



A41-WP/628
EX/292
6/10/22

ASSEMBLY — 41ST SESSION
EXECUTIVE COMMITTEE

**DRAFT TEXT FOR THE REPORT ON AGENDA
ITEM 24**

The attached material on Agenda Item 24 is submitted for consideration by the Executive Committee.

Agenda Item 24: Technical Assistance Programme**ICAO Technical Assistance**

24.1 The Committee reviewed A41-WP/24, presented by the Council, which reported 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). The Committee noted the implementation work undertaken by ICAO, considering the COVID-19 pandemic, and strongly encouraged States to continue to support ICAO's work in partnership with States, international and regional organizations and industry. A41-WP/24 reaffirmed ICAO's continued commitment to providing assistance for States facing challenges to enhance their aviation system, considering the No Country Left Behind (NCLB) initiative. It also noted and endorsed the new Policy on ICAO Implementation Support Provided to States, aiming to align the management of technical assistance and technical cooperation activities under a "One ICAO" approach. The Committee concluded that 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 Significant Safety Concerns (SSCs) and Significant Security Concerns (SSeCs). In this connection, the Committee requested the Assembly to urge States, international and regional organizations, and industry to support and continue to contribute voluntary funds to ICAO in order to provide technical assistance.

24.2 The Committee reviewed A41-WP/310 presented by Ecuador, supported by Bolivia (Plurinational State of), Brazil, Colombia, Guatemala, Guyana, Mexico, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela (Bolivarian Republic of), which discussed the progress made in harmonizing the Latin American Aviation Regulations developed by the Regional Safety Oversight Cooperation System (SRVSOP) as the Regional Safety Oversight Organization for Latin America and the advantages accruing to States from the adoption and/or harmonization of these regulations. The Committee commended the significant work undertaken by SRVSOP and its Member States to develop and harmonize their regulations under the Latin American Regulations (LARs) and encouraged States to continue the harmonization of their regulations, to the extent possible.

24.3 The Committee reviewed A41-WP/240, presented by Guyana and supported by Argentina, Bolivia (Plurinational State of), Brazil, Chile, Colombia, Dominican Republic, Ecuador, El Salvador, Guatemala, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela (Bolivarian Republic of), which highlighted that adequate oversight of unmanned aircraft systems (UAS) operations is critical a capacity achieved by appropriate guidance material, training and technical assistance. The Committee noted the recent work by ICAO and the availability of the ICAO UAS model regulations, as well as the ICAO Unmanned Aviation Fundamentals course, as tools for States to enable their regulatory and oversight functions regarding the UAS operations. In further noting that ICAO had developed a UAS Implementation Package (iPack), the Committee welcomed the efforts of the Organization, requested ICAO to further develop the tools, and encouraged States to use these resources as a means to build their regulatory and oversight capabilities.

24.4 The Committee reviewed A41-WP/61, presented by Mongolia, co-sponsored by Armenia and Ethiopia, which highlighted the challenges of Landlocked Developing Countries (LLDCs) in developing safe, regular, reliable and cost-effective air transport systems and the impact of the COVID-19 pandemic on these States. The Committee strongly supported the paper and acknowledged the importance

of identifying the needs of the LLDCs, while also recognizing the need for additional resources to support this endeavour. It was also recognized that under ICAO's new Implementation Support Policy, efforts will be made to help identify and address these needs when resources, such as voluntary funds, are available.

24.5 The Committee reviewed A41-WP/270, presented by New Zealand, which reported on support and assistance for Pacific Small Island and Developing States (PSIDS). The Committee noted the proposal of tangible and achievable actions to be undertaken by ICAO, especially considering the fundamental challenges faced by PSIDS in implementing security Standards and Recommended Practices (SARPs). Nevertheless, the Committee highlighted that capacity building and support should be the focus in addressing identified security deficiencies, rather than a lowering of Annex 17 – *Aviation Security* Standards and noted that ICAO's Implementation Support and Development Section – Security (ISD-SEC) and ICAO's Regional Offices should be actively engaged given the resources at their disposal to provide security technical assistance. The Committee also encouraged States to continue to support ICAO's harmonized approach with States, international and regional organizations such as the Pacific Aviation Safety Office (PASO), and industry to help reduce the duplication of assistance and to prioritize actions. The Committee also recognized the importance of coordinated ICAO Aviation Security (AVSEC) assistance and training in different regions, including the need to measure the effectiveness of these activities to help quantify their impact. The Committee was also directed to A41-WP/283, focusing on the capacity building activities of the European Union-funded and European Civil Aviation Conference (ECAC) implemented Civil Aviation Security in Africa and the Middle East (CASE) Project.

24.6 The Committee reviewed A41-WP/261 Revision No. 1, presented by Samoa, co-sponsored by the Cook Islands, Kiribati, Nauru, Papua New Guinea, Solomon Islands, Tonga, Tuvalu, Vanuatu, and the Pacific Aviation Safety Office (PASO), which provided an update on progress of the recommendations from the ICAO PSIDS feasibility study, the "Port Moresby Declaration on Aviation Safety and Security" and the associated Ministerial Statement. The Committee noted the progress on some key recommendations, especially related to a revised Pacific Islands Civil Aviation Safety and Security Treaty (PICASST) and assessment of an Enhanced Regional Organization. The Committee also noted with appreciation, the work undertaken by ICAO to develop an overarching implementation roadmap centric to the study recommendations, including the work already underway to establish an ICAO PSIDS Liaison Officer position to facilitate support to the PSIDS. The Committee encouraged ICAO, contingent upon the availability of resources, to continue to support the PSIDS study recommendations. The Committee urged the Assembly to support and continue to contribute to ICAO's on-going work of improving aviation standards in the region.

