



WORKING PAPER

ASSEMBLY — 41ST SESSION

EXECUTIVE COMMITTEE

Agenda Item 24: Technical Assistance Programme

ICAO'S TECHNICAL ASSISTANCE PROGRAMME AND IMPLEMENTATION SUPPORT

(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 (2020 - 2022), particularly those implementation projects that are supported by the ICAO Voluntary Funds, as well as activities funded by the Regular Budget. The paper summarizes the ICAO technical assistance approach, in conjunction with circumstances under the COVID-19 pandemic, which has been focused on safety and security with a view to helping States with capacity building.

Action: The Assembly is invited to:

- a) encourage States, international organizations and industry to support ICAO's technical assistance activities, including providing voluntary funding and subject matter experts;
- 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; and
- c) note and endorse the new Policy on ICAO Implementation Support Provided to States, aiming at an alignment of the management of all technical assistance and technical cooperation activities under a "One-ICAO" approach.

<i>Strategic Objectives:</i>	This working paper relates to all Strategic Objectives.
<i>Financial implications:</i>	The activities referred to in this paper were undertaken with the resources available in the 2020-2022 Regular Budget and/or from extra budgetary contributions.
<i>References:</i>	Doc 10140, <i>Assembly Resolutions in Force (as of 4 October 2019)</i> Doc 10125, <i>Budget of the Organization 2020-2021-2022</i> Policy on ICAO Implementation Support Provided to States A41-WP/28-EX/16, <i>ICAO's Technical Cooperation Programme – Policy and Activities</i> A41-WP/47-EX/23, <i>Resource Mobilization and Voluntary Funds</i>

1. INTRODUCTION

1.1 Pursuant to Assembly Resolutions A40-17: *Consolidated statement of continuing ICAO policies and practices related to environmental protection — General provisions, noise and local air quality*, A40-6: *Regional cooperation and assistance to resolve safety deficiencies, establishing priorities and setting measurable targets*, A40-11: *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), policies, plans and programmes relating to all Strategic Objectives. Support and implementation of this programme has, in addition to the Regular Budget, to a large degree, relied on voluntary contributions provided to ICAO, both financial and in-kind, from States, international organizations and industry. Information on voluntary contributions received, including financial expenditure on technical assistance activities, is presented separately under Agenda Item 22 (A41-WP/47 refers).

1.2 During the current triennium, assistance was provided to States through various forms of activities, particularly taking into consideration the restrictions imposed by the COVID-19 pandemic, as well as difficulties faced by States in complying with their obligations pertaining to the air transport system. For States that have challenges to advance their initiatives of enhancing their aviation systems, ICAO's commitment to providing assistance is crucial and imperative to succeed, especially in light of the *No Country Left Behind* (NCLB) initiative.

1.3 The ICAO Council approved, during its 225th Session, a new Implementation Support Policy aligning the management of the Technical Cooperation and Technical Assistance programmes, projects, products and services. The main objective of the Policy is to strengthen the coordination and management of ICAO's implementation support activities to better serve the needs of the Member States. Information on the Policy is presented separately under Agenda Item 25 (A41-WP/28 refers).

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

2.1 Aviation Safety and Air Navigation Capacity and Efficiency

2.1.1 During this triennium, traditional technical activities have been reduced, largely due to the COVID-19 pandemic. The new projects aimed at addressing significant safety concerns (SSCs) and capacity building in some States, were postponed or cancelled. Despite that, the funding for new projects to assist Timor-Leste and Sao Tome and Principe were approved, and are being implemented, whilst the technical assistance project for Nepal was successfully carried out remotely, contrary to the initial plan of on-site assistance.

2.1.2 The AFI Plan (<https://www.icao.int/safety/afiplan/pages/default.aspx>) continued to yield positive results through various assistance activities, including several AFI Plan funded assistance projects. These assistance activities were provided remotely due to COVID-19 travel restrictions. The number of States in the AFI Region with an SSC remained at one and the number of African States that had achieved safety oversight effective implementation (EI) rates above the ICAO global target of 60 per cent increased from 18 in 2015 to 28 in 2021.

