



ICAO



IMPLEMENTATION SUPPORT

Resource Mobilization Prospectus

ICAO Implementation Support

The ICAO Mission includes that ICAO will provide assistance to its Member States and non-State entities (public or private) directly involved in civil aviation, or that are implementing projects in Contracting States in the field of civil aviation, to achieve the ICAO Vision and Strategic Objectives.

The assistance is ICAO implementation support provided to Member States and non-State entities, primarily to the civil aviation regulatory authorities in Member States. In addition, aviation service providers and other aviation stakeholders, as well as UN system agencies and other international and regional organizations, may also receive ICAO implementation support.

ICAO implementation support is managed through programmes, projects, and activities for all the Strategic Objectives to assist the implementation of ICAO Policies, Plans, SARPs, PANS and guidance material by Member States and non-State entities.

ICAO implementation support is provided to Member States and non-State entities under a One-ICAO approach, with a focus on relevance, consistency, efficiency and effectiveness in managing the development and delivery. It contributes to the ICAO No Country Left Behind (NCLB) initiative and the United Nations Sustainable Development Goals.

ICAO wishes to invite its partners to contribute to Implementation Support through the specific investment opportunities and projects presented in the current prospectus. More information on Implementation Support can be found on our website, and any enquiries or requests for additional details on the prospectus can be directed to resource.mobilization@icao.int

Global

Establish a globally, harmonized and interoperable approach to ensure effective information management.

Program Reference: 2023-GLOBAL/106

Details

Beneficiary States or Organizations: The entire Aviation Ecosystem. Reducing the impacts of cyber events on the safety of flight operations, and increasing the level of cyber resilience requires that all aviation actors are concerned and involved at the same level.

Problem statement and needs

The evolution of the aviation eco-system towards a fully connected digital environment places a premium on the performance of data and information in a globally shared infrastructure, but also, due to the threats associated with full connectivity, on aviation's approach to safety, cyber security and cyber resilience. The loss of confidentiality, integrity and availability of the information may impact the safety of flight operations. This highlights a need to establish a globally, harmonized and interoperable approach to ensure effective information management.

Implementation support components and activities

1. Development and initial rollout of System Wide Information Management (SWIM) Fundamentals GAT course and seven initial deliveries in all ICAO Regional offices. 2. To support the draft PANS-IM on Information Security Awareness Training and Manual on Information Security, develop: Information security awareness workshop and Information security awareness course and include seven initial deliveries of both deliverables in all ICAO Regional offices.

Expected outcomes

A global approach to information management will ensure interoperability and standardization across all information domains, and support activities such as the exchange of flight and flow information in a collaborative environment, the evolution of meteorological services towards digital information exchange, the distribution of aeronautical information digital data sets through information services. Given the above, ICAO needs to assist states in reducing the impact of cyber events by providing information security awareness and facilitating the development of a common understanding of threats to the safety of flight operations using a role-based training approach.

Risks level

Medium

Project value: 1000000 USD

Duration: 36 months

Last updated: 2024-06-21T14:00:24Z

Survey of the OECD Indicators on the Governance of CAAs

Initiative Reference: 2023-GLOBAL/92

Details

Beneficiary States or Organizations: Global

Problem statement and needs

ICAO provides capacity building assistance to States. The impact of this assistance is beneficial, however some States require the same technical assistance year after year. It is difficult to explain the reasons for these repetitive requests but it could be that the CAAs themselves are not well organized or structured. It is proposed to conduct a survey (for each region) of the OECD indicators on the Governance of CAAs to have a clear picture of the situation and help Member States to benchmark with their neighbors (such a survey has already been conducted for SAM/NACC). An agreement will also be required to ensure that the currency of the data/indicators.

Implementation support components and activities

- Survey of the OECD Indicators on the Governance of CAAs for each ICAO Region. - Presentation/WP at each region's DGCA conference - Analysis of main trends/gaps in regions - Arrangement with OECD to ensure survey results/indicators are routinely updated/current.

Expected outcomes

Provide a clear picture of the current CAA governance practices in each region to motivate States to adopt new best practices to make their CAA stronger, more resilient, more capable to conduct their own projects.

