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**ASSEMBLY — 40TH SESSION**  
**REPORT OF THE EXECUTIVE COMMITTEE**  
**ON**  
**AGENDA ITEM 20**  
**REVISION NO. 1**

The attached report on Agenda Item 20  
has been approved by the Executive Committee.

*Note.— After removal of this covering sheet, this paper should be inserted in the appropriate place in the report folder.*

**Agenda Item 20: No Country Left Behind Initiative***No Country Left Behind (NCLB) Initiative*

20.1 The ICAO Secretariat presented A40-WP/49 *Report on the ICAO No Country Left Behind (NCLB) initiative*, highlighting the measures taken during the last triennium to promote this initiative and to incentivize capacity-building and assistance projects. The Executive Committee recognized the crucial importance of the NCLB initiative to support ICAO Member States in the effective implementation of the ICAO SARPs, policies, plans and programmes which support a safe, secure, efficient, economically viable and environmentally sound air transport system.

20.2 The Committee expressed strong appreciation for the initiative of the President of the Council of ICAO, in creating NCLB; and for ICAO's positive efforts in providing technical assistance to its Member States in order to enhance the implementation of SARPs and increase the effective implementation (EI) rates in safety and security in each Region, in support of the NCLB initiative.

20.3 The Committee noted A40-WP/88, presented by Azerbaijan, and recognized the role of ICAO Regional Offices in providing direct support to ICAO Member States in the effective implementation of SARPs and in coordinating this assistance therein, under the auspices of the NCLB initiative.

20.4 The Committee noted A40-WP/107, presented by the European Union on behalf of the European Union and its Member States, the other Member States of the European Civil Aviation Conference; and by EUROCONTROL and co-sponsored by New Zealand and Canada, and reaffirmed its support to the No Country Left Behind Initiative and acknowledged the contributions to this initiative to improve the overall performance of aviation at global level. In order to enhance the effectiveness of capacity-building activities, the Committee invited ICAO to intensify its support to its Member States in the implementation of SARPs, with associated indicators on the success of SARPS implementation. Recognizing the added value and complementarity of capacity-building activities undertaken by ICAO, individual States, regional organizations and industry, the Committee requested ICAO to hold a coordinating and information sharing role between the various stakeholders involved in the provision of assistance and to encourage the use of existing coordination mechanisms for the planning and implementation of such targeted assistance, such as ASIAP for aviation safety and air navigation. The ICAO Secretariat informed the Committee that a database mapping of all capacity-building and assistance projects in the area of aviation security and an ASIAP Technical Assistance Project Database had been developed, and these tools could be enhanced and could be expanded to other Strategic Objectives. A40-WP/107 was complemented with the information provided in A40-WP/106, listing the various capacity-building and assistance projects across ICAO's strategic objectives.

20.5 Mexico presented A40-WP/437, describing its experience as a beneficiary of the Systemic Assistance Programme (SAP) established by ICAO's Regional Office for North America, Central America and the Caribbean (NACC). The Committee recognized the existence of similar capacity-building and assistance activities undertaken in all ICAO Regional Offices and invited the exchange of best practices and experience in the implementation of SARPS among States thereon, while taking into account the specificities and priorities of the States accredited to each Regional Office.

20.6 The Committee considered A40-WP/220, presented by South Africa, and encouraged States in intensifying their direct assistance to other States, for instance at the regional level, in order to enhance the implementation of SARPs, with associated monitoring activities. The ICAO Secretariat informed the Committee that the promotion of regional coordination through close partnerships with regional organizations and regional civil aviation bodies is aligned with ICAO's Policy on Regional Cooperation. Such efforts complement the programmes initiated by ICAO with the view to enhancing the effectiveness of capacity-building and assistance activities, such as ASIAP, in the area of aviation safety. ICAO Member States were encouraged to consider their active participation in such programmes as a means to better coordinate technical assistance activities. Such activities can contribute to achieving the objectives of ICAO's Global Aviation Plans and sustain ICAO's capacity-building and assistance activities and, consistently with the recommendations of A40-WP/107, ICAO Secretariat should be informed accordingly. In light of the extensive support expressed for the Working Papers presented, the Committee agreed to recommend the Assembly to:

- a) urge the Council to continue its work to raise global awareness on the importance of the effective implementation of ICAO's SARPs, policies, plans and programmes which support a safe, secure, efficient, economically viable and environmentally sound air transport system;
- b) urge the Secretary General to continue intensifying technical assistance and technical cooperation activities to further implement the NCLB initiative, notably the general implementation support activities following the publication of new SARPs;
- c) 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;
- d) invite ICAO to apply a systemic approach to its targeted State support activities and to intensify the implementation support, technical support and assistance activities of the Secretariat;
- e) recognize the added value and complementarity of capacity-building activities undertaken by ICAO, individual States, regional organizations and industry and request ICAO to coordinate targeted regional or State support with other partners via ASIAP, for aviation safety and air navigation;
- f) encourage States and regional organisations to keep ICAO informed about their assistance activities in order to allow a coordinated approach to technical assistance activities, ensuring the best use of existing resources and to reduce duplication of efforts;
- g) support the exchange of information between the ICAO Regional Offices on the best practices in relation to capacity-building and assistance, reminding that due consideration should be given to the specificities and priorities of the States accredited to each Regional Office; and

- h) encourage States to work with ICAO to proactively plan, coordinate, and implement Regional Cooperation, and to monitor the results against the impacts of achieving improved aviation safety and security.

