



FIFTH ICAO AVIATION SAFETY IMPLEMENTATION ASSISTANCE PARTNERSHIP MEETING (ASIAP/5)

Montréal, Canada, 1 October 2019

REPORT

1. INTRODUCTION

1.1 The Fifth ICAO Aviation Safety Implementation Assistance Partnership (ASIAP/5) meeting was held at ICAO Headquarters in Montréal, Canada, on 1 October 2019 as a side meeting of the 40th ICAO Assembly and was attended by 27 participants (see attached Appendix).

1.2 The objective of the ASIAP meeting is for ASIAP partners to discuss their technical assistance activities and to explore possibilities to collaborate on assistance efforts.

2. SUMMARY OF MEETING DISCUSSIONS

2.1 Opening of the Meeting

- a) The meeting was opened by the ASIAP Co-Chairs, EASA and China. It was noted that this was the first meeting for the Co-Chair from China.
- b) The Director of the ICAO Air Navigation Bureau also provided opening remarks. He highlighted the importance of ASIAP for coordinating and cooperating on the implementation of technical assistance activities in order to enhance effectiveness of the assistance and that ICAO is committed to working with Partners.
- c) Secretariat support to the meeting was provided by the GASOS Programme Manager and Technical Officers of the Air Navigation Bureau.

2.2 Approval of the draft agenda

- a) The agenda was approved. All presentations and meeting documentation are available at: <https://www.icao.int/safety/ASIAP/Pages/default.aspx>

2.3 Update on Activities

- a) ICAO presented a table highlighting the ASIAP Priority States since the inception of the ASIAP. It was noted that the initial ASIAP Priority States (Cambodia, Indonesia, Nepal and Viet Nam) and the States, highlighted in blue, have made significant progress, including the removal of Significant Safety Concerns (SSCs), etc. It was agreed that these States could be removed from the list of Priority States. ICAO noted that the three States highlighted in red (Bhutan, Eritrea and Haiti) and one regional grouping of States (ECCAA) all have SSCs, therefore should be considered priorities for the provision of assistance. Furthermore, States

indicated in black should also be considered for assistance, as their level of effective implementation remains low.

b) ICAO also provided an update on technical assistance projects being implemented with ICAO SAFE funds.

- Two projects were recently completed. The Sierra Leone project in the areas of ORG, AGA and ANS was completed in collaboration with the UK's CAAi. Additionally, the Cambodia project, which provided support in the areas of LEG, ORG, ANS and AIG was concluded in August. The project was implemented by TCB, with funding from Boeing and China.
- ICAO advised that there are several on-going projects:
 - APAC in all areas;
 - Two projects in South America – Guyana and Uruguay in all areas.
- Three projects have been approved, but have not yet begun implementation:
 - Nepal – study to support the separation of functions between aerodrome operator, ANSP and the regulatory body to be implemented by TCB;
 - ECCAA – all areas, including an SSC, which will be run by the ICAO NACC office; and
 - Barbados – all technical areas which will be run by the ICAO NACC office.
- ICAO also has several projects in the pipeline that are in need of funding and experts:
 - Suriname
 - Guinea
 - Liberia
 - Timor-Leste
- ICAO APAC office provided a presentation on the proposal for launching a new initiative called the Combined Action Team – Implementation of Inspector Competencies (CATIIC). The project is based on the experiences of the CAT missions, which have been in implementation since 2016 and have had a significant impact on States with low EI. CATIIC will address shortcomings in CE-4 (technical personnel qualifications and training) and will consist of the identification of inspector competencies and conducting OJTs. UAE asked if the support is only from APAC region or could other regions support – **UAE said they could provide support** but more information would be needed to determine how best they can provide support. Additionally **ACI** advised of some of their activities and **noted they could explore possible OJTs**. The Deputy Director of the Air Navigation Bureau noted the importance of the CAT programme and that it should be extended to other parts of the world.
- ICAO SAM office provided an update advising of their success with the implementation of a project in Guyana which will result in the increase of their EI. The Deputy Regional Director (DRD) of the SAM office provided information on a proposal for helicopter inspectors (WP/282) that is needed in Suriname and Guyana. The intent is to build a regional capability, possibly under CASSOS. UAE inquired as to the cost of helicopter inspectors and the DRD advised approximately USD 20000-30000/month.
- ICAO MID office highlighted the importance of UAE and Qatar joining as new ASIAP Partners. The DRD advised of the implementation of a project in Iraq with some funding from SAFE. The first phase was the conduct of a gap analysis. The DRD thanked UAE

for their support in this phase of the project. The second phase of the project is to assist with the action plan developed as a result of the gap analysis. ICAO MID has received USD40000 to support the project, however additional funding is required in order to implement this phase. Assistance is also needed in Syria, Yemen and Libya, however due to security levels, this has been difficult. It was noted that assistance for Lebanon is also needed.