Risks level

Medium

Project value: 250000 USD

Duration: > 24 months

Last updated: 2024-05-30T20:19:51Z

Location of an Aircraft in Distress Repository (LADR)

Project Reference: 2023-GLOBAL/95

Details

Beneficiary States or Organizations: All ICAO Member States

Problem statement and needs

The tragedies of Malaysia Airlines flight MH370 and Air France flight AF447 highlighted limitations in the air navigation system that have hampered accurate and timely identification and localization of aircraft in distress. This has significantly hindered effective search and rescue efforts and recovery operations.

The challenge, then, is how to make this position information available in a timely manner and in a standard format for the primary intended audience. It is therefore essential to store and provide access to the position information by means of a centralized repository, referred to as the location of an aircraft in distress repository (LADR).

Implementation support components and activities

The primary purpose of the LADR is to store and allow access to location information from an aircraft in distress. The LADR will provide a single point of access and a standard format for this information. The LADR is being designed using SWIM principles so that it may host or serve as a SWIM-based conduit for additional information.

Expected outcomes

The LADR provides the platform to stakeholders to enable a timely search and rescue (SAR) response and significantly decrease the cost of a SAR response. It also ensures stakeholder compliance with ICAO SARPs and State-specific requirements. - The LKP of an aircraft is available in a timely manner will enhance the efficiency of SAR; - Operators will be able to meet their requirements under Annex 6 to make the position information available without establishing complex distribution plans; - Notification to operators of an aircraft in distress, can be managed through the LADR regardless of the particular ADT implementation; - ANSPs will have access to the location information immediately following contact from the operator or RCC, or on determining that there is a concern over the safety of the aircraft; - RCCs will be able to obtain the LKP of the aircraft in distress quickly and easily, and in a standard format

Risks level

Medium

Project value: 800000 USD

Duration: > 36 months

Last updated: 2024-07-25T15:06:21Z

Development of new iPACKS

Program Reference: 2023-GLOBAL/110

Details

Beneficiary States or Organizations: Global

Problem statement and needs

States continue to face challenges meeting their ICAO SARPs requirements, as well as trying to meet the rapid pace of new technological advancements. Through the development of new iPacks, States/CAAs will be given the tools to enhance their capabilities to meet these challenges.

Implementation support components and activities

iPacks consist of a combination of standardized guidance materials, training, and consultative support from subject matter experts. Each iPack is narrowly focused on a single subject; and is intended to provide for State regulators a targeted set of tools necessary to cope with a specific technical challenge.

Expected outcomes

Development of a new iPacks that address the needs of States which will ultimately result in: - Enhanced technical expertise of CAA in specific area - Trained and qualified staff - Implementation of tools to facilitate work

Risks level

Medium

Project value: 1000000 USD

Duration: 6 months

Last updated: 2024-04-10T15:28:23Z

AIG Assistance

Initiative Reference: 2023-GLOBAL/93

Details

Beneficiary States or Organizations: global

Problem statement and needs

States continue to have significant difficulties complying with ICAO SARPs in the area of AIG. This is evident by the low level of USOAP effective implementation for AIG. Many States lack the understanding of their AIG requirements and how they should be implemented within their States. It is therefore necessary to provide States with the necessary guidance and tools to help prioritize AIG within their States.

Implementation support components and activities

- Missions to review State laws, regulations, procedures and guidance material for AIG, including review of USOAP PQs for AIG - Assistance for the development of Corrective Action Plans (CAPs) - Monitoring of implementation of CAPs by States

Expected outcomes

To enhance aviation safety in States by implementing measures to improve the management of accident investigation and support safety oversight systems. The projects will involve the implementation of AIG regulations, establishment of standardized databases, and development of effective Accident and Incident Investigation Systems. The overarching goal of the project is to enhance aviation safety and contribute to the overall improvement of aviation safety management.

Risks level

Medium

Project value: 500000 USD

Duration: 24 months

Last updated: 2024-06-21T13:56:59Z

PBN Go Teams

Project Reference: 2023-GLOBAL/87

Details

Beneficiary States or Organizations: Global

Problem statement and needs

The progress of PBN Implementation in some regions continues to be low and States are not achieving the objectives set by the 37th ICAO Assembly. The implementation of PNB will provide greater flexibility to operators while increasing the safety of regional and national airspace systems.

