



ANB Business Plan Funding Opportunities 2024

Presented by ICAO

Development of regional dashboards

Extend the work on regional dashboards led by SAM and NACC to Asia Pacific (APAC), Easter and Southern Africa (EASF), Middle East (MID), and Western Africa (WACAF)

TBD Reference: 2025-GLOBAL/1986

Status: Pending

Details

Beneficiary States or Organizations:

(MID), and Western Africa (WACAF) Asia Pacific (APAC), Easter and Southern Africa (EASF), Middle East

Problem statement and needs

- ICAO regional offices serve States with regional needs and priorities. While these will always fall under the framework of the Global Plans, and while all global priorities and programmes apply to all States, a localized approach is needed to provide dashboards to accommodate for the variations.
- The dashboards, however, must be built on a common suite of technologies and data maintenance methodologies to allow for scalability.
- In 2021 ICAO, led by the South American (SAM) regional office and with the support of the Air Navigation Bureau (ANB) developed a regional dashboard for the SAM region.
- In 2023, based on the work in the SAM region, ICAO, led by the North and Central American and Caribbean (NACC) office developed a dashboard for the NACC region, with the support of ANB..
- Based on the experience of the SAM and NACC offices there is a need to expand the dashboards to cover the APAC, EASF, MID and WACAF regions.

Implementation support components and activities

- Design and implement a regional dashboard for the APAC, EASF, MID and WACAF regions.
 - o Hold kick off workshops with regional office staff
 - o Design the dashboard and data entry interfaces
 - o Remote train regional office staff to update the data and use the dashboards
 - o Develop job aids for users of the dashboard

Expected outcomes

- Global coverage by ICAO regional dashboards.
- High level of usage and accuracy of regional dashboards.

Risks level

Medium

Project value: 500000 USD

Duration: 36 months

Last updated: 2024-07-26T18:37:26Z

Implementation of the Innovation Strategy (a High Priority Enabler of the next ICAO Strategic Plan)

TBD Reference: 2025-GLOBAL/1987

Status: Pending

Details

Beneficiary States or Organizations: All

Problem statement and needs

- to enhance ICAO's role to enable Members States to benefit from innovation in the air transport sector, to address related challenges and for ICAO to develop policies, guidance and tools, in a manner that leaves no country behind
- guide the identification and implementation of innovation to increase the effectiveness and efficiency of the Organization

Implementation support components and activities

- Establish an inclusive dialogue, including at the strategic level , with relevant stakeholders
 - o Establishing an online centralized platform providing transparency to stakeholders on ICAO innovation activities and through which they can provide input so as to increase ICAO awareness
 - o Mutually participating in various fora for the purpose of sharing strategic advice, best practices and ideas for the future of civil aviation
 - o Develop and deliver Innovation Workshops
- Develop and maintain a standardization roadmap building upon and consistent with ICAO's existing work , that captures all technological and process innovations in support of the ICAO Strategic Objectives, with a view to supporting the effective planning and resource management of the Organization, while also providing greater certainty and predictability to the industry regarding the timely development of the Standards and Recommended Practices (SARPs)
- Develop and enhance a culture of innovation within ICAO
 - o Develop and maintain an innovation sandbox, in order to create a transparent and controlled environment or platform that allows individuals and teams to experiment, test, and develop new ideas, products, services, or technologies in a safe and isolated space

Expected outcomes

- Promote an environment where innovation in aviation can flourish in all ICAO regions in line with NCLB
- Make Innovations known and accessible to all States
- Position innovation as a means to increase the efficiency and effectiveness of ICAO.

Risks level

Medium

Duration: 36 months

Project value: 800000 USD

Funded: 0 USD (0.0%)

Last updated: 2024-07-22T17:32:07Z

Enabling New Entrants to be catalyst for change through systems integration

TBD Reference: 2025-GLOBAL/1988

Status: Pending

Details

Beneficiary States or Organizations: All

Problem statement and needs

- The traditional paper-based, subject specific, approach to developing global polices and standards is reaching a breaking point. Many innovations in aviation face obstacles in their efficient uptake due to their multidisciplinary nature and the need for them to be accommodated within the current ridged non multidisciplinary frameworks - the proverbial fitting a round peg in a square hole conundrum.
- Developing new bespoke solutions to accommodate new entrants, while solving for the immediate need, adds to the complexity. This approach also does not allow for innovations to be vectors of transformation for all air space users.
- To address this issue a modern systems integration approach needs to be implemented. This will utilize digitalization and model based system engineering and will be applied incrementally

