

**ICAO AVIATION SAFETY IMPLEMENTATION ASSISTANCE
PARTNERSHIP (ASIAP) MEETING**

Montréal, Canada, 25 November 2015

REPORT

1. INTRODUCTION

1.1 The ICAO Aviation Safety Implementation Assistance Partnership (ASIAP) meeting was held at ICAO Headquarters in Montréal, Canada, on 25 November 2015 as a side meeting of the International World Aviation Forum (IWAF) and was attended by 30 participants (appendix refers).

1.2 During the IWAF, it was noted that there are many challenges to ascertain funding for aviation projects. Funding institutions and governments do not always understand the need for investment in aviation. The objective of the ASIAP meeting is to explore how to better work together and how to collaborate on assistance efforts.

2. SUMMARY OF MEETING DISCUSSIONS

2.1 Approval of the Draft Agenda

- a) Agenda was approved. Presentations are available at <http://www.icao.int/safety/scan/Pages/Aviation-Safety-Implementation-Assistance-Partnership.aspx>.

2.2 Election of Chairs

- a) Nominations were requested from a State and an International Organization to participate as Co-Chairs for the ASIAP. The meeting approved nominations from China and EASA.

2.3 ICAO Update

- a) ICAO provided background information on the establishment of ASIAP, including the resolution on regional cooperation that was approved during the 38th ICAO Assembly, as well as assistance priorities that were agreed upon at the High-level Safety Conference (HLSC) that was held in February 2015. It was noted that the Secretary General highlighted three top priorities at that time: technical assistance and cooperation, resource mobilization and partnerships. ASIAP fully supports these three priorities.
- b) ICAO provided an update on assistance activities for the existing ASIAP four priority States (Cambodia Indonesia, Nepal and Viet Nam) that were identified by the Secretary General during the February meeting. It was noted that all four States are members of a COSCAP programme and receive assistance under these regional programmes. Furthermore, the ICAO Regional Director, Bangkok advised that their office has been providing mentoring to these States in order to assist them in rectifying deficiencies identified in their audits, as well as

- any significant safety concerns. The Regional Office had identified an additional need for ANS assistance in Cambodia and invited ASIAP members to consider.
- c) The ICAO technical cooperation project in Indonesia was initiated in 2009 and is expected to end in December 2015. The project is funded by the State and focuses on the following areas: safety oversight, training, inspectors, legislation, and organization. The ICAO Technical Co-operation Bureau (TCB) is discussing with Indonesia the possibility of extending the project or developing a new project with similar objectives.
 - d) In March 2015, Cambodia signed an agreement with ICAO for an eight month technical assistance project in the area of airworthiness. The project is funded by the SAFE fund and the expected outputs of the project are: an updated corrective action plan (CAP), updated legislation and regulations, as well as manuals, handbooks and guidance material for airworthiness inspectors.
 - e) ICAO also signed an agreement with Nepal in April 2015 for an 11.5 month project in the areas of operations, airworthiness and personnel licensing. Funding for the technical assistance project is being provided by the SAFE Fund (75 per cent, including USD 100 000 in funds from EASA) and 25 per cent by the CAA. Recruitment of the experts is still pending.
 - f) Presently, ICAO does not have any safety related technical assistance or cooperation projects with Viet Nam, however, an environmental project is under development.

2.4 Partner Updates

- a) China advised that in March 2015 they had sent a letter to Nepal offering assistance, however, they have yet to receive a response. China also advised that it is easier to work collaboratively with ICAO to provide assistance than bilaterally. China also approached Cambodia with an offer for assistance and they received a positive response. Presently, there is good cooperation with the Association of South-East Asian Nations (ASEAN) countries.
- b) France advised that they are committed to the ICAO objectives for ASIAP and would like to understand better how we will work together and share information so not to duplicate efforts. France advised that they have three levels of interaction regarding assistance: bilaterally, at the European level, and directly with ICAO. France advised that they had identified the four States as a priority prior to ICAO and that they have long standing relationships with them. The DGAC has its own budget for technical cooperation, but also works with partners, such as Airbus, in order to use resources in the most efficient matter and to not duplicate efforts.
- c) France advised that they have been providing assistance to Cambodia since before 2010. It includes training (at ENAC and OJT), as well as funding of long-time experts that act as advisors to the CAA. France also has one expert working in Jakarta, Indonesia. Finally, France has recently provided training in Nepal, which was coordinated with EASA and the COSCAP Chief Technical Advisor (CTA).
- d) EASA provided an overview on how they provide assistance, which includes working with regional organizations and supporting sister organizations around the world. The European Commission provides ten million euros in assistance each year and sustainability is key to the successful implementation of these projects. EASA provides assistance to States that are on the European safety list and maintains a dialogue with 80 countries that use their rules.