20.6.1 It should be noted that the actions addressed to ICAO will be undertaken subject to the resources available in the 2020-2022 regular programme budget and/from extra budgetary contributions.

20.7 A40-WP/233 from Indonesia and A40-WP/452 from Uruguay were submitted for information.

*Pacific Island Developing States (PSIDS)*

20.8 In A40-WP/47, the Council provided an update on the feasibility study related to the Pacific Small Island Developing States aviation needs analysis (PSIDS Study), following-up on a decision of the 39th Session of the Assembly documented in A39-WP/501, Report of the Executive Committee on Agenda Item 28. The Executive Committee noted the information on the scope, purpose, methodology and principles of the study and extended its appreciation to Australia, Chile, China, Fiji, Singapore, the United Kingdom and the United States for their in-kind and financial contributions. Furthermore, the Executive Committee was informed that due consultation had taken place on the study's draft conclusions and recommendations with the fourteen States included in the PSIDS Study. The Executive Committee also noted that the ICAO Secretariat would present the final report to the 218th Session of the Council, which would be directed to review the recommendations and develop an implementation roadmap. It was noted that the recommendations may require the mobilization of resources and expansion of partnerships with Governments, the private sector and the relevant United Nations organizations.

20.9 The Committee considered A40-WP/210, presented by Australia and co-sponsored by New Zealand, the Pacific Aviation Safety Office (PASO), Samoa, Singapore and Tonga, and noted the challenging demographic and operational conditions of the small island States located in the Asia-Pacific Region. A40-WP/210 called for adequate support to enhance the implementation of SARPs in the area of safety, as well as air navigation capacity and efficiency, with a particular focus on the PSIDS, in line with the Beijing Declaration and the findings of the ICAO PSIDS Needs Analysis Study.

20.10 A40-WP/310 was presented by Papua New Guinea, on behalf of the Cook Islands, Fiji, Kiribati, the Marshall Islands, the Federated States of Micronesia, Nauru, Palau, Papua New Guinea, the Solomon Islands, Samoa, Singapore, Tonga, Tuvalu and Vanuatu. The Working Paper highlighted the unique set of challenges faced by the PSIDS, linked in particular to their limited resources, remoteness, and susceptibility to natural disasters, but also the key importance of aviation for these States' socio-economic development. In this context, A40-WP/310 welcomes the efforts undertaken by ICAO and donor States to enable the conduct of the PSIDS Study.

20.11 New Zealand presented A40-WP/385, highlighting the numerous activities it has undertaken to support the PSIDS in the areas of aviation safety and security. New Zealand further emphasized the importance of the ICAO PSIDS Needs Analysis Study in promoting a regional approach to support PSIDS and in facilitating their ownership of the subsequent recommendations. Being mindful of the challenges faced by most small PSID States, New Zealand encouraged the actions of the PSIDS study to ensure its recommendations are practical, proportionate and cost-effective.

20.12 The Executive Committee noted the wide support expressed by States for the recommendations included in the Working Papers. It was also acknowledged that the lessons learned through the development of the PSIDS study could benefit other SIDS.

20.13 In particular, the Committee noted that a number of States drew attention on the necessity to devote appropriate resources to the ICAO APAC Regional Office, in light of the specific characteristics of the Pacific Small Island Developing States. The Committee also noted that additional support would be needed for the implementation of the recommendations stemming from the PSIDS Study. In this respect, the Executive Committee recommends the Assembly to:

- a) call for the results of the PSIDS study to be duly taken into consideration in the strategic planning of ICAO activities;
- b) direct the Council to review the recommendations contained therein and develop an implementation roadmap; and
- c) direct the Council to determine how the lessons learned and recommendations stemming from the PSIDS study could benefit other Small Island Developing States (SIDS).

20.14 It is recommended that all ICAO actions aimed at better supporting the implementation of the Beijing Declaration (at the regional and national levels), helping progress towards ICAO global targets, and supporting the implementation of recommendations stemming from the PSIDS study be considered with respect to existing priorities funded through the 2020-2022 Budget and the availability of extra-budgetary resources.

— END —