Implementation support components and activities

- Design and implement a systems integration framework for new entrants and innovations that interfaces, and has minimal duplication, with the existing mechanisms for conceptualizing, planning and delivering the technical work of ICAO, across the pillars of Standardization, Monitoring and Implementation Support.
 - o Design the overall system, including how to model use cases, requirements, policies, dependencies, and other elements.
 - o Ensure that the system and models are minimized and optimized to the role of ICAO.
 - o Define the interface between the systems and all relevant information captured in existing systems managed by ICAO.
 - o Achieve buy-in and validation of design from key internal stakeholders, making modification as necessary.
 - o Analyze the potential areas of existing work that could benefit significantly from the use of systems engineering
- Develop and implement a plan to roll out the system

Expected outcomes

- Increase the efficiency and effectiveness of multidisciplinary projects within the Air Navigation area by providing a digitalized and integrated approach to the work

Risks level

Medium

Duration: 36 months

Project value: 700000 USD

Funded: 0 USD (0.0%)

Last updated: 2024-07-22T19:11:35Z

Increasing Efficiencies in the Safe Integration of Commercial Space Transport Activities into the Airspace System

TBD Reference: 2025-GLOBAL/1989

Status: Pending

Details

Beneficiary States or Organizations: All ANSPs that manage air space affected by space launch and re-entries, and all space launch capable States.

Problem statement and needs

- Commercial space transport (CST) are increasing globally and often require coordination with multiple air navigation services providers (ANSPs). This increase requires new procedures that minimize the duration of airspace impacts and promote efficiency for integration of these activities into the airspace system. Increasing airspace system efficiency by reducing airspace impacts for all users reduces additional miles flown and additional fuel expended, leading to reduced CO2 emissions

Implementation support components and activities

- Develop guidance: o identify, compile and publish best practices on facilitating the safe and efficient navigation of aircraft around commercial space transport (CST) o develop guidance material for ANSPs including on NOTAM coordination, related air traffic management procedures and real time data-sharing for safety critical data dissemination
- ICAO/UNOOSA Collaboration o Co-host meeting on the sidelines of the United Nations (UN) Summit of the Future, or other relevant gathering of main parties □ Assess the political will of active space transportation nations to address airspace integration and airspace access challenges within the remit of the Chicago Convention □ Establish a line of communication between the air and space communities.
- o ICAO participation at UN Committee on Peaceful Uses of Outer Space (COPUOS) Legal Subcommittee
- o ICAO participation at UN COPUOS Plenary □ Provide a technical presentation updating participants of the ongoing work related to ICAO.
- o Mitigating risks of uncontrolled debris to civil aviation and airspace systems
- Collaboration with the Interagency Space Debris Coordination Committee (IADC) . o In collaboration with COPUOS, develop confidence measures for the calculation of danger areas used
- Airspace Integration of Space Operations o Establish a Dialogue CDM like forum between ICAO headquarters, ICAO Regional Officers, ANSPs and Stakeholders.
- o Hold joint UNOOSA/ICAO workshops in each ICAO Regional Office with the ATM Officers, ANSPs, State Space Regulators, and Stakeholders.
- o Manage communication and coordination between all parties, making the findings of the discussions readily available to all, for lessons learned and global harmonization.
- o Global Guidance – identify, compile, and publish best practices to facilitate the safe and efficient navigation of aircraft around commercial space transport activities to minimize miles flown and fuel used, reducing costs and the impacts on the environment.

