European and North Atlantic Office

DIRECTORS GENERAL OF CIVIL AVIATION - ICAO EUROPEAN AND NORTH ATLANTIC REGIONS

2024 MEETING (EUR/NAT-DGCA/2024)

(Toulouse, France, 23 April 2024)

Agenda Item 7:   Collaboration for implementation support: enhancing coordination and cooperation

COLLABORATION

FOR SAFETY-RELATED IMPLEMENTATION SUPPORT ACTIVITIES IN THE EUR/NAT AREA

(Presented by the Secretariat)

SUMMARY

The aim of this paper is to:

a) *provide updates on actions undertaken in follow up to EUR/NAT-DGCA Conclusion 2023/4 on Collaboration for Safety-Related Implementation Support Activities in the EUR/NAT Area; and*

b) *address actions to further enhance collaboration for safety-related implementation support activities in the EUR/NAT Area.*

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1.   Introduction

1.1   The 2023 EUR/NAT-DGCA Meeting was presented with a working paper providing updates on the ICAO Implementation Support Policy. In addition, it was presented with a new initiative to provide support for the development and implementation of a State-level "Country Strategic Plan of Action" (COSPA) together with a "Collaborative Implementation Support Roadmap" (CISRO), in order to help enhance effectiveness, convergence and efficiency in implementation support activities specifically related to aviation safety. This approach would make use of already existing implementation support mechanisms and programmes, whether led by ICAO or other implementation support providers (including States and international/regional organizations). It would provide for the identification of needs and/or opportunities for additional implementation support activities for the benefit of the concerned State.

1.2   The development of the COSPA/CISRO would be based on a commitment from the beneficiary State, which would be reflected in an agreement between the State and ICAO, with the subsequent association of "partners" (including States and international/regional organizations) with an interest to support the development and implementation of the CISRO, and which would have been accepted by the State as partners. With the agreement of the beneficiary State's authorities, the ICAO EUR/NAT Office would reach out to potential partners who would have expressed interest, or/and would be in a good position to provide support to the beneficiary State in safety-related areas.

1.3   The COSPA/CISRO Programme aims at improving a beneficiary State's aviation safety capabilities as a means to enable the State to enhance connectivity, strengthen aviation institutions, establish sustainable knowledge transfer capabilities and benefit from necessary infrastructure and equipment as needed, in line with the priority areas highlighted in its national development plan.

1.4   The 2023 EUR/NAT-DGCA Meeting unanimously supported this Initiative. The DGCA of Uzbekistan intervened to express his State's interest (subject to confirmation at ministerial level) to benefit from the pilot programme. The meeting supported the proposal by Uzbekistan and it was agreed that the ICAO EUR/NAT Office would report on the progress in the development and implementation of this CISRO/COSPA pilot programme to the EUR/NAT-DGCA/2024 meeting.

2.   Discussion

Implementation of the COSPA/CISRO pilot programme for Uzbekistan

2.1   Following the 2023 EUR/NAT-DGCA, ICAO in cooperation with the CAA of Uzbekistan started the development of the Management Service Agreement (MSA), underpinned by a COSPA and CISRO.

2.2   The document confirming commitment of Uzbekistan for the COSPA/CISRO was prepared by ICAO and signed by the Minister of Transport of Uzbekistan on 31 January 2024, committing to a new strategic approach to enhance aviation safety and support sustainable development to:

   a)   enhance the State's strategic aviation safety planning capabilities (in particular, through a robust National Aviation Safety Plan (NASP));

   b)   increase the State's capabilities for safety oversight;

   c)   strengthen the State's aircraft accident and incident investigation system;

   d)   strengthen the State's safety management capabilities; and

   e)   enhance operational safety.

2.3   The next step is to prepare for a meeting of potential partners, including States, international and regional organizations and Multilateral Development Banks (MDBs). This meeting is tentatively scheduled to be held at the ICAO EUR/NAT Office on 18 June 2024.

2.4   Based on the foregoing, the following is proposed:

Draft EUR/NAT-DGCA Conclusion 2024/1 – Implementation of the COSPA/CISRO pilot programme for Uzbekistan

That the ICAO Regional Director, Europe and North Atlantic, take action to:

   a)   invite States, international and regional organizations and Multilateral Development Banks willing to provide support to the Country Strategic Plan of Action (COSPA)/Collaborative Implementation Support Roadmap (CISRO) pilot programme for Uzbekistan to contact the ICAO EUR/NAT Office; and

   b)   following coordination with the Uzbekistan, invite selected States, international and regional organizations and Multilateral Development Banks, to the first meeting of the programme's Steering Committee.

ICAO Capacity Development and Implementation

2.5   The ICAO Capacity Development and Implementation (CDI) Programme provides technical support and resource mobilization services to support States in achieving their safety, security, efficiency, and environmental sustainability goals for national and international civil aviation. The conduct of the Programme is consistent with the policy guidance provided by the ICAO Assembly and Council. Full information on

ICAO CDI portfolio of products and services is available at **https://www.icao.int/capacity-development/Documents/icao-products-and-services-portfolio.pdf**.

2.6   In addition to supporting States with larger projects, ICAO also offers a variety of products and services that may be quickly deployed to meet States' needs. For example, ICAO's TRAINAIR Plus Programme catalogue includes over 350 courses in 10 subject areas. These include aerodromes, environment, air navigation services, flight safety, security and facilitation. For States with more complex needs, ICAO also offers a variety of Implementation Packages, or iPacks. These products combine one or more TRAINAIR Plus courses with the consultative services of subject matter experts who can help States to overcome their technical challenges. Finally, for States facing more significant challenges, ICAO offers its Implementation Support Programmes (ISP). Each ISP provides a scalable and modular framework to assist States in addressing a host of challenges. The ISP launch product, Safety Oversight and Capacity Building, focuses on helping States to better implement the eight critical areas of an effective safety oversight system. It does this through a variety of activities and services, as part of a bundled suite of projects, which States can choose based on its individual needs.

2.7   Based on the foregoing, the following is proposed

Draft EUR/NAT-DGCA Conclusion 2024/1 – Use of ICAO's portfolio of products and services for capacity development and implementation support

That the ICAO Regional Director, Europe and North Atlantic, invite:

a)   States to make the best use of ICAO's portfolio of products and services for capacity development and implementation support, considering their specific needs and in particluar their priority needs; and

b)   States and Organizations to share information with the ICAO EUR/NAT Office on ongoing and/or planned activities related to capacity development and implementation support, in order to help avoid duplication of efforts.

3.   Action by the Meeting

3.1   The meeting is invited to:

a)   note the information provided;

b)   amend as necessary and endorse the proposed Conclusions; and

c)   Provide direction as deemed necessary.

— **END** —