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Aviation Safety Implementation Assistance Partnership (ASIAP)

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ASIAP Summary

- Established during HLSC in February 2015
- Serves as a framework for coordinated efforts that contribute to the provision of assistance to States.
- **Objectives**
 - information sharing, collaboration on assistance, support a resource mobilization strategy and agree on outcome indicators
- 4 Priority States selected for assistance: Cambodia, Indonesia, Nepal, Viet Nam
- 3 teleconferences held so far, 1st meeting during IWAF



Meeting Objectives

- Elect Co-Chairs
- Review progress in priority States
- Discuss prioritisation methodology
- Select additional priority States
- Agree on next steps



Meeting Agenda

Welcome and Participant Introductions

1. Approval of the draft agenda
2. Election of Chairs
3. ICAO update
4. Partner updates
5. Discussion on status of implementation of assistance projects for priority States
6. Discussion on prioritization of new assistance projects
7. Discussion on development of project outcome indicators
8. Discussion on the development of a resource mobilization strategy
9. Any other business
10. Next meeting



ASIAP Origin

- AR 38-5 - Regional cooperation and assistance to resolve safety deficiencies
- HLSC Recommendation 3/1a - Regional collaboration to improve safety in States
- Side-bar Safety Partners Meeting (SPM/3) chaired by the SecGen and President
- Evolution of SCAN and SPMs



ASIAP Objectives

- ICAO Secretary General's top 3 priorities – Technical Assistance and Cooperation, Resource Mobilisation, Partnerships
- Assistance collaboration framework
 - assistance providers network
 - information sharing
 - prioritisation of needs
 - assistance coordination and facilitation
 - review resource mobilisation opportunities
 - develop assistance outcome indicators and metrics



Achievements to date

- Developed and agreed upon terms of reference for ASIAP
 - Held three teleconferences to discuss collaboration on assistance activities
 - Discussed mechanisms for prioritizing assistance
 - Identified four priority States for assistance (Cambodia, Indonesia, Nepal and Viet nam)
 - Coordinated partner assistance activities for these States
 - Posted information on website about activities in States
- <http://www.icao.int/safety/scan/Pages/Aviation-Safety-Implementation-Assistance-Partnership.aspx>
- Began work on revising SCAN website to facilitate access to information on assistance activities



3 - ICAO Update on TA projects in Priority States by TCB & APAC RO



4 - Partner Updates

- China - presentation
- France - presentation
- Japan
- Korea
- United Kingdom
- United States
- EASA - presentation
- World Bank
- ACI
- CANSO
- IATA



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5 - Types of Assistance Provided to Priority States in 2015



	Cambodia	Indonesia	Nepal	Viet Nam
ICAO	Provision of an expert to provide assistance and training in airworthiness COSCAP-SEA	TC Project – Enhancement of flight safety oversight capability COSCAP-SEA	Provision of experts to provide assistance and training in the areas of operations, airworthiness, and personnel licensing COSCAP-SA	COSCAP-SEA
China	Offered assistance and received positive response; good cooperation with ASEAN States	Good cooperation with ASEAN States	Offered assistance	Good cooperation with ASEAN States
France	Safety oversight; provision of training and experts; provision of funding	ATM; safety oversight; provision of training and experts; provision of funding	Safety oversight; provision of training and experts; provision of funding	Safety oversight; provision of training and experts; provision of funding
Japan	Project for the Capacity Development and Modernization of Equipment for Transition to the New CNS/ATM Systems	Project for Improvement of Aviation Safety and Efficiency	Tribhuvan International Airport Modernization Project Project for the Development of a Spare Parts Management Center and En-route Radar Control Services	Project for the Capacity Development and Modernization of Equipment for Transition to the New CNS/ATM Systems
United States				APEC ATM Emissions Reduction Technical Assistance. Project will focus on Air Traffic Flow Management and Collaborative Decision Making. Workshop to be held in 2016. Safety oversight technical assistance project which will include airworthiness, operations and personnel licensing Inspector training
World Bank	Cambodia Airports II: Privatization of Phnom Penh International Airport – required capital and investments for expansion		Buddha Air II: Financing to BAPL (Buddha Air Private Limited) to purchase its second ATR-72 aircraft.	
EASA	Economic regulation (under AATIP – see Viet Nam)	ATM activities	Implementation and technical assistance regarding software (SOFIA); collaborating on ICAO project	Assistance with the development of harmonised frameworks in aviation safety, security, air traffic management, environmental protection, market liberalisation, application of competition laws and economic



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6 - Prioritizing States for Assistance Activities





