



DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Second Meeting (DGCA-MID/2)
(Jeddah, Saudi Arabia, 20-22 May 2013)

Agenda Item 9: Technical Cooperation

THE ICAO TECHNICAL CO-OPERATION PROGRAMME IN THE MID REGION AND EXAMPLES OF PROJECTS IN OTHER REGIONS

(Presented by the Secretariat)

SUMMARY

This paper provides an overview of the ICAO Technical Co-operation Programme implemented in the Middle East (MID) Region in the last two years. It also provides some examples of civil aviation projects under implementation in other Regions that could serve as guidelines for States in the MID Region when requesting assistance from ICAO.

Action by the meeting is at paragraph 4.3.

1. INTRODUCTION

1.1 During the Sixth Worldwide Air Transport Conference (ATConf/6) held in Montreal in March 2013, it was reported that ICAO's long term forecast is that scheduled traffic will more than double by the year 2030, increasing from 2.9 billion passengers last year, to more than 6 billion. The number of departures should also double from 30 to 60 million a year over the same period. On the cargo side, the total value of goods transported by air represents 35% of all international trade and 0.5 per cent in terms of volume, a trend that is also expected to continue in the future. The potential benefits of growth are enormous, but there is a good chance that these will not fully materialize unless States create the appropriate context for a sound air transport system.

1.2 In the Middle East (MID) Region, the commercial aviation sector has seen rapid growth over the past decade. This reflects the growing stature of the Region, its States and aviation within. Airport development activities in the region and growth in the aviation sector go hand in hand. Airline operators in the MID continue the process of expanding their fleets to cater for the significant increase in passenger traffic. This rapid growth brings challenges: growth must not detriment Safety, Security and Environment.

1.3 In 2012 the ICAO Council adopted a new Vision for ICAO, which is to “*Achieve the sustainable growth of the global civil air aviation system*”. The Council also adopted five Strategic Objectives for the Organization for the 2014-2016 triennium, i.e. “*Safety; Air Navigation Capacity and Efficiency; Security and Facilitation; Economic Development of Air Transport; and Environmental Protection*”.

1.4 Within this context, one important priority of ICAO’s work throughout the last five decades has been to assist States in the improvement of their civil aviation through projects implemented under its Technical Co-operation Programme. Since its establishment in 1952, the ICAO Technical Cooperation Bureau (TCB) has successfully implemented over USD 2.5 billion worth of civil aviation projects. With an average annual programme size of USD 200 million, TCB is involved in approximately 100 projects each year with individual project budgets ranging from less than USD 20,000 to over USD 120 million over the duration of the project.