24.7 The Committee reviewed A41-WP/301 Revision No. 1, presented by Samoa, co-sponsored by the Cook Islands, Kiribati, Nauru, Papua New Guinea, Solomon Islands, Tonga, Tuvalu, Vanuatu and PASO, which provided an update on the work to address the key outcomes from the First Regional Aviation Ministers meeting (RAMM/1) of the Pacific States. The Committee commended the progress made to date, in conjunction with the update provided in A41-WP/261. The Committee urged the Assembly to provide PASO with the technical support needed to further the establishment of an enhanced Regional Organization to support aviation safety and security oversight in the Pacific Small Island States, thereby supporting efforts towards a safe aviation recovery and connectivity in those States.

24.8 The Committee reviewed A41-WP/60, presented by the United States, co-sponsored by the Dominican Republic and Thailand, proposing the development of a centralized ICAO database for

documenting the compliance of master sets of model regulations and regionally harmonized regulations in use by various States and regional organizations. Several States expressed support for the database and the United States indicated financial resources would be made available to support the development of the database. The Commission agreed to refer recommendations to the Council, for further consideration and study, subject to existing priorities and budgetary constraints.

24.9 The Committee reviewed A41-WP/290, presented by the African Civil Aviation Commission (AFCAC) on behalf of its 54 Member States¹, which introduced the technical assistance activity aimed at supporting African airports in terms of promoting safer operation airport operations, in partnership with the Airports Council International – Africa (ACI-Africa) and the European Union – Africa Safety in Aviation (EU-ASA). It also encouraged Member States and other international organizations to facilitate and support this initiative.

24.10 Information papers by: Czechia on behalf of the Member States² of the European Union, other Member States³ of the European Civil Aviation Conference (ECAC), European Organisation for the Safety of Air Navigation (EUROCONTROL) and co-sponsored by Brazil (A41-WP/283); and Ecuador, supported by Bolivia (Plurinational Republic of), Panama, Uruguay and Venezuela (Bolivarian Republic of) (A41-WP/587) were noted.

Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan)

24.11 The Committee reviewed A41-WP/103, presented by the Council, which reported on the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan). The Committee noted that significant progress in enhancing aviation safety in Africa has been achieved as a result of the considerable work and actions undertaken through the AFI Plan in collaboration with aviation partners. It also recognized that the current situation requires additional efforts, resources and time to sustain and enhance the achievements attained so far, through provision of additional assistance to States to strengthen their safety oversight capacities and support the attainment of the Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP) goals in the region.

24.12 The Committee reviewed A41-WP/265, presented by AFCAC on behalf of its Member States¹, which underlined the considerable achievements made through the implementation of the AFI Plan, while emphasizing the role of African States, AFCAC and Regional Safety Oversight Organizations (RSOOs) in harnessing cooperation and collaboration with ICAO towards resolving deficiencies and improving safety oversight capacities in States. Therefore, the Committee endorsed the continuation of the AFI Plan as a key framework for addressing safety related deficiencies in the African continent, as well as its further extension from 2024 to 2030, and accordingly urged States, international and regional organizations, finance institutions and industry to continue to make financial, in-kind and other contributions to support the implementation of the AFI Plan.

24.13 An information paper by AFCAC on behalf of its 54 Member States¹ (A41-WP/300) was noted.

Comprehensive Regional Implementation Plan for Security and Facilitation in Africa (AFI SECFAL Plan).

24.14 The Committee reviewed A41-WP/40, presented by the Council, which reported on the Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan). The Committee recognized that the AFI SECFAL Plan has progressively exhibited the maturity to achieve its aspirations and objectives to support the sustainable elevation of the African average Effective Implementation of the Critical Elements of State Aviation Security Oversight Systems and compliance with the provisions of Annex 17 – *Aviation Security* and Annex 9 – *Facilitation*, despite the challenges posed by the COVID-19 pandemic. This has been achieved through building technical expertise and harmonization of processes through the AFCAC Collaborative Experts Scheme (AFI-CES), sharing of resources and information, embracing technological developments, and adopting best practices. The AFI-CES has been established with a pool of experts available in the Region to support the execution of the AFI SECFAL Plan Work Programme activities and implementation of State-specific projects using the subject-matter experts already available in Africa.

24.15 The Committee also stressed the importance of establishing a sustainable funding mechanism for the Plan, thereby enabling the completion of State-specific projects and the initiation of new activities to address the root causes of persistent areas of deficiency, as identified from analysis of the USAP-CMA audit results. Improving efficiencies and eliminating duplication, strengthening regional cooperation and collaboration, and advocacy for increasing validation activities will continue to characterize the long-term planning and related strategies to maintain and assure the relevance of the Plan. It further noted that the extension of the term of the AFI SECFAL Plan from 2024 to 2030 in line with the Global Aviation Security Plan (GASeP) Roadmap and its future revisions, on an adequately funded basis, is essential to safeguard the coordinated development and enhancement of aviation security and facilitation in Africa.

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¹ Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cabo Verde, Cameroon, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

² Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden

³ Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, North Macedonia, Norway, San Marino, Serbia, Switzerland, Türkiye, Ukraine and the United Kingdom