Implementation support components and activities

- Initial coordination with States, including completion of questionnaire by State - On-site mission to review current status of PBN implementation and develop an action plan - Follow-up actions and monitoring of implementation of action plan

Expected outcomes

The objective of the PBN Go Teams is to diagnose why the PBN implementation progress is slow, and provide specific guidance to the visited States to address the issues detected, at two levels: - National planning of PBN (update of the PBN plan) - Improve the practices in PBN Design, operational approval and oversight

Risks level

Medium

Project value: 250000 USD

Duration: > 24 months

Last updated: 2024-07-03T18:03:21Z

Establishment and Implementation of Runway Safety Teams at airports worldwide

Project Reference: 2023-GLOBAL/88

Details

Beneficiary States or Organizations: Global

Problem statement and needs

Runway related incidences are continually being reported around the world. Many incidences take place at airports that do not have an effective Runway Safety Programmes and have not established Runway Safety Teams. This also contributed to a number of unresolved non-compliances with ICAO SARPS under the National Regulatory frameworks. Runway Safety is considered a Key driver to Safety Management Systems at Airports which is a requirement for Certification of International Airports.

Implementation support components and activities

- workshops/seminars raising awareness of runway safety, promotion of establishing runway safety teams (RST) - on-site mission to review requirements of RST and provide assistance/guidance for its establishment - monitoring of progress of RST establishment and implementation

Expected outcomes

- Reduced incidences of Runway related incidences. - Enhanced progress towards Aerodrome Certification. - Developed Runway Safety Guidance materials in the beneficiary States.

Risks level

Medium

Project value: 250000 USD

Duration: > 24 months

Last updated: 2024-07-03T18:03:17Z

Implementation Support Programme on Aviation Security Capacity Building (ISD-SEC)

Program Reference: 2023-GLOBAL/108

Details

Beneficiary States or Organizations: Global

Problem statement and needs

Aviation Security, as one of the core strategic objectives of ICAO, is a high priority for States, including capacity building for developing countries. The Policy on ICAO Implementation Support provided to States is designed to strengthen the coordination and management of ICAO's implementation support activities to better meet the needs of Member States and non-State entities, including in the area of State aviation security oversight capacity building. The AVSEC ISD-SEC Programme provides States and non-State entities with multi-phased, thematic support to enhance their security oversight capabilities.

Implementation support components and activities

- AVSEC assistance and training to support the implementation of Annex 17 - Aviation Security requirements, including the resolution of Significant Security Concerns and recommendations arising from USAP-CMA audits.
- Needs Assessment activities, structured AVSEC Improvement Plans (ASIPs), ad-hoc assistance, training courses and workshops, support for regional AVSEC programmes (CASP-AP, CASP-MID, AFI SECFAL Plan, etc.).
- Post-deployment monitoring and review of follow-up State activities.

Expected outcomes

- Ensure State aviation security oversight activities are aligned with the most up-to-date ICAO provisions and are in line with international, regional and national requirements and guidance.
- Address elements which are critical to support States in the implementation of key aviation security oversight functions related to the ICAO Security and Facilitation Strategic Objective, SARPs and the ICAO Global Aviation Security Plans.
- Facilitate access to harmonized security oversight activities, and ready-to-use implementation support
- Allow scalability on regional and global levels; and
- Allow precise and harmonized monitoring of outcomes and results.

Risks level

Medium

Project value: 1500000 USD

Duration: > 36 months

Last updated: 2024-06-21T14:00:54Z

Efficient usage of radio frequency spectrum and planning of frequency assignments globally (Frequency Finder Tool)

Initiative Reference: 2023-GLOBAL/89

Details

Beneficiary States or Organizations: Global

Problem statement and needs

Protected frequency spectrum used for safety critical Aeronautical CNS/ATM is aviation's lifeblood. Radio interference is a strong contributing factor to the disruption of CNS/ATM. The risk of harmful interference keeps increasing due to the ever-increasing demand on radio frequency spectrum. It is therefore becoming more critical to develop more efficient means of managing the spectrum allocated to aviation.