- Critical decision windows
- Dynamic launch and reentry windows
- Danger Area implementation and considerations for ANSPs
- Time based launch procedures
- o Develop Workshops based on guidance material for ANSPs.
- o Present Workshops based on guidance material to ANSPs

Expected outcomes

- Develop practices that enable the safe and efficient integration of space operations.
- Enhance Safety and Efficiency of global airspace system – develop guidance and procedures to safely integrate space operations into airspace systems while minimizing disruptions.
- Optimize airspace management – implement strategies to reduce airspace closure times, minimize impacts on commercial aviation and improve overall airspace efficiency during space

Risks level

Medium

Project value: 1082000 USD

Funded: 0 USD (0.0%)

Duration: 36 months

Last updated: 2024-07-22T17:33:07Z

Development of a Satellite LADR system in Benin

TBD Reference: 2025-GLOBAL/1992

Status: Pending

Details

Beneficiary States or Organizations: Global Benefit Benin to act as the system host

Problem statement and needs

ANB/OPS has been working with Eurocontrol on the development of the Location of an Aircraft in Distress Repository (LADR) since April 2023. This system is now operational and provides a central repository for aircraft location information, accessible to ANSPs, Operators, SAR and other entities as defined by the State.

A need was identified to have a separate system, geographically distinct and independently maintained, to act as a mirror/backup system in case of any issues with the main LADR system. During the initial project stages, Benin offered to host such a system and provide the necessary support to run this, however additional funds are required to allow for development of the system.

Implementation of the satellite would increase the reliability and robustness of a system which is expected to be rarely used, but essential if needed.

Additionally this would offer a secondary connection point to the LADR system which might be preferable for some States, given the different geographical region of the satellite system.

Funding would be expected to cover the initial development of the system only, with ongoing support being provided, as agreed, by the host State.

Implementation support components and activities

Development of a satellite LADR system, to be a stand-alone independent system but which can connect to the primary Eurocontrol LADR system and exchange data.

Expected outcomes

Primarily the benefit of the second LADR system if resilience and robustness of the system. Accidents are fortunately rare but in the event one does occur, getting the last known position of the aircraft as soon as possible is of utmost importance. The satellite system will reduce the possibility of there being any service interruption for the LADR.

Risks level

Low

Project value: 500000 USD

Funded: 0 USD (0.0%)

Duration: 18 months

Last updated: 2024-07-22T19:11:11Z

ICAO Workshop on the Development and Implementation of a National Aviation Safety Plan (NASP)

TBD Reference: 2025-GLOBAL/1994

Status: Pending

Details

Beneficiary States or Organizations: States across all regions, not having published a NASP.

Problem statement and needs

Goal 3, Target 3.2 calls for all States to publish a NASP, in line with the latest ICAO Global Aviation Safety Plan (GASP) and applicable Regional Aviation Safety Plan (RASP). By July 2024, less than 50% of Member States (46%) had submitted a published NASP to ICAO for posting on the ICAO NASP Library (at: www.icao.int/nasplibrary). Therefore, the ICAO Workshop on the Development and Implementation of a National Aviation Safety Plan (NASP) is intended to develop competencies for persons involved in the development and implementation of a national aviation safety plan, in alignment with the GASP and the RASP. This includes identifying national operational safety risks and other safety issues, such as challenges related to the State safety programme (SSP) implementation, and planning initiatives to address them. The workshop will also address the States' strategic approaches to managing safety in civil aviation, including national safety goals, targets and indicators.

Implementation support components and activities

Introduction to the Global Aviation Safety Plan (GASP); - Challenges and Priorities in Safety Planning; - Introduction to the Regional Aviation Safety Plan (RASP); - Introduction to a National Aviation Safety Plan (NASP); Safety Performance Measurement. Follow up with individual support to States via the iPack "Developing a National Aviation Safety Plan".

Expected outcomes

- Competencies of persons involved in the development and implementation of a national aviation safety plan developed/enhanced; - National operational safety risks and other safety issues identified; - States' strategic approaches to managing safety in civil aviation, including national safety goals, targets and indicators addressed. Workshops would be followed up by individually through Regional Office to ensure participating States publish their NASP, as the ultimate deliverable.

Risks level

Medium

Project value: 250000 USD

Duration: 24 months

Last updated: 2024-07-25T15:22:08Z

Global Safety Intelligence Sharing and Exchange

TBD Reference: 2025-GLOBAL/1996

Status: Pending

Details

Beneficiary States or Organizations: All States and international organizations willing to participate

Problem statement and needs

States are facing challenges in developing Safety Intelligence, including mechanisms for the sharing and exchange of the same. ICAO can play an important role in the development of aviation safety intelligence based on the aggregation and integration of safety information from regional data and information sharing initiatives.