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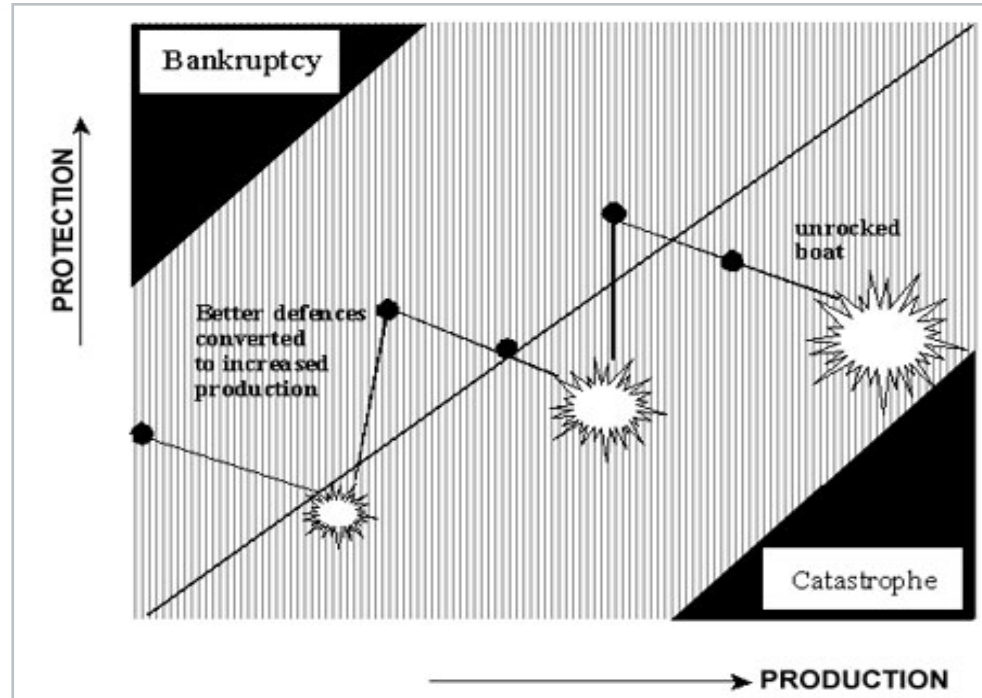


Problem Statement

Given a **set of States/assistance projects**,
which States or projects should **be given**
priority base on certain **criteria**?



The Safety Model



Reason, James. *Managing the Risks of Organizational Accidents*, 1997.