The existing frequency assignment planning tool, Frequency Finder, was designed and developed by CNS technical experts, using Filemaker Pro as a platform for the tool, including both the user level applications for Regional Offices and States and the central Database application maintained by ICAO HQ. The tool was enhanced in a gradual manner based on hands-on experience and new use-cases being raised by States and ICAO Regional Offices. As the software and its associated database have grown in scope over time, and due to the number of "patchwork" updates, the tool has become increasingly difficult to maintain. The current platform (Filemaker Pro) needs to be updated to a more modern and modular platform, and the tool itself needs to be rationalized and streamlined to accommodate new and more compute-intensive use cases.

With the advent of new CNS technologies such as space-based VHF, the establishment of frequency planning criteria and procedures is getting more complex. To efficiently manage those and integrate into frequency bands which are already quite congested is becoming a challenge. In order to overcome this challenge, the frequency finder tool needs to be redesigned and upgraded.

Implementation support components and activities

- redesign and enhance the ICAO Frequency Finder Tool, by hiring software designers - After finalizing the software updates, organize workshops to support hands-on use of FF Tool by States and assist in developing and implementing State and/or regional Plans

Expected outcomes

redesign and enhancement of the ICAO FF Tool which will assist the efficient use of spectrum and planning of frequency assignment for current and future CNS technologies globally and regionally.

Risks level

Medium

Project value: 250000 USD

Duration: 24 months

Last updated: 2024-08-08T11:52:36Z

Implementation Support Programme on Safety Oversight Capacity Building (SAFE-CAP)

Program Reference: 2023-GLOBAL/100

Details

Beneficiary States or Organizations: Global

Problem statement and needs

Safety, as one of the core strategic objectives of ICAO, is a high priority for States, including capacity building for developing countries. The Policy on ICAO Implementation Support provided to States is designed to strengthen the coordination and management of ICAO's implementation support activities to better meet the needs of Member States and non-State entities, including in the area of State safety oversight capacity building. The SAFE CAP ISP will provide Member States and non-State entities with multi-phased, thematic support to enhance their safety oversight capabilities. The support will be provided by ICAO through with the collaboration of its Headquarters and Regional Offices.

Implementation support components and activities

Phase I- Fact-finding mission (political and technical outcomes) Phase II -Deployment (organizational and documentation analysis, support and development, including direct support in various technical areas) Phase III - Post-Deployment (monitoring and review of follow-up State activities)

Expected outcomes

- Ensure State safety oversight activities are aligned with the most up-to-date ICAO provisions and are in line with international, regional and national requirements and guidance. - Address elements which are critical to support States in the implementation of key safety oversight functions related to ICAO Safety and Air Navigation Strategic Objectives, SARPs and the ICAO Global Aviation Safety and Air Navigation Plans. - Facilitate access to harmonized safety oversight activities, ready-to-use implementation support for ICAO Member States, coordinated from a "One-ICAO" approach. - Allow scalability on regional and global levels; and - Allow precise and harmonized monitoring of outcomes and results.

Risks level

Medium

Project value: 1500000 USD

Duration: > 36 months

Last updated: 2024-06-21T13:59:50Z

Deployment of iPacks to States

Program Reference: 2023-GLOBAL/109

Details

Beneficiary States or Organizations: Global

Problem statement and needs

Originally conceived to help States with their post-pandemic recovery, iPacks were developed to assist States with their restart and recovery operations. As the air transport community has since largely recovered from the pandemic, ICAO is now turning its attention toward the development of iPacks that address non-pandemic topics and assist States comply with ICAO SARPs.

Implementation support components and activities

iPacks consist of a combination of standardized guidance materials, training, and consultative support from subject matter experts. Each iPack is narrowly focused on a single subject; and is intended to provide for State regulators a targeted set of tools necessary to cope with a specific technical challenge.

Expected outcomes

- Enhanced technical expertise of CAA in specific area - Trained and qualified staff - Implementation of tools to facilitate work

Risks level

Medium

Project value: 1000000 USD

Duration: > 36 months

Last updated: 2024-04-10T15:28:22Z

Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA)

Program Reference: 2023-GLOBAL/94

Details

Beneficiary States or Organizations: All ICAO Member States

Problem statement and needs

CAPSCA is a voluntary, cross-sectorial, multi-organizational collaboration programme managed by ICAO, with strong support from the WHO and other partners. Established in 2006, it brings together international, regional, national and local organizations to combine efforts to improve preparedness planning and response to public health events that affect the aviation sector, such as communicable diseases (tuberculosis, measles, etc.) and disease outbreaks (pandemic influenza, Zika, Ebola, Coronavirus, etc.), chemical events and natural or man-made disasters.