2.1.3 ICAO continues to work with States, international organizations and industry to support the provision of technical assistance to States and regional organizations under the Aviation Safety Implementation Assistance Partnership (ASIAP). In order to better focus discussions on technical assistance activities and to facilitate possible opportunities for collaboration, the ASIAP Partners agreed to hold

telecoms on specific regional areas. Due to the COVID-19 Pandemic and the impact on aviation operations worldwide, technical assistance activities significantly decreased and in most cases were halted. As a result, ASIAP telecoms were suspended for most of 2020; however, as aviation activities began to open up, it was possible to re-engage with Partners about assistance activities. Telecoms were conducted to discuss assistance for the Caribbean, Central and South America, the Asia and Pacific Regions, as well as the European and North Atlantic Region.

2.1.4 States have received various forms of ICAO's technical assistance, including those provided remotely. It is envisioned that this technical assistance will help improve the safety oversight capabilities of States having difficulty complying with ICAO SARPs, which will be verified through the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) activities in the future.

2.2 Aviation Security and Facilitation

2.2.1 Pursuant to Assembly Resolution A40-11, 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, 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. More information on the technical assistance programme is available on the A41 website at <http://www.icao.int/Meetings/a41/Pages/documentation-reference-documents.aspx>.

2.2.2 In providing assistance for facilitation matters, ICAO collaborates with States, international and regional organizations to provide resources and expertise to expand the scope and the effectiveness of assistance activities. To assist Member States in building their capacity and in the implementation of Annex 9 — *Facilitation* provisions, ICAO has developed facilitation-related Implementation Packages (iPacks) and training courses, such as, the Annex 9 – *Facilitation* course, the ICAO TRIP Strategy course and the course on Assistance to Aircraft Accident Victims and their Families. ICAO has delivered the Implementation Packages and training courses on a global, regional and State level in a virtual format due to the COVID-19 pandemic, supplemented by regional workshops and State specific technical assistance.

2.2.3 In 2020, assistance activities relating to both Annex 9 and the ICAO TRIP strategy included outreach on advanced passenger information (API) and passenger name records (PNR), in particular following the adoption of new PNR SARPs contained in Annex 9. Additionally, ICAO signed a Memorandum of Agreement with the United Nations Office of Counter-Terrorism (UNOCT), aimed at building Member State capacity to prevent, detect and investigate terrorist offenses and other serious crimes, through the collection and analysis of API and PNR data, as required by ICAO Annex 9 and under United Nations Security Council resolutions 2178 (2014), 2396 (2017) and 2482 (2019).

2.3 Environment Protection

2.3.1 The capacity-building activities, as well as partnerships for the development of States' action plans have been the mainstay of environment activities and were established in order to foster environmentally-sustainable practises amongst international aviation stakeholders.

2.3.2 As part of the wider State action plan initiative, the Secretariat continues to support States in the preparation and implementation of action plans, and encourages all States to incorporate the latest innovative solutions available into their State Action Plan to ensure the achievement of ICAO's global aspiration goals. ICAO support to the implementation of the latest green innovations will be of paramount importance in the coming triennium as ICAO Member States look to reducing CO₂ emissions through the latest technologies, operations and clean energy.

2.3.3 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. The Buddy Partnerships among States are the cornerstone of the ACT-CORSA programme, currently involving 16 supporting States and 118 requesting States. Training provided in the context of these partnerships has been contributing to the successful implementation of CORSA. Phase III of ACT-CORSA Buddy Partnerships is currently ongoing with the provision of training in relation to CORSA CO₂ Monitoring, Reporting and Verification (MRV) implementation.

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 A41 website at <http://www.icao.int/Meetings/a41/Pages/documentation-reference-documents.aspx>.

