transparent sharing of assistance results has a positive impact on aviation improvement and development in States. ICAO is very cognizant of and vigilant about how to best respond to States' needs and strengthen prospects for enhanced air transport systems. It is therefore anticipated that future technical assistance will be more performance and result driven, based on priorities established in cooperation with all stakeholders involved.

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