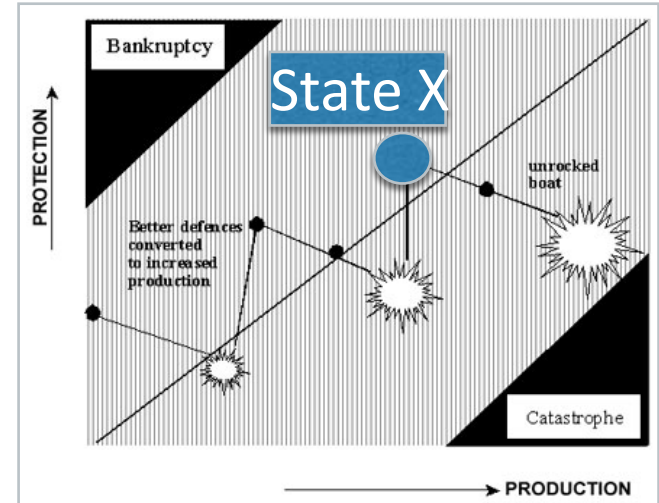
ICAO's Reason Model

- **Protection = Implementation of SARPs**

Metric: ICAO USOAP effective implementation (EI) score

- **Production = Flights**

Metric: Number of scheduled commercial international departures

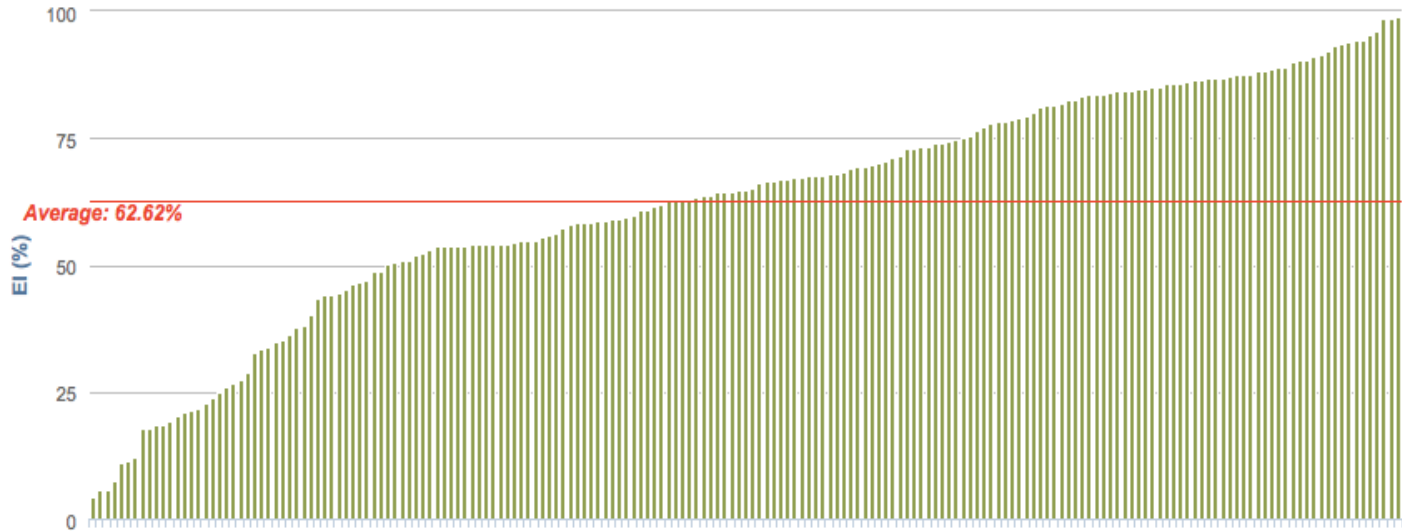




Protection Only

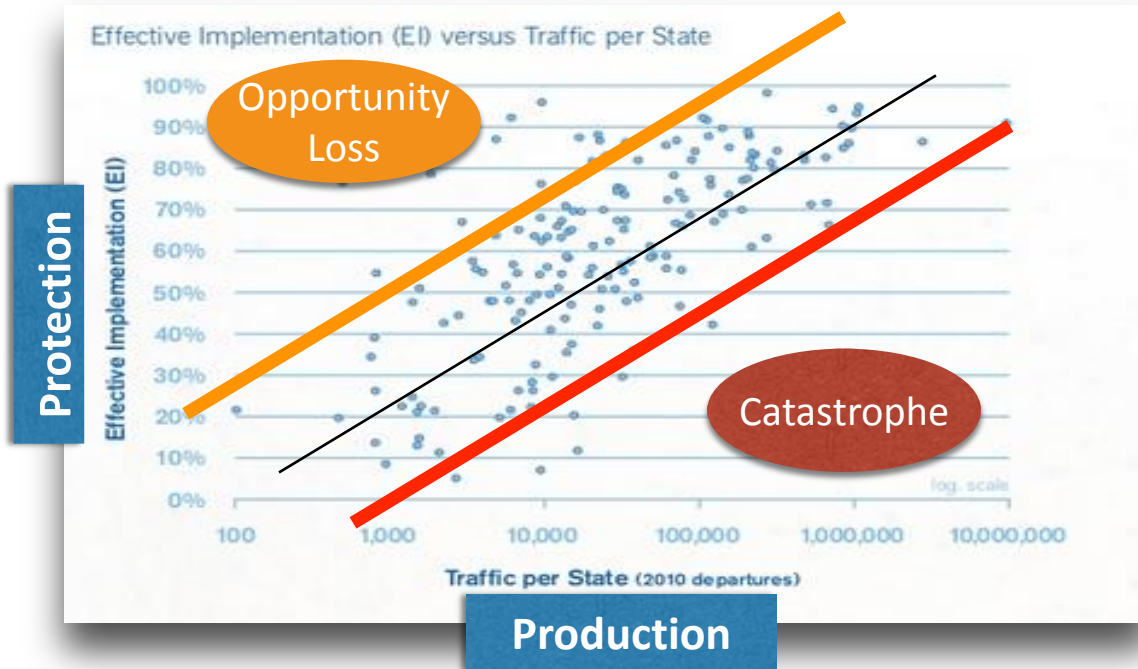
Overall EI by State
World

Protection





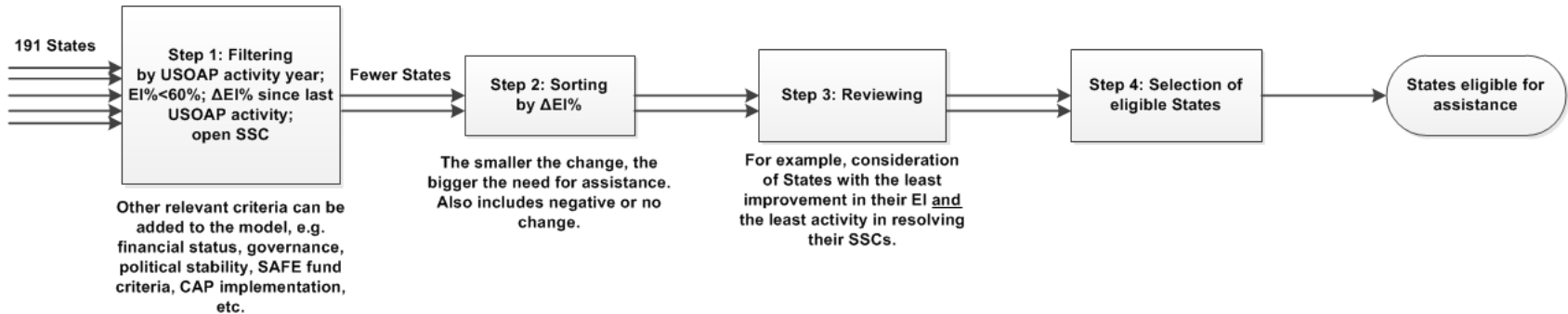
EI vs Traffic





Proposed Prioritization Methodology

- Filtering (using USOAP indicators)
- Sorting (focus on States with no or little improvement in EI and open SSCs)
- Review and selection