Implementation support components and activities

- Capacity-building initiatives; - Development of training, tools, manuals and other guidance material; - Implementation of guidance material through the establishment of Public Health Corridors; and - Assessment of States' readiness to manage public health events in aviation through Technical Assistance Visits.

Expected outcomes

The purpose of CAPSCA is to address public health events challenges by ensuring collaboration between the aviation and public health sectors; and facilitating safe and economically viable air transport while contributing to public health protection. The objectives of CAPSCA are: - Safeguarding the health and safety of passengers, aviation personnel and the general public by implementation of aviation-specific programmes to prevent and manage spread of communicable diseases; as well as mitigating the effects of public health emergencies on international civil aviation (both communicable disease and other public health emergencies such as chemical events, bioterrorism, and natural or man-made disasters); - Mitigating the spread of diseases thus contributing to ensuring safe and economically viable air transport, with minimal effect on international travel and trade (Chicago Convention); - Facilitating multi-sector collaboration and cooperation (civil aviation authorities, public health authorities, airports, air traffic services, airlines and other aircraft operators, customs and immigration services, security services, etc.) providing a mechanism for harmonization of approaches as well as pooling and sharing expertise, resources and best practices; - Assisting States/Territories with the implementation of ICAO Standards and Regulations (SARPs) and WHO International Health Regulations (IHR) where applicable.

Risks level

Medium

Project value: 1000000 USD

Duration: > 36 months

Last updated: 2024-06-21T13:58:26Z

Improve preparedness for and management of ATM Contingency Events

Program Reference: 2024-GLOBAL/1974

Details

Beneficiary States or Organizations: All States

Problem statement and needs

This project also directly relates to safety. The main objectives of the project are to support States responding effectively to ATM contingencies through the development and implementation of a harmonized regional ATM contingency framework to ensure inter-regional collaboration across the ICAO Regions and building capacity concerning the management of ATM Contingency at national and regional levels.

Implementation support components and activities

- APAC/MID Contingency Workshop for APAC and MID States with attendance of all ROs/ATM - AFI Workshop dedicated to ESAF and WACAF States to raise awareness and work on the update of the regional contingency framework - SAM/NACC Region Contingency Workshops dedicated to NACC and SAM States to raise awareness and work on the update of the regional contingency framework. All the workshops will include States 'Study cases and Tabletop exercises. The outcome of the workshops would be presented to the relevant PIRGs subsidiary groups to formalize the agreement on the regional ATM Contingency Framework and the actions to be implemented in the regions.

Expected outcomes

- Developemnt/update of the Regional ATM contingency Framework - Improved management of ATM contingency events

Risks level

Low

Project value: 200000 USD

Duration: 12 months

Last updated: 2024-05-06T19:41:02Z

Asia Pacific

Survey of the OECD Indicators on the Governance of CAAs for the APAC region

Project Reference: 2023-APAC/64

Details

Beneficiary States or Organizations: all 39 APAC States (except Afghanistan and DPRK)

Problem statement and needs

For years, the APAC regional office has been supporting its accredited Member States to develop and strengthen capacity building in the five domains of the ICAO strategic objectives. The impact of such technical assistance has been beneficial for many States but it appears that some States are still requiring the same ICAO technical assistance years after years. It is difficult to explain the reasons for these repetitive requests but it could be that the CAAs themselves are not well organized or structured. High turnover of staff is also a common given reason. It is then proposed to conduct a survey of the OECD indicators on the Governance of CAAs to have a clear picture of the situation and help Member States to benchmark with their neighbors. A second phase is under consideration by ICAO HQ with OECD to develop global CAA Governance Guidance. This survey will be conducted in the same way as the survey conducted by OECD in 2021-2022 for SAM and NACC regions. A WP about conducting such survey in APAC has been presented at the APAC DGCA conference in July 2022 in ROK. SAM/NACC regions have already conducted in 2021/2022 and are thinking to continue their cooperation with OECD to develop CAA Governance guidelines. So it would be better if the survey in APAC could be completed soon so that the outcomes could also be used for the drafting of guidelines on a global scale.