- ICAO EUR/NAT Regional Director advised of the extensive progress in Kyrgyzstan, as well as other States in the region that received President's Certificates at the Assembly. A projects is currently being implemented for the Maghreb States and Uzbekistan. Finally, the office works very closely with EASA and EUROCONTROL.
- The CTA of COSCAP-SEA highlighted many of the benefits they have been receiving from various Partners. A new project for Timor-Leste is being developed that will look at ORG, AIG and economic issues. Funding is needed for the implementation of the project. The CTA advised of the 2nd ICAO-EASA Forum on Civil Aviation in South East Asia that will be held on 19 November. The meeting will be held in conjunction with the COSCAP-SEA Steering Committee Meeting.

c) The ASIAP Partners then provided updates on the activities:

- The French DGAC and the UK CAA were not able to attend the meeting, however they provided a written update that was presented by ICAO.
 - The French DGAC continues to regularly provide information regarding their activities in the ASIAP project database. In particular, they are providing assistance in Indonesia, Lao, Nepal, Thailand, Viet Nam and the Philippines.
 - The **United Kingdom** CAA advised that they coordinate and cooperate closely with ICAO, EASA and other international partners in technical cooperation activities. UK has been implementing a project for Sierra Leone on behalf of ICAO to strengthen the regulator in the areas of ANS and AGA. Additionally, UK provides support to ICAO's No Country Left Behind (NCLB) initiative through different funded activities (i.e. training courses, workshops, provision of experts). The UK is also continuing to cooperate in Thailand to develop regulations and guidance material.
 - The **African Development Bank** is supporting various projects in the region in coordination with the ICAO Regional Offices. AfDB is working on a project with EASA, called in English, the Air Transport Sector Support Project to Central and Western Africa (PASTA-CO in French) that is providing assistance in areas such as AGA and AIG. A project for the Central African Republic is also being implemented through the ICAO Regional Office. The bank is also supporting the Single African Air Transport Market under the African Union.
 - **ACI** is working with TCB to perform safety assessments on several airports in Africa.
 - **EASA** provided a presentation on their activities including the expansion of activities outside of safety such as: cybersecurity, environment, drones and emerging technologies. EASA advised that these projects can be viewed online for additional information.

- **UAE GCAA** advised that they are open to providing assistance and have a budget in 2020 to support NCLB activities.
- **DSNA/France** advised that they are still working closely in Haiti with the ICAO Regional Office and Transport Canada. They have faced difficulties getting the code approved due to political instability.

2.4 **Report on Previous Action Plan and Proposed Updates**

- a) ICAO provided an update on the ASIAP Action Plan including the completed action items as well as on-going activities. ICAO also presented several additional action items for the ASIAP partners, which included: coordinating and cooperating with the RSOO CP, organizing telecons based on regional needs and activities, and circulating and coordinating specific technical assistance proposals. The action plan with the new proposals **was supported** by the Partners.

2.5 **Technical Assistance Outcome Indicators**

- a) Due to other Assembly activities (i.e. elections), it was agreed to post this information on-line for review by Partners.

2.6 **Regional Safety Oversight Organization Cooperative Platform (RSOO CP)**

- a) ICAO provided a brief update on the activities of the RSOO CP. It was noted that a new work plan was adopted at the RSOO CP meeting held the previous day. The RSOO CP agreed that RSOOs can help streamline activities in their States and that it would be beneficial to coordinate with ASIAP.

2.7 **Update on Resource Mobilization**

- a) ICAO provided an update on their activities regarding engaging with Partners and donors in order to garner financial support for technical assistance activities. The meeting was advised that ICAO is working to create a Resource Mobilization Platform to advise internally of different projects and activities taking place, as well as possible donor support. The objective is to provide efficiency and transparency of the resources needed and for which project/programme. ICAO has created a list of unfunded projects to help with discussions with possible donors and partners.
- b) Airbus raised a question regarding how COSCAPs fit into this process, especially in terms of coordination and if a formal strategy would be developed. Airbus is supporting several COSCAPs, however each COSCAP is doing things slightly different. ICAO advised that the RSOO CP is a way to help with the coordination between the organizations and to learn best practices, etc.

2.8 **Election of Co-Chairs**

- a) ICAO advised that the two-year term of the Co-Chairs was at an end. Both EASA and China offered to continue on as Co-Chairs. **The meeting therefore agreed** that EASA and China would continue to serve as ASIAP Co-Chairs.

2.9 **Any Other Business (AOB)**

- a) ICAO advised that the next large scale ICAO Safety meeting would be the HLSC in 2021. As a result, there may not be a face-to-face for ASIAP Partners in 2020.
- b) CTA COSCAP recommended holding an ASIAP and RSOO CP meeting back to back in 2020. **The Secretariat agreed** to take this under consideration for planning purposes.

2.10 **Closing**

- a) The Co-Chairs closed the meeting by thanking all of the Partners for their continued support and cooperation.

APPENDIX

LIST OF PARTICIPANTS – ASIAP/5

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|---------------------------|------------------------------------------------------------------------|-----------------------------|----------------------------------------------------------------------------------------|
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