2. PROJECT IMPLEMENTATION IN THE MID REGION

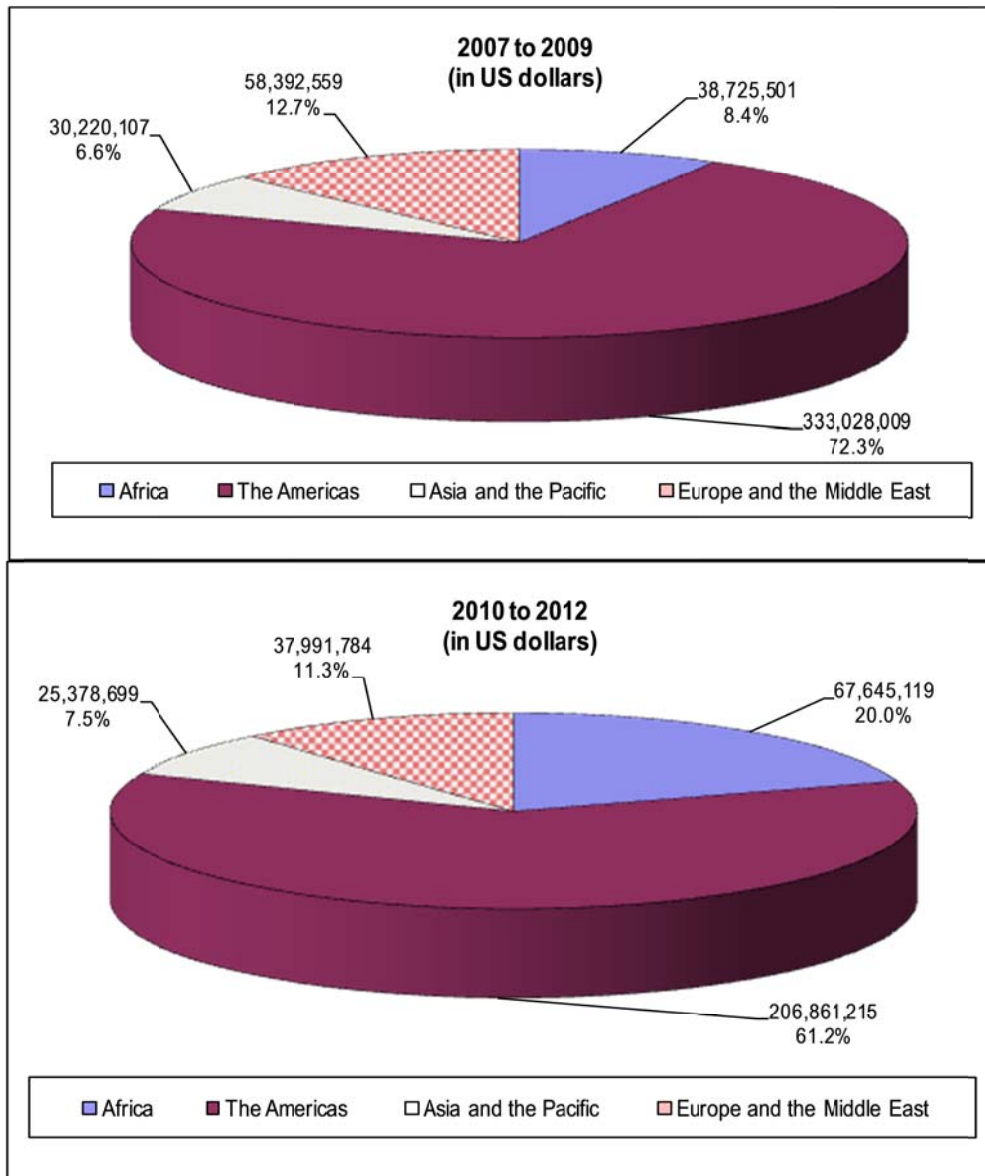
2.1 In 2012 TCB worked with six States in the MID Region, i.e. Egypt, Jordan, Lebanon, Oman, Qatar and Saudi Arabia, providing assistance in the improvement of their regulatory framework, training and development of the supporting infrastructure. Kuwait and Libya are also expected to initiate project activities in 2013. Moreover, TCB manages three regional projects in the Region, i.e. the Co-operative Development of Operational Safety and Airworthiness Project Gulf States (COSCAP-GS); the Co-operative Arrangement for Prevention of Spread of Communicable Diseases by Air (CASPCA); and the MIDRMA Custodian Agreement. Details on the implementation of the Co-operative Aviation Security Programme (CASP-MID) project are currently being discussed with participating States. The total expected Programme implementation volume in the Region for 2013 is USD 9.6 million.

2.2 The types of projects implemented in the region comprise of:

- i) Assessment of a runway at an international airport;
- ii) Reactivation of a Civil Aviation Safety Centre;
- iii) Support in air traffic control, airport engineering, flight operations and airworthiness matters;
- iv) Assistance in operational safety and continuing airworthiness;
- v) Assistance in the prevention of spread of communicable diseases by air;
- vii) Capacity building in the areas of safety, security and air navigation;
- viii) Preparation of a Master Plan for airport development and a Facilitation programme;
- ix) Assistance for machine-readable travel documents (MRTD) development;
- x) Training of national staff on safety oversight; and
- xi) Development of an Environment Action Plan.

2.3 The total implementation volume of the ICAO Technical Co-operation Programme for the 2010-2012 period by geographical region is illustrated in Chart 1. The Africa Region accounted for 20.0% of the total Programme implemented, as compared with 8.4% in the previous triennium, with a substantial programme growth in the order of 74.7%. The Asia and Pacific Region represented 7.5% of total Programme delivery over an average ratio of 6.6 % for the 2007-2009 period. Nevertheless registering a decrease of 16.0 % in its programme volume in the reporting period, the Americas Region continued to account for the majority of the Programme delivery at 61.2%, as compared to 72.3% in the preceding triennium. Finally, the Europe and the Middle East Region accounted for 11.3% of total implementation, compared to a ratio of 12.7% in the previous period, demonstrating a small programme decrease of 6.9%.