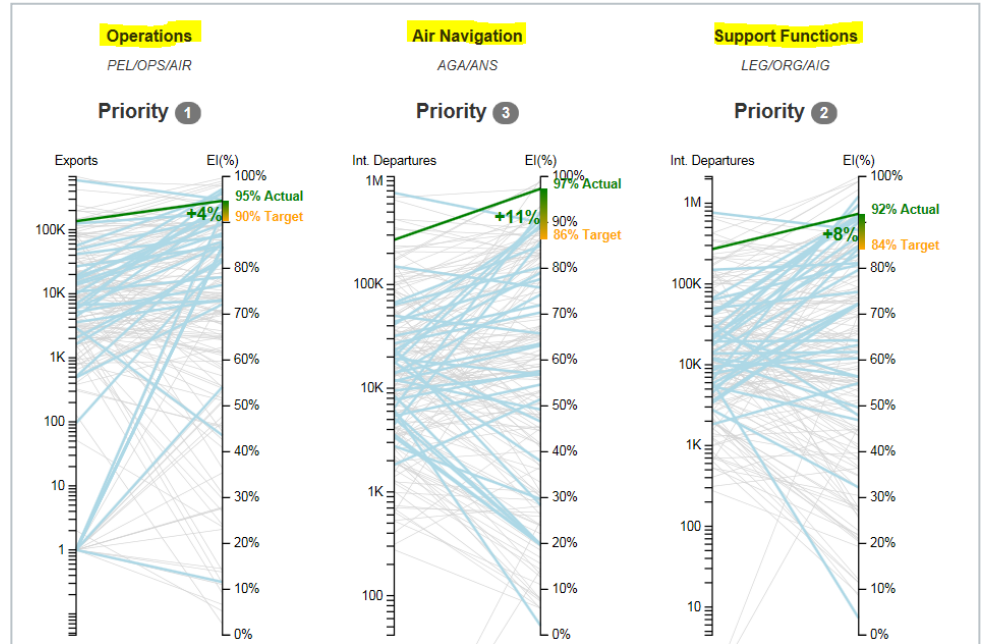
Prioritization Methodology

- A similar methodology was used to select States eligible for the ICAO Council President certificate of recognition.
- The focus was on the highest change in EI ($+\Delta EI\%$) for States with no or resolved SSCs.



Area-Specific Priorities: State A

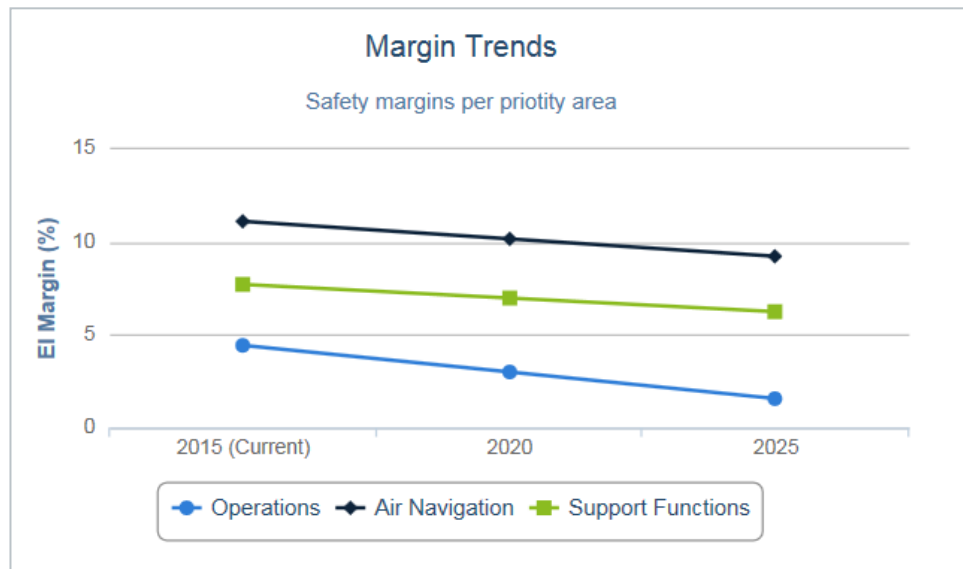
- These graphs show the EI vs traffic for “State A” in 3 areas: operations, air navigation and support functions.
- In all areas, the State has healthy **safety margins**. This means that traffic can increase without a negative impact on safety.





