



ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 20: No Country Left Behind Initiative

COORDINATING THE EXCHANGE OF EXPERIENCE ON THE IMPLEMENTATION OF
STANDARDS AND RECOMMENDED PRACTICES

(Presented by Azerbaijan)

EXECUTIVE SUMMARY

This document presents the proposal of Azerbaijan to coordinate the exchange of experience of States in the region with a higher level of implementation of the Standards and Recommended Practices (SARPs) by ICAO Regional Offices.

Action: The Assembly is invited to recognize the role of ICAO Regional Offices in ensuring the continuous support of ICAO Member States in the effective implementation of Standards and Recommended Practices (SARPs), through the coordination of lessons learned and the exchange of experience in the implementation of SARPs among States.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives of the ICAO's <i>No Country Left Behind</i> (NCLB) Initiative.
<i>Financial implications:</i>	The activities referred to in this paper were undertaken within the resources available in the ICAO Regular Program budget for the triennium.
<i>References:</i>	Doc 10075, <i>Assembly Resolutions in Force</i> (as of 6 October 2016) A39-WP/23 A39-WP/47

¹ English and Russian versions provided by Azerbaijan.

1. INTRODUCTION

1.1 The implementation of international aviation standards in States is a prerequisite to ensure a safe, environmentally sound and economically viable air transport system. The resolutions of the 39th Session of the ICAO Assembly have called on States to increase the implementation of ICAO's Standards and Recommended Practices (SARPs). Within the *No Country Left Behind* (NCLB) Initiative approved by the Council of ICAO, efforts are being made by the Organization to assist all States in effectively implementing SARPS through ICAO current programs.

1.2 One of the tools that have positively influenced the States' activity in increasing the level of implementation of SARPs is the audits conducted by ICAO. The action plan for the implementation of the ICAO Universal Safety Oversight Audit Program includes CMA audits, coordinated by ICAO ICVM missions, validation activities, on-site audits and workshops. ICAO also conducts ICVM missions in those States where significant safety concerns (SSC) were found. Such missions are scheduled after ICAO receives information from the State that the SSCs have been resolved.

2. AZERBAIJAN'S EXPERIENCE AND ICAO TECHNICAL ASSISTANCE

2.1 In accordance with the Memorandum of Understanding signed between Azerbaijan and ICAO in 2015 regarding the Universal Safety Oversight Audit Program (USOAP)/Continuous Monitoring Approach (CMA), an ICAO Coordinated Validation Mission (ICVM) was successfully conducted in Azerbaijan from 2 to 11 July 2018. The success of Azerbaijan and the progress made in solving safety oversight difficulties and improving the level of effective implementation (EI) of SARPs was acknowledged by the delivery of a Council President Certificate in 2018.

2.2 During the celebration of the 70-year anniversary of the ICAO European/North Atlantic Office (EUR/NAT), the Technical assistance agreement for civil aviation of Azerbaijan was signed on 7 July 2016 that allowed Azerbaijan to streamline the work on the elimination of deficiencies identified during the initial audit conducted in 2015 within the framework of the ICAO Universal Safety Oversight Audit Program (USOAP). The following progress had been made from 2016 to 2018 by the civil aviation of Azerbaijan both in the organizational structure and in the implementation of the corrective action plan:

- a) the Parliament of Azerbaijan adopted amendments to the "Law On Aviation" related to the development of the State Safety Programme (SSP);
- b) the State Inspectorate on Civil Aviation Flight Safety under the State Civil Aviation Agency (SCAA) was established by the Decree of the President of the Republic of Azerbaijan that allowed to increase the staffing level of inspectors, and to more efficiently allocate funds for initial and recurrent training of staff;
- c) the State Safety Programme and Regulations for its application were approved; and
- d) Workshops and trainings were held in various fields, including PANS OPS, AIS and etc.

2.3 The successful completion of ICVM is directly linked to the technical assistance swiftly provided by ICAO under the EUR/NAT AZE 16001 project. Numerous visits of ICAO staff to Azerbaijan within more than a two-year period were organized in order to provide mentoring activities

and training of local civil aviation experts, and consultations on drafting of corrective action plans were held.

2.4 Support has been provided to Azerbaijani SCAA by a number of civil aviation authorities of European Region, in close coordination with the ICAO EUR/NAT Office, in improvement of aviation legal framework and arranging of personnel training. In particular, member States of the Black Sea-Caspian Group (BSCG) contributed significantly to the process.

3. **RECOMMENDATION**

3.1 Given the fact that quite a significant number of ICAO Member States are experiencing a shortage of required funds for effective and consistent development of their infrastructure and human resources in civil aviation, coordination of actions is needed while assessing the required assistance and learning the experience of other countries with a higher level of effective implementation of SARPS. Building partnerships between States of their region and resource sharing is necessary to obtain sustainable and predictable funding for technical support.

3.2 The ICAO Regional Offices have a highly qualified staff and all necessary information on the situation in civil aviation authorities of different countries with a similar structure of authorities and volume of air traffic as well as population. In this regard, we support the role of ICAO Regional Offices as a coordinator between States in their region on sharing of expertise.

3.3 In conclusion, it is worth noting that the key to improving the level of effective implementation of SARPs in all regions is transfer of experience from States with a higher level of effective implementation of SARPs to those States that had deficiencies identified during audits previously conducted by ICAO. Focusing on States with significant safety concerns, ICAO will be able to assist in minimizing inherent safety risks and implementation of SARPs by the States.

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