Under the ASEAN Air Transport Integration Project (AATIP), assistance is being provided to States in the region such as:

- Cambodia – economic regulation;
 - Indonesia – ATM activities; and
 - Viet Nam – limited assistance activities;
- e) The World Bank submitted a paper at the HLSC regarding assistance programmes, which highlighted the need to have a dialogue with partners to determine where the money should go. The dialogue should include bank management, finance ministers, etc. in order to get an agreement to focus attention on aviation issues. Also, it is essential for States to request the assistance required.
- f) Airports Council International (ACI) provided an update on their Airport Excellence (APEX) in Safety programme that was launched in 2012. APEX provides for an exchange of information on safety-sensitive issues. The programme has been successful due to a member to member peer review. They have received support from the Federal Aviation Administration (FAA) for the review of three airports and next year they will review up to six airports. ACI is continuing to look for more experts to support their activities.
- g) The United States FAA has established an Memorandum of Understanding (MU) with Indonesia and it is providing them with information regarding the possibility of establishing a command center, including suggestions for locations, etc.
- h) It was highlighted that partners should coordinate their bilateral assistance activities with ICAO, including the Regional Office, making use of the ASIAP platform.

2.5 Discussion on status of implementation of assistance projects for priority States

- a) ICAO developed a table with a matrix of the technical assistance information already received from the Partners, highlighting the mix of TA types provided to the four priority States in safety and air navigation. From the table, it is evident that a mechanism to share information better needs to be developed to be able to determine gaps and overlaps in assistance provided. This will hopefully be resolved with the revised SCAN website.

2.6 Discussion on prioritization of new assistance projects

- a) ICAO informed on the prioritization methodology for assistance projects. This methodology will be used in the solution center that will be part of iSTARS/SPACE. Using this methodology, ICAO recommended six new priority States, one in each ICAO Regional Office region to add to those already prioritized in the APAC region: Algeria, Bahamas, Egypt, Guyana, Gabon and Tanzania. ICAO has already developed a project document for Guyana and is seeking funding to begin implementation of the project.
- b) The partners were encouraged to provide their comments and feedback via discussion or email regarding both the methodology and the priority States identified.

2.7 Discussion on development of project outcome indicators

- a) ICAO highlighted, in its presentation, the need to ensure that the right objectives and priorities have been identified before the start of a project. In order to determine the level of

success of a project, it would be beneficial to have information regarding audit activity before and after a project is implemented in order to gauge their progress.

2.8 **Discussion on the development of a resource mobilization strategy**

- a) ICAO is currently working on a resource mobilization strategy for the Organization. The Strategy will be proposed to the ICAO Council in the next Session and then to the ICAO Assembly in September 2016.

2.9 **Any Other Business**

- a) The meeting affirmed the benefit of ASIAP to share information and coordinate between partners on assistance requested by and provided to States.

2.10 **Next meeting**

- a) It was proposed and agreed to have the next face-to-face meeting at the ICAO Assembly in September 2016 and to organize teleconferences quarterly.

3. **AGREED ACIONS**

- a) The meeting agreed to the following actions:
 - partners to use ASIAP platform (including ICAO Regional Offices) for sharing information on State assistance needs and projects;
 - follow-up existing projects in four priority States;
 - consider additional ANS assistance for Cambodia;
 - provide comments on prioritization methodology by 25 January 2016;
 - consider six new priority States for new projects by 25 January 2016;
 - consider proposed project for Guyana;
 - design and launch revised SCAN website by 30 June 2016;
 - next meeting during Assembly in September 2016; and
 - quarterly teleconferences – next one in February 2016.

APPENDIX

LIST OF PARTICIPANTS

FIRST ASIAP MEETING MONTREAL, 25 NOVEMBER 2015

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