Chart 1



2.4 For the present year the Programmes total estimated implementation amounts to USD 126.0 million, out of which a programme of USD 9.6 million is expected to be implemented in the MID region, representing less than 8% of the total.

2.5 Out of a total of 95 active technical cooperation projects in 2012, 20 projects were implemented in Africa; 24 in the Asia and the Pacific Region; 37 in the Americas; 02 in Europe; and 12 projects in the MID Region.

3. PROJECT IMPLEMENTATION IN OTHER REGIONS

3.1 The ICAO Technical Co-operation Bureau (TCB) implements varied types of projects in different areas of the world. These projects are related mainly to four areas of civil aviation, i.e. the rectification of deficiencies identified through ICAO's audits; training of national staff; capacity building; and procurement of services and goods.

3.2 Beginning 2011 TCB had a new management in place. The new Director and Deputy Director were involved in transforming it into a more efficient and effective Bureau. ISO 9001-2008 was implemented, some staff were replaced and the structure was modernized. Furthermore, new procedures for coordination of TCB's projects with the Air Navigation Bureau (ANB), the Air Transport Bureau (ATB) and the Regional Offices were established, including criteria on the use of ICAO Voluntary Funds for safety and security related projects. The result of this transformation is that, during the last two years, more efficient and effective projects have been implemented and a Quality Assurance mechanism has been developed. Some examples of these successful projects are:

3.2.1 In the Africa Region, TCB is implementing a large-scale project for ASECNA, which is related to the procurement of eleven radar stations and five associated control centers. In less than one year TCB developed technical specifications, issued the tender, evaluated the offers, negotiated and signed the contract. The value of the contract is USD 35 million and its implementation started in early 2013. This project will enhance the capability of ASECNA to control their airspace with top of the line technology. Training and technology transfer are also contemplated in the project.

3.2.2 In Eastern Europe TCB is implementing a very important safety-related project. This three-year project started early this year and its main objectives are to assist the State in remedying the findings from the last ICAO USOAP audit and to build the safety oversight capabilities of the Civil Aviation Authority to sustain its role into the future. TCB recruited eight experts in various disciplines and is monitoring their work in coordination with the ICAO Regional Office in Europe.

3.2.3 In South America a very important project was implemented in the area of airport development. A team of six experts in different disciplines worked together, under TCB's guidance to produce a detailed Master Plan for the State's main international airport with a five, ten and twenty-year phased-implementation. The implementation of the first phase is ongoing and is expected to be completed in June 2014.

3.2.4 In the Asia and the Pacific Region, another important safety-related large-scale project was initiated in 2009 and extended to 2014 with the objective of enhancing the safety oversight capability of the State's Directorate General of Civil Aviation. Under TCB's guidance, the project has promoted a proactive approach to flight safety and the prevention of aircraft accidents through improved organization, increased availability of trained and qualified safety oversight inspectors and surveyors, and the updating of civil aviation legislation, regulations and procedures for improved compliance with ICAO SARPs and the Global Aviation Safety Plan (GASP).

4. OUTCOME

4.1 The overall purpose of the ICAO Technical Co-operation Programme is to promote the enhancement of oversight capabilities of States and their compliance with international requirements and to assist in the upgrading of civil aviation infrastructure in the airport and air navigation areas and in the development of human resources. Where projects may vary in size and scope, their immediate objectives will always reflect established governmental priorities.

4.2 There are a number of unique advantages for recipient States in using the services of the ICAO Technical Co-operation Bureau. Being a non-profit organization, ICAO can offer its services under most favorable and cost-effective conditions. As it does not represent any particular national or commercial interest nor the interest of any donor, it guarantees strict neutrality, objectivity and transparency. Furthermore certain important privileges may be applicable to civil aviation authorities procuring equipment through ICAO, based on its status as a United Nations Specialized Agency, and given the volume and frequency of purchases carried out, important economies of scale are realized.

4.3 Based on the above, the meeting is invited to agree to the following Draft Conclusion:

***DRAFT CONCLUSION 2/XX: ICAO INVOLVEMENT IN THE
IMPLEMENTATION OF CIVIL AVIATION
PROJECTS IN THE MID REGION.***

*That, MID States consider associating themselves with ICAO as the
executing agency for their civil aviation projects.*

5. ACTION BY THE MEETING

5.1 The meeting is invited to:

- a) note the information provided in this working paper; and
- b) agree to the Draft Conclusion in paragraph 4.3 above.