Safety Margins: State A

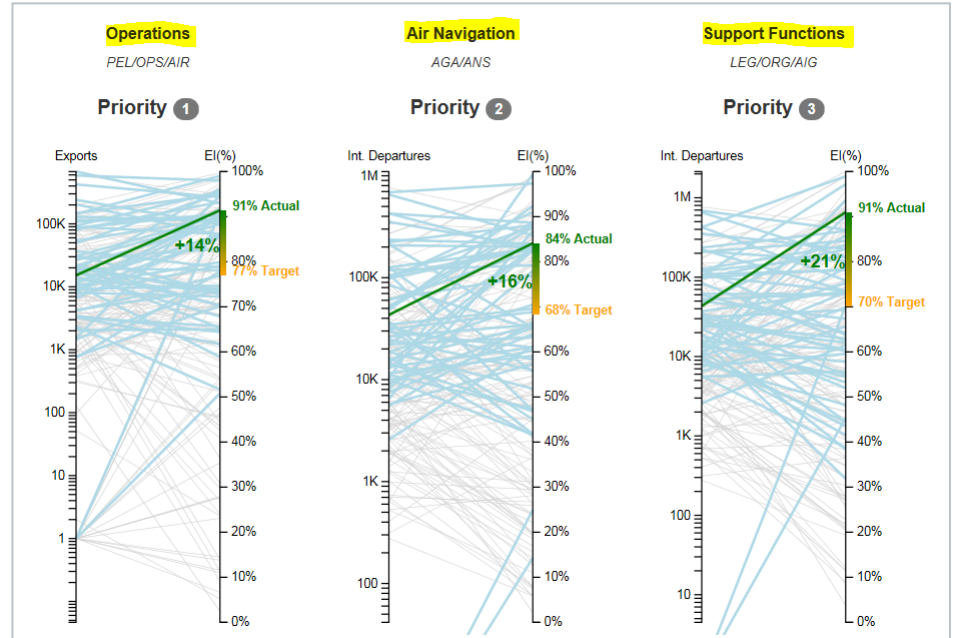
- This graph shows a forecast for traffic increase vs EI for “State A”.
- Without any improvement in its safety oversight, the State will continue to have acceptable safety margins despite increasing traffic until 2025.





Area-Specific Priorities: State B

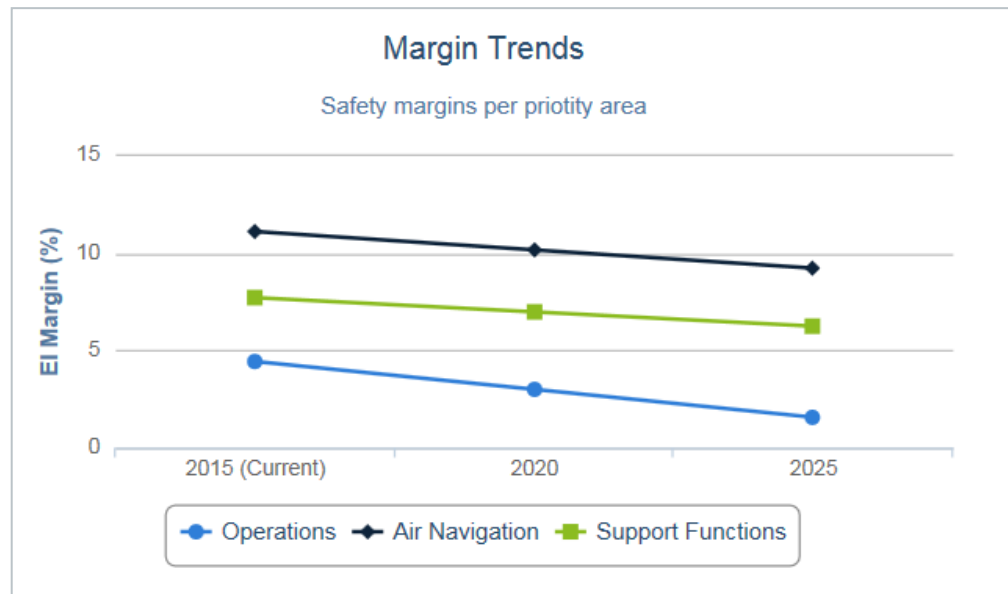
- In this example, “State B” has even larger safety margins than “State A”.
- This indicates loss of opportunity.