Implementation support components and activities

1. Development of a detailed proposal for the establishment of an integrated safety data analytics system, within ANB to foster the development, sharing and exchange of safety information and safety intelligence, including:
 - a) a strategic vision and mission statement;
 - b) a proposed governance framework,
 - c) clearly defined scope of work; and
 - d) resources required for a sustainable effort.
2. Review of the SARPs related to the protection of safety data, safety information and related sources to ensure they are fit for the purpose of establishing a global framework for the sharing and exchange of safety information and safety intelligence.
3. Establishment of a forum of the regional data and information sharing initiatives to facilitate the development of common and standard algorithms, criteria and indicators to be used in the analysis process.

Expected outcomes

An enhanced capacity of ICAO, Member States and Regional Safety Oversight Organizations to leverage existing safety data and safety information to facilitate aviation decision-making at all levels and support the management of aviation risk.

Risks level

Medium

Project value: 800000 USD

Duration: 24 months

Last updated: 2024-08-22T21:07:58Z

Annual CAPSCA Regional Meetings

TBD Reference: 2024-GLOBAL/1997

Status: Pending

Details

Beneficiary States or Organizations:

stakeholders and WHO.

All CAPSCA Member States, CAPSCA Partners, aviation industry

Problem statement and needs

Reference: HLCC and Assembly Resolution to strengthen CAPSCA: Since the inception of CAPSCA in 2006 in APAC, CAPSCA has expanded to all ICAO regions, contributing preparedness planning and management of public health emergencies in aviation. This included annual regional meetings that were not always held and not always well attended due to finance limitations. Some regional meetings have been combined to maximize resources. In addition, an additional day was added to inform regions on developments in aviation medicine as well. It is essential to maintain these regional meetings to determine state needs and ensure sharing of best practices.

Implementation support components and activities

Annual regional meeting all ICAO regions. Financial assistance to host these meetings is required, if not hosted by the States. There are three joint meetings (Americas, Africa, and EUR-MID) and one meeting for APAC every year.

2024: Second semester of the year (Africa and APAC meetings).

2025: Americas, Africa, APAC and EUR-MID.

2026: Americas, Africa, APAC and EUR-MID.

Expected outcomes

Promote learning and exchange of technical expertise across sectors, disciplines, and borders to identify synergies and overlaps for the collective generation of knowledge and to support the implementation of solutions, technologies, and tools.

Risks level

High

Project value: 87000 USD

Funded: 0 USD (0.0%)

Duration: 36 months

Last updated: 2024-07-24T14:24:21Z

Participation of CAPSCA in WHO Regional Meetings

TBD Reference: 2024-GLOBAL/1998

Status: Pending

Details

Beneficiary States or Organizations:

aviation industry stakeholders. All CAPSCA Member States, CAPSCA Partners including WHO and

Problem statement and needs

The ICAO HLCC and Assembly highlighted the need for better collaboration between the aviation and health sectors. ICAO and WHO concluded a MOU and work plan during the pandemic. The MOU is applicable on a global basis, but due to regional differences and priorities the work plans need to be adapted and monitored on a regional basis. Regional offices requests CAPSCA head office for funding. Regional collaboration between ICAO, WHO and other regional stakeholders is essential to define, monitor and manage smaller disease outbreaks and other public health emergencies.

Implementation support components and activities

Annual WHO Regional Meetings - Attendance of the Regional Coordinators at their corresponding WHO regional meeting (7 meetings per year, one per region).

Expected outcomes

ICAO adherence to MOU with WHO and continued collaboration with WHO and other relevant organizations to build capacity to prepare and respond to public health emergencies.

Risks level

High

Project value: 235200 USD

Funded: 0 USD (0.0%)

Duration: 36 months

Last updated: 2024-07-24T14:27:32Z

Global CAPSCA Annual Meeting

TBD Reference: 2025-GLOBAL/1999

Status: Pending

Details

Beneficiary States or Organizations:

stakeholders and WHO.

All CAPSCA Member States, CAPSCA Partners, aviation industry

Problem statement and needs

Since 2006 CAPSCA has provided guidance to the aviation industry in the management of public health emergencies in aviation. The ICAO Assembly instructed ICAO to review the CAPSCA framework and strengthen CAPSCA. New CAPSCA regional coordinators were appointed in regional offices due to retirement of previous coordinators. CAPSCA representatives from states also changed. It is necessary to build their competence and capacity.