Implementation support components and activities

- Survey of the OECD Indicators on the Governance of CAAs for the APAC region (ICAO would place a contract of 70 k USD/Euros (approx. US \$90,000) to OECD to develop this survey in APAC as done for SAM/NACC regions and APAC office will help OECD to coordinate with APAC States). A detailed proposal has already been established by OECD and could be shared. - Presentation/WP at the next APAC DGCA conference in 2024 and in 2025

Expected outcomes

- Provide a clear picture of the current CAA governance practices in APAC to motivate States to adopt new good practices to make their CAA stronger, more resilient, more capable to conduct its own projects.

Risks level

Medium

Project value: 90000 USD

Duration: 12 months

Last updated: 2024-07-10T15:41:54Z

Pacific Small Island Developing States (PSIDS) Programme for Capacity Building

Initiative Reference: 2023-APAC/99

Details

Beneficiary States or Organizations: PSIDS

Problem statement and needs

Civil aviation is vital for the PSIDS, especially for their connectivity, socio-economic development and disaster reliefs. The effective implementation level for the PSIDS is significantly lower than the global average and often significant support is required from external organizations to perform the safety oversight of these States. Building the safety oversight capacity of the PSIDS States is critical to enhancing safety within the region. Further to the 2019 PSIDS Aviation Needs Analysis presented by the Council at the 40th Assembly, the programme will provide the necessary capacity building through the implementation of the PSIDS Report Implementation Roadmap.

Implementation support components and activities

- Technical Assistance in areas of PEL, OPS, AIR, AGA, ANS, SMS - Support in the development of laws, regulations and guidance material - Training - Workshops

Expected outcomes

- developed laws, regulations and guidance material - strengthened State's safety oversight capabilities - trained inspectors/personnel - sustainability

Risks level

Medium

Project value: 1000000 USD

Duration: > 36 months

Last updated: 2024-04-10T15:28:18Z

PBN GO team to Cambodia

Project Reference: 2025-APAC/1983

Details

Beneficiary States or Organizations: Cambodia

Problem statement and needs

the APAC RSO is monitoring the PBN implementation in the apac region. For several years we have been contacting Cambodia to get better understanding on their PBN implementation status and provide support as needed for a smooth and strong implementation. In early June, APAC RSO just got the letter from the Minister of the State Secretariat of Civil Aviation of the Kingdom of Cambodia welcoming the visit of a PBN GO team in early 2025.

Implementation support components and activities

- Survey sent to the State to better understand the regulation, the training, the implementation status of PBN - On site visit of three PBN experts (assessment of PBN implementation, regulation, training, design,...) with the production of a list of actions - Follow up of actions

Expected outcomes

After the visit of the PBN GO team, we can expect that Cambodia will be able to develop a stronger plan for the deployment of PBN and will improve national law, operational procedures, better design of flight procedure

Risks level

Low

Project value: 6500 USD

Duration: 6 months

Last updated: 2024-07-10T16:02:01Z

Combined Action Team Technical Assistance Mission (CATM) to Maldives

Project Reference: 2024-APAC/2015

Details

Beneficiary States or Organizations: APAC State Republic of Maldives

Problem statement and needs

USOAP CMA Audit activities are basically conducted to ascertain the strength of the competency of a States Safety Oversight System in all Audit areas identified in the activity. Accordingly, for Maldives, an ICAO USOAP CMA activity focused on all eight Audit Areas has been scheduled for 2025.

In preparation for the Audit, Maldives has been utilizing in-house subject matter experts (SMEs) to conduct dry-runs in their preparations for the forthcoming USOAP CMA audit. Maldives has now requested support from APAC RO to conduct a ICAO Combined Action Team (CAT) Technical Assistance mission to ensure better preparations for their USOAP audit.