Safety Margins: State B

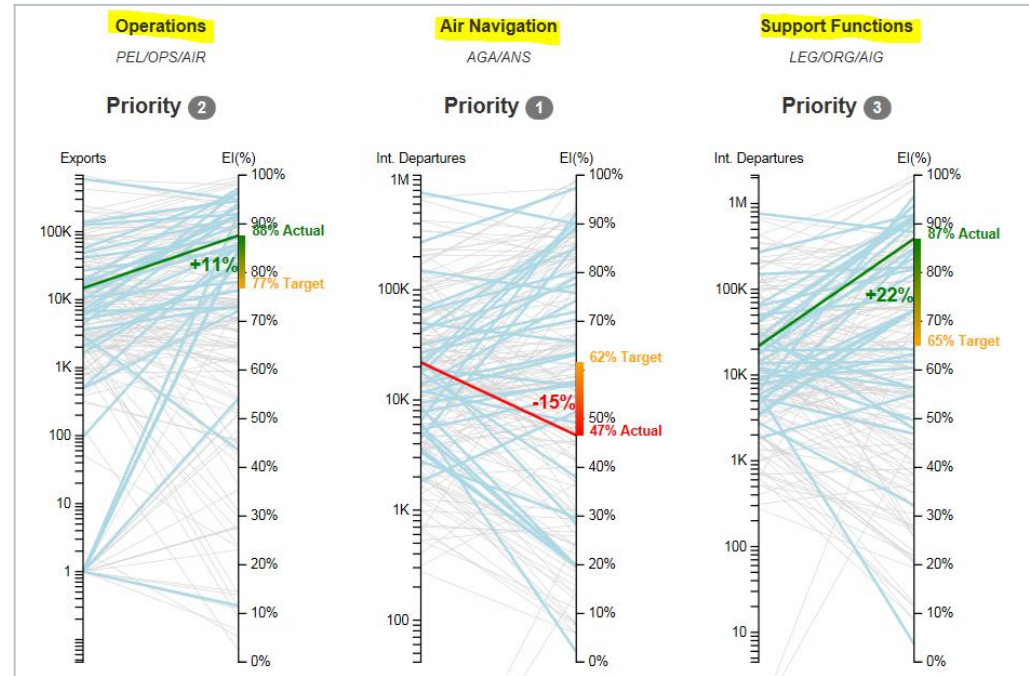
- “State B” can safely increase capacity and traffic with larger safety margins and without impact on safety until 2015 and beyond.





Area-Specific Priorities: State C

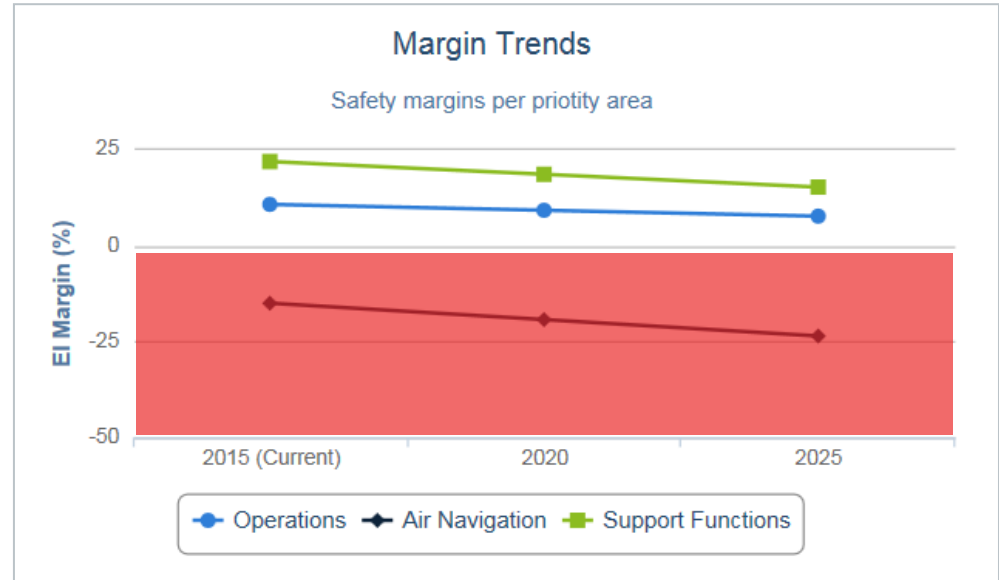
- In “State C”, the EI in air navigation is below where it should be at this level of traffic.
- This may indicate a need for assistance in air navigation in this State.