Implementation support components and activities

A global meeting is held every three years. A virtual CAPSCA symposium was held in 2022, but no in-person global CAPSCA meeting. It is planned for 2026. Preparations start in 2025. Participants include ICAO CAPSCA coordinators, the ICAO Facilitation section, CAPSCA Member States and partners, WHO, other UN and public health agencies, and industry stakeholders.

Expected outcomes

- Review cooperation frameworks, partnerships, or other agreements.
- Facilitate multi-sector, multi-disciplinary and cross-border cooperation.

Sharing of information and best practices.

Capacity building of CAPSCA in all regions and member states

Risks level

High

Project value: 66500 USD

Funded: 0 USD (0.0%)

Duration: 18 months

Last updated: 2024-07-24T14:27:36Z

New Publication - Manual for the Management of Public Health Events in Aviation

TBD Reference:

2024-GLOBAL/2000

Status: Pending

Details

Beneficiary States or Organizations: All ICAO Member States (CAAs, Public Health Authorities) and all stakeholders involved in the management of public health events (aerodromes, air operators, etc.).

Problem statement and needs

Reference: HLCC recommendation and Assemble resolution to strengthen CAPSCA and PHE resilience. CAPSCA developed the COVID Cross-border Risk Management Manual during the pandemic as part of CART which was widely used during the pandemic. The manual's focus is COVID-19, which can be used in future for some airborne diseases, but not all due to variability in pathogens and different types of transmission. There is a need to review the manual and develop new modules on other types of disease transmission patterns to build resilience in aviation for all types of public health events.

Implementation support components and activities

Development of a new manual based on lessons learned during the COVID-19 pandemic with a generic framework, templates and checklists, for the assessment and management of different types of public health emergencies, with emphasis on different types of disease outbreaks (from the early warning phase of an outbreak up to the point where normal operations can resume). The guidance is to be structured according to the different transmission mechanisms - airborne and contact (direct or indirect) transmission to maximize aviation's resilience to future health emergencies of such transmission. It requires an SME, an editor and a graphic designer.

Expected outcomes

Increase States' Public Health Events preparedness and response capacity and capabilities.
Strengthen policy frameworks for the prevention and management of public health risks in aviation.
Review and expand or optimize CAPSCA technology, platforms, systems, processes, and tools to improve capacity-building and technical implementation support activities.

Risks level

High

Project value: 62000 USD

Funded: 0 USD (0.0%)

Duration: 18 months

Last updated: 2024-07-24T15:11:25Z

Development of a MED National Aviation Plan-Manual

TBD Reference: 2024-GLOBAL/2001

Status: Pending

Details

Beneficiary States or Organizations: All ICAO Member States (CAAs, Public Health Authorities) and all stakeholders involved in the management of public health events (aerodromes, air operators, etc.).

Problem statement and needs

Reference: HLCC recommendation and ICAO Assembly resolution to strengthen CAPSCA. The COVID-19 pandemic highlighted the need for development of a national aviation plan to manage public health emergencies. This plan has to be aligned with the International Health regulations and recommendations and the health policies and plans, and other relevant policies, within a state. This requires multi-sector collaboration with various government stakeholders, but specifically the health department. An iPack will improve collaboration, but there is still a gap on how to engage with other non-aviation stakeholders.

Implementation support components and activities

Development of a new practical step-by-step manual or combined publication with non-aviation stakeholders by collaborating with non-aviation stakeholders to develop and implement a National Aviation Plan to maximize aviation's resilience to future health emergencies. It requires an SME, an editor and a graphic designer to include references and information from WHO and other stakeholders' recommendation.

Expected outcomes

Assist States with the development and alignment of the National Aviation Plan for public health emergencies, ensuring collaboration with non-aviation sectors to align national plans and implement SARPs, International Health Regulations and other relevant policies and recommendations. This will improve states' Public Health Events preparedness and response capacity and capabilities, strengthen national frameworks and enable efficient decision-making.