Implementation support components and activities

1. Improving Safety through enhancing Safety Oversight Capability of States and thus enhancing Effective Implementation (EI) score. Considered Implementation Support components in Safety are LEG, ORG, PEL, OPS, AIR, AIG, ANS and AGA. 2. CAT technical assistance mission methodology is usually through a team of SMEs in the different critical areas considered for the Mission and to discuss with State counterparts the relevant USOAP CMA PQs in each Audit Area. Traditional time duration considered is about five working days, unless a specific duration is requested by the state. 3. Project cost is calculated based on a five day mission on-site for about six (06) SMEs (subject to availability). 6. Expected Benefits/Outcomes of Implementation Support
Expected Benefits are: 1) State will have an opportunity to: a. Receive a Mock Audit experience, b. receive views and interpretation of PQs from experienced SMEs (who have successfully passed the USOAP CBT in the relevant areas. c. Opportunity to rehearse with Maldives Auditees in answering to USOAP CMA Auditors, d. Improving State capability in presenting applicable and appropriate evidence, e. receive more information about common deficiencies in CE 4 (Inspector Training Programmes), CE5 (Guidance Materials), CE6 (Certification deficiencies), CE7 (Surveillance deficiencies) and CE8,

Expected outcomes

a. State would be better prepared for the scheduled 2025 USOAP CMA audit, b. State counterparts gain a mock audit experience, c. State counterparts get opportunity to discuss and receive an independent interpretation of USOAP CMA PQs Enhancement of State networking with the regional experts,

Risks level

Low

Project value: 23000 USD

Duration:

Last updated: 2024-08-26T18:57:41Z

Americas

Capacity Building of the Caribbean Aviation Safety and Security Oversight Organization (CASSOS)

Project Reference: 2024-NACC/1968

Details

Beneficiary States or Organizations: Barbados, Guyana, Haiti, Jamaica, OECS (comprised of Antigua and Barbuda, Dominica, Grenada, Saint Lucia, Saint Kitts and Nevis, Saint Vincent and the Grenadines, ECCAA) Suriname and Trinidad and Tobago

Problem statement and needs

As small island developing states (SIDS), the States of the Caribbean have limited financial and human resources, resulting in significant challenges for them to comply with ICAO SARPs (both safety and security). As a result, in 2009, it was agreed to create a RSOO for the Caribbean: the Civil Aviation Safety and Security Oversight Organization (CASSOS) under the CARICOM umbrella. CASSOS was created to assist Member States in pooling their resources to enhance safety and security in the region. Over the years, both the financial and human resources to support CASSOS has decreased for various reasons. Due to the increasing needs of the Member States, it is critical to build the capacity of CASSOS to provide much needed support through an efficient and cost-effective mechanism. By building the capacity of CASSOS, Member States will benefit from a harmonized regulatory system in the region and the sharing of subject matter experts, ultimately increasing the safety and security capabilities of the region.

Implementation support components and activities

- Missions to gain political support and financing to Caribbean States, CARICOM and Partners - Legal and organizational review and support - Economic review/study - Conduct of needs analysis - Development of a strategic plan of implementation - Training (courses and OJT) - Review and harmonization of regulations and related materials - Provision of SMEs to provide support -Develop communication plan to promote RSOO

Expected outcomes

- establishment of a sustainable RSOOs (financially and human resources) - enhanced legal framework (MOU, etc.) - Pool of technical experts to be shared in region - harmonized regulatory environment

Risks level

High

Project value: 500000 USD

Duration: > 36 months

Last updated: 2024-07-10T15:52:15Z

DEVELOPMENT OF NATIONAL AIR NAVIGATION PLANS

Project Reference: 2024-NACC/1947

Details

Beneficiary States or Organizations: Eastern Caribbean States (Antigua and Barbuda, Barbados, Dominica, Granada, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago)

Problem statement and needs

The NANP is a requirement for States to develop based on the current GANP, a strategic State plan for the ANS infrastructure/ service investment and the basis for the future operational improvement at the national and regional level (ASBU). 68% of the current CAR State NANPs are out of date and not aligned with the current GANP, including a 100% lack of NANP in the Eastern Caribbean States.