Safety Margins: State C

- The graph for safety margin trends shows how (and how fast) the gap in the safety margin gets bigger in “State C” over the next 10 years as traffic increases.

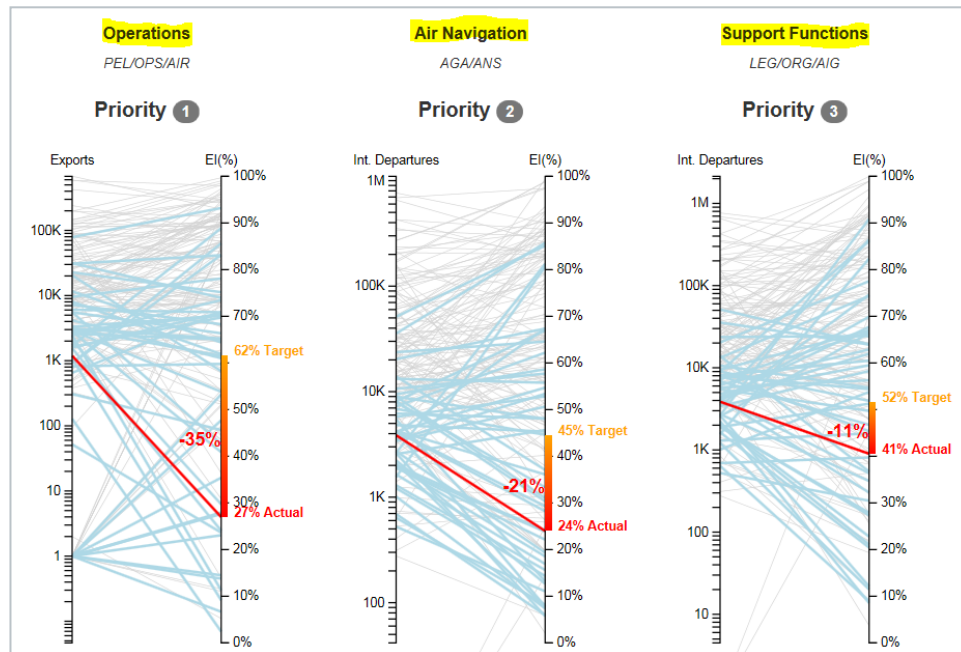


(Red area shows negative safety margin.)



Area-Specific Priorities: State D

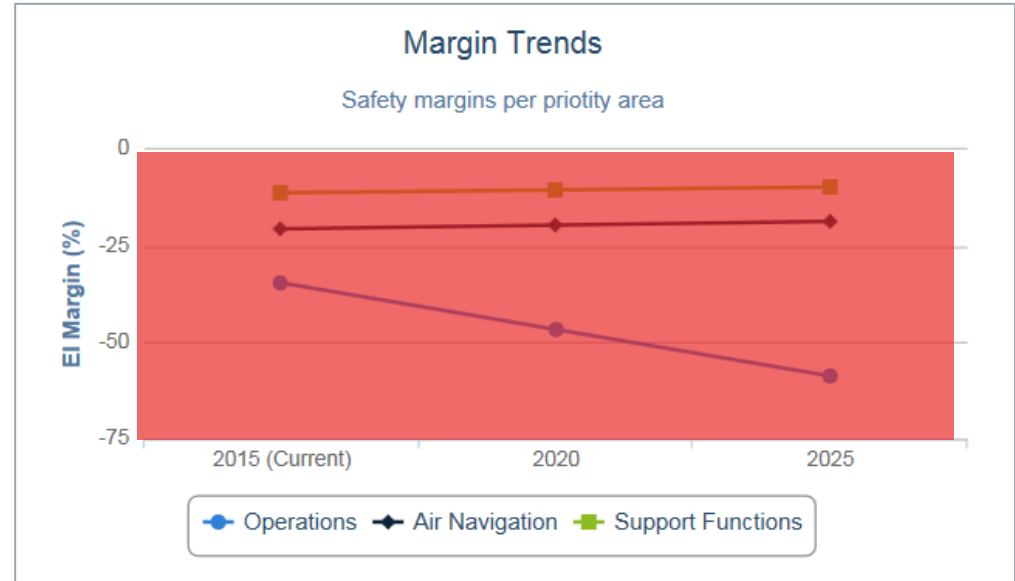
- “State D” has large gaps in its safety margins in all 3 areas.
- This flags the State as a potential candidate for assistance; particularly if the State meets other criteria, e.g. open SSC.