Risks level

High

Project value: 62000 USD

Duration: 18 months

Last updated: 2024-07-26T16:47:02Z

Building Capacity on Public Health Emergency Preparedness and Response Planning - iPack

TBD Reference: 2024-GLOBAL/2002

Status: Pending

Details

Beneficiary States or Organizations: All ICAO Member States (CAAs, Public Health Authorities) and all stakeholders involved in the management of public health events (aerodromes, air operators, etc.).

Problem statement and needs

Reference: HLCC recommendation and ICAO Assembly Resolution to strengthen CAPSCA. The COVID-19 pandemic highlighted the need to build capacity to manage public health emergencies in aviation. Member states used the information and guidance provided by the Public Health Corridor iPack to build capacity and enter into multilateral agreements during COVID to mitigate the spread of disease and keep borders open. However, it could have been deployed earlier and ICAO experienced some problems due to the availability of state representatives. This iPack includes lessons learned from the PHC iPack to build capacity during non-emergency times using a more simplified approach.

Implementation support components and activities

Develop an iPack to build generic capacity in terms of preparedness and response planning addressing different types of potential public health event. The iPack would include guidance material, checklists, practical exercises and an action plan for the State to implement.

Expected outcomes

Improved capacity for states to prepare for and respond to different types of public health emergencies in future.

Risks level

High

Project value: 55000 USD

Funded: 0 USD (0.0%)

Duration: 36 months

Last updated: 2024-07-24T14:44:01Z

Developing a MED National Aviation Plan iPack

TBD Reference: 2024-GLOBAL/2003

Status: Pending

Details

Beneficiary States or Organizations: All ICAO Member States (CAAs, Public Health Authorities) and all stakeholders involved in the management of public health events (aerodromes, air operators, etc.).

Problem statement and needs

Reference: HLCC and Assembly resolution to strengthen CAPSCA, CAPSCA priority and state need. The COVID-19 pandemic highlighted the need to improve the emergency response mechanisms of States. One deficiency was that states did not have a National Aviation Plan to deal with public health emergencies. CAPSCA developed the technical guidance which now has to be reviewed, together with a strategy to reach out to states to promote implementation thereof to build resilience in aviation. States have reached out to CAPSCA to assist with the development or review of a National Aviation Plan. It was discussed at CAPSCA meetings and identified as a priority for CAPSCA. Apart from building resilience, the biggest advantage is that it will improve multi-sector and multi-state collaboration in their preparedness and response planning.

Implementation support components and activities

Develop an iPack to assist States with developing their National Aviation Plans. The iPack would foster national collaboration between different sectors and stakeholders and will include guidance material, checklists, practical exercises and an action plan for the State to develop and implement the technical medical requirements of a national aviation plan.

Expected outcomes

Multi-sector collaboration and implementation of a National Aviation Plan for public health emergencies aligned to other national plans within a state.

Risks level

High

Project value: 55000 USD

Duration: 36 months

Last updated: 2024-07-26T16:47:53Z

Public Health Events and Safety Measures Reporting, Implementation and Monitoring Tool

TBD Reference: 2024-GLOBAL/2004

Status: Pending

Details

Beneficiary States or Organizations: All ICAO Member States (CAAs, Public Health Authorities) and all stakeholders involved in the management of public health events (aerodromes, air operators, etc.).

Problem statement and needs

Reference: HLCC recommendation, CAPSCA priority, state and industry need. The COVID-19 pandemic exposed the need for better and timely sharing of scientific data and operational information to improve emergency response mechanisms and mitigate the spread of disease. States and aviation stakeholders did not have a single platform to enable sharing of information. The ICAO CRRIC platform filled the gap, but it would need to be adapted and used for all types of disease outbreaks and public health events, and used on a regular basis to from part of reporting during non-emergency periods to promote familiarization and enable better reporting and information sharing during emergencies.

Implementation support components and activities

Reporting mechanisms to enhance information sharing.
Repository of public health safety measures.

Expected outcomes

Assist States and aviation stakeholders with preparedness planning and timely response capacity during disease outbreaks and other emergencies, resulting in improved decision-making and sustaining aviation operations during emergencies, whether bilaterally, regionally or globally.
Strengthen decision-making mechanisms during non-emergency situations.

Risks level

High

Project value: 150000 USD

Duration: 24 months

Last updated: 2024-07-25T13:52:11Z

CAPSCA Training to Regional Leadership and Advisors

TBD Reference: 2024-GLOBAL/2005

Status: Pending

Details

Beneficiary States or Organizations: Key ICAO personnel, CAPSCA regional leadership and advisors.