3. ASSISTANCE ACTIVITIES DURING THE COVID-19 PANDEMIC

3.1 ICAO Webinar Series

3.1.1 In April 2020, the Air Navigation Bureau (ANB) launched the COVID-19 Webinar Series to provide updates on ICAO actions and activities to assist States and the aviation community deal with the impact of the Pandemic and to prepare for the resumption of services. In June 2020, webinars were hosted in each of the regions to provide information on the Council Aviation Recovery Taskforce (CART) recommendations, as well as the CART "Take-Off" Guidance. The total participation in the CART webinars across the Regions was 1558 participants. On 3 December 2020, a global webinar was held to provide updated information on the CART and the Phase II deliverables.

3.1.2 During 2020, ANB expanded the webinar series to include content related to normal operations, as well as supported webinars from the Regional Offices and the Air Transport Bureau (ATB). This series provided an opportunity to reach people globally in a timely manner, providing up-to-date information and assistance on various topics. In total, 68 webinars were held and were attended by 13,572 participants.

3.2 Implementation Packages (iPacks)

3.2.1 Among ICAO initiatives aimed at strengthening the means of implementation support and enhancing global partnership, through enhanced coordination and collaboration amongst technical, operational and resource mobilization/partnerships entities within the ICAO Secretariat, is the new ICAO Implementation Packages (iPacks)¹ which were introduced in 2020 with a view to assisting States, in the

¹ (<https://www.icao.int/secretariat/TechnicalCooperation/Pages/iPACK.aspx>)

short-term, to address COVID-19 pandemic recovery efforts and, in the medium- and long-term, to support the implementation of new ICAO SARPs.

3.2.2 Since the start of the initiative, seven iPacks have been developed to address, inter alia, ICAO Council's Aviation Recovery Task Force (CART) recommendations, in the areas of "aviation safety risk management related to COVID-19 for Civil Aviation Authorities", "strengthening national air transport facilitation committees for the restart and resilience of civil aviation", "aerodrome restart", "establishing a public health corridor", "COVID-19 aviation security quality control oversight", as well as iPacks related to "developing a national aviation safety plan", "preparing for ICAO USOAP CMA activities" and "establishing a regulatory framework for unmanned aircraft systems (UAS)". Additional iPacks are being developed by the Secretariat in the fields of air cargo, NOTAMs and visible digital seal for non-constrained environments (VDS-NC) in 2022.

3.2.3 At the time of reporting, 30 iPack deployments had been carried out in the fields of facilitation, safety risk management, aerodrome restart and aviation security, benefiting 40 ICAO Member States, with an additional 14 deployments in these fields as well as Public Health Corridors in the process of being completed in 14 States, while coordination is ongoing for 50 further deployments in 56 States. The ICAO Secretariat is in the process of identifying regular funding for iPack development and deployment with a view to ensuring the consistent growth and success of this new implementation support mechanism. In accordance with global plans for deployment and current implementation rates, with support from donors, ICAO Regional Offices and technical bureaus, it is projected that more than 90 States across all regions could potentially benefit from iPacks in 2022.

4. CONCLUSION

4.1 Support to States facing challenges in implementing ICAO SARPs, policies, plans and programmes is a key role of ICAO and will continue and expand in the coming years. ICAO and all stakeholders, including aviation partners should coordinate and collaborate to ensure the effective and efficient provision of technical assistance that results in tangible and sustainable outcomes for States. To this end, States, international and regional organizations, and industry are strongly encouraged to share information on technical assistance activities, consider opportunities for collaboration, as well as the establishment of partner agreements.

4.2 To address the insufficient resources which many States face, continued support and financial and in-kind contributions from States, international organizations, and industry is critical to assist States resolve imminent and major deficiencies such as SSCs and SSeCs.

4.3 With the approval of the new Policy on ICAO Implementation Support provided to States, it is anticipated that ICAO's technical assistance programme will be intensified, strengthened and harmonized through a One-ICAO approach. ICAO therefore should continue to align programmes, processes and related activities under a cross-organizational streamlined implementation support policy.