Safety Margins: State D

- Over the next 10 years the safety margin gaps remain unchanged in air navigation and support functions.
- However, the gap grows rapidly in the area of operations, indicating this area as a potential priority for assistance.



(Red area shows negative safety margin.)



Prioritization Tools

- A combination of area-specific priority graphs and the methodology described above can be used to select and prioritize States for assistance.
- Priority and safety margin trend graphs will soon be available on ICAO's **Solution Centre** (on iSTARS).
- Prioritization criteria and methodology will be built into a prioritization app.



Additional Priority States

Regional Office Accreditation Area	State
East and South Africa (ESAF)	Tanzania
Europe and North Atlantic (EUR/NAT)	Algeria
Middle East (MID)	Egypt
North America, Central America and Caribbean (NACC)	Bahamas
South America (SAM)	Guyana
West and Central Africa (WACAF)	Gabon



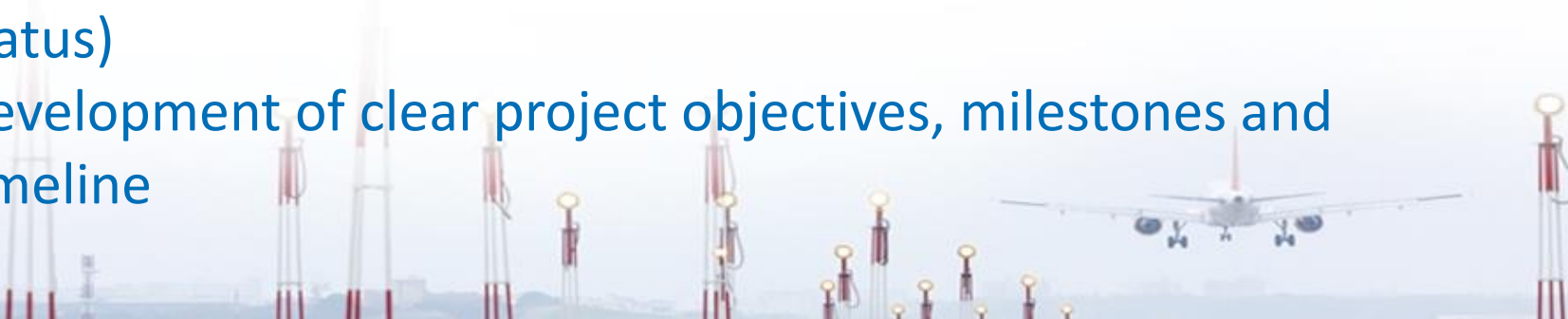
Guyana Project Proposal

- ICAO SAM RO presentation



7 - Project development

- Identification of assistance need (audit results, request, etc.)
- Analysis of current safety data available (USOAP, partner audits)
- Dialogue with State (political will, funding, current aviation status)
- Development of clear project objectives, milestones and timeline





Project outcomes

- Review achievements/outcomes at intervals in project
- Ensure that actions are accomplished in agreed upon timelines
- Measure success against outcomes and deliverables identified in project document
 - Review of work accomplished
 - Updated audit reports/evaluations
 - Feedback from assistance providers and State





8 - Resource mobilization (RM)

- Existing ICAO voluntary funds
- Challenges
- Strategy for resource mobilization



Existing ICAO voluntary funds

Voluntary funds established by the Council:

- SAFE
- AFI Plan
- Aviation security
- Environment
- Air transport
- Human resources capacity building for Africa
- Aviation volunteers



Challenges

- There is a need for voluntary contributions to supplement the ICAO programme budget
- Many traditional donors are affected by the ongoing economic and financial crisis
- Contributions to international aid are diminishing
- ICAO's donor relations are conducted on an ad hoc basis
- Limited relationship between ICAO and governmental development agencies



Strategy for resource mobilization

Civil aviation is an important catalyst for economic development

Main objectives of the RM Strategy:

- Develop and implement an ICAO Resource Mobilization Policy and Framework: Corporate approach for partnerships
- Partner with the UN System “Deliver as One” at country and regional level
- Assistance to States in securing funding for their aviation development



9 & 10 - Next steps

- Partners to use ASIAP platform (including ICAO Regional Offices) for sharing information on State assistance needs and projects
- Follow-up existing projects in 4 priority States
- Consider additional ANS assistance for Cambodia
- Provide comments on prioritization methodology
- Consider 6 new priority States for new projects
- Consider proposed project for Guyana
- Design and launch revised SCAN web site
- Next meeting during Assembly in September 2016
- Quarterly teleconferences – next in February 2016





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Middle East
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