Problem statement and needs

Reference: HLCC and Assembly Resolution. The COVID-19 pandemic highlighted the need to strengthen the CAPSCA framework and governance with clear roles and responsibilities. This requires training within ICAO regional offices and CAPSCA leadership from States. It will facilitate multi-sector collaboration and assist States with the implementation of mitigation measures during public health emergencies.

Implementation support components and activities

Provide updated ICAO training to regional leadership and advisors globally. Provide training to new ICAO CAPSCA regional coordinators and technical advisors on updated SARPs, WHO regulations and how to support states and the industry with implementation.

Expected outcomes

Build capacity in all ICAO regions (20 additional advisors in 3 years).

Risks level

High

Project value: 18200 USD

Funded: 0 USD (0.0%)

Duration: 36 months

Last updated: 2024-07-24T14:36:39Z

Global Medical Provisions Study Group (MPSG) Meeting

TBD Reference: 2025-GLOBAL/2006

Status: Pending

Details

Beneficiary States or Organizations: All ICAO State Members, aviation medicine community and aircrew.

Problem statement and needs

Reference: MPSG and states request. Medical conditions, aviation psychology, mental health and operational challenges linked to physiology can endanger flight safety. The MPSG identifies risks and suggest solutions to mitigate risk. Work by the MPSG is primarily being done remotely, but it is important to have regular in-person meetings and have been requested by states. It would be ideal to expand it to an ICAO Aviation Medical Symposium as aviation medicine conference registration fees are very expensive with expensive travel costs, leaving some countries behind.

Implementation support components and activities

A global in-person MPSG meeting is planned for 2026. Preparations start in 2025. Assistance is needed for meeting room, administrative arrangements, meals and financial support, including for some members states to enable their participation and build capacity.

Expected outcomes

Sharing of best practices, developing risk assessment methodologies, promote learning and building capacity to promote aviation safety and harmonization of standards.

Risks level

High

Project value: 35000 USD

Funded: 0 USD (0.0%)

Duration: 18 months

Last updated: 2024-07-24T18:38:49Z

Aeromedical Evaluation and Risk Assessment iPack - For Medical Assessors.

TBD Reference:

2024-GLOBAL/2007

Status: Pending

Details

Beneficiary States or Organizations: All ICAO State Members, aviation medicine community and aircrew.

Problem statement and needs

Reference: State expressing a need for assistance with availability of medical assessors and need to harmonize medical standards and decisions. Some states do not have their own medical assessors and other states have limited numbers of complicated medical cases requiring decisions and limited experience. The situation causes circumstances where medical standards are not harmonized globally which could endanger flight safety.

Implementation support components and activities

Development of an Aeromedical Medical Assessor digital support network and iPack. An SME is required to develop content for guidance material and training.

Expected outcomes

Sharing of best practices, developing risk assessment methodologies, promote learning and enhancing harmonization of medical standards and protocols to promote safety.

Risks level

High

Project value: 45000 USD

Duration: 18 months

Last updated: 2024-07-25T15:42:15Z

Mental Wellbeing in Aviation iPack.

TBD Reference: 2024-GLOBAL/2008

Status: Pending

Details

Beneficiary States or Organizations: All ICAO State Members, aviation medicine community and aircrew.

Problem statement and needs

Reference: Previous Assembly decision and HLCC recommendation that ICAO review and improve the mental health framework in aviation. Mental health conditions can endanger flight safety. The iPack will assist States to develop practical health promotion and communication tools, medical certification protocols and medical examiner and assessor training to encourage healthy behaviour in pilots, encourage them to seek assistance and support treatment to facilitate pilot fitness and return to duty.

Implementation support components and activities

Development of a Mental Health Risk Assessment iPack with dedicated guidance to Medical Examiners and Medical Assessors. An SME is required to develop content for guidance material and training.

Expected outcomes

Sharing of best practices, developing risk assessment methodologies, promote learning and developing protocols to promote safety and harmonization of standards.

Risks level

High

Project value: 45000 USD

Funded: 0 USD (0.0%)

Duration: 18 months

Last updated: 2024-07-24T14:35:07Z