Implementation support components and activities

a. Two assistance missions for Eastern Caribbean States b. One 5-day workshop in ICAO NACC Regional Office

Expected outcomes

8 National Air Navigation Plans (1 NANP for each E/CAR State).

Risks level

Medium

Project value: 20000 USD

Duration: 12 months

Last updated: 2024-07-10T15:51:47Z

Accident And Incident Investigation (AIG) Turnkey 2 Project – Follow-Up on Caribbean

Project Reference: 2024-NACC/1923

Details

Beneficiary States or Organizations: Bahamas, Barbados and Trinidad and Tobago

Problem statement and needs

The accident and incident investigation area (AIG) is among those with the lowest level of effective implementation (EI) according to data from the USOAP audit programme.

Among the main problems encountered are the lack of independence of the investigation, lack of qualified personnel, lack of established and implemented processes and inadequate infrastructure.

For States in which the aviation system is not complex, the adoption of a regional solution through a regional accident investigation organization (RAIO) would undoubtedly be the best option. However, this type of regional approach requires a minimum capacity at the national level, which implies legal and regulatory guarantees and the establishment of a system minimally capable of complying with the main international obligations as signatories to the Chicago Convention.

The NACC AIG Turnkey Project aims to establish an efficient accident investigation system in each State, compatible with the complexity of its aviation system. The project also aims to pave the way for the future adoption of a regional approach (RAIO).

At the current stage of the Project, 3 assistance missions are being implemented in each State, and funds have been obtained to support this implementation in Central American States and some Caribbean States. The Project still needs funds to implement assistance missions in the Bahamas, Barbados, Jamaica, Trinidad and Tobago and Haiti.

This proposal is aimed to address implementation in The Bahamas, Barbados and Trinidad and Tobago have already confirmed their interest in receiving the assistance.

Implementation support components and activities

- 3 onsite missions to each State (9 missions total) to be conducted by Regional Officers and SME (seconded). - Conduct of OJT during missions to group of AIG experts from States The outputs of the current phase of the Project are: - Proposals for the establishment of the main processes and systems required in AIG - Proposals for the establishment and implementation of the most relevant AIG related procedures - Proposals for the amendment, establishment and implementation of relevant legislation, regulation, guidance and other documents - Review of Accident database requirements - Review of applicable taxonomy

Expected outcomes

The outcomes expected are described in short, medium and long terms. a) In the short term: - The establishment and implementation of AIG related regulation, policies, procedures and guidance compliant with international requirements. - The establishment of national accident and incident standardized databases. b) In the medium term: - An effective and sustainable Accident and Incident Investigation System established for the Central American and Caribbean States. - An active Investigation Cooperative Mechanism supporting member States. - An effective and sustainable support to the Safety Oversight Systems of the States in the region. c) In the long term: - The amendment of primary aviation legislation in participant States. - The establishment and implementation of a RAIO (for interested States).

Risks level

Low

Project value: 97000 USD

Duration: 18 months

Last updated: 2024-07-25T18:24:45Z

Safety Oversight System Improvement Project - Caribbean.

Program Reference: 2025-NACC/1970

Details

Beneficiary States or Organizations: Bahamas, Cuba, Jamaica, Antigua and Barbuda, Dominica, Grenada, Saint Lucia, Saint Kitts and Nevis, Saint Vincent and the Grenadines, Trinidad and Tobago

Problem statement and needs

During the technical support missions conducted by the NACC Regional Office in past years and due to the experience obtained as part of the activities of the USOAP within the NAM/CAR Regions, it was identified a lack of sustainability in the ability of the States to provide an acceptable level Safety Oversight. The States do not follow up or implement the lessons learned during the audits and In general terms, the identified problems are: • Most of the NACC States have difficulties establishing and maintaining a sustainable and effective Operational Safety oversight System. • Lack of capacity of the States to identify the issues that deserve corrective actions regarding their safety oversight system situation.

Implementation support components and activities

The SOS Project was born as a result of the analysis of states' needs and has been widely discussed with the states' directors General and technical personnel through the NCMC meetings. One of the prerequisites of the SOS Project is the accomplishment of at least 95% of the states' USOAP self-assessment and the political will/commitment of the states to receive the missions. The SOS Project looks to improve the states' safety oversight system capabilities in a sustainable way by the participation of State's technical personnel in the evaluation sessions and the continuity of this participation in the process of solving the non-conformities. The first phases of the SOS Project such as training, the assembling of the group of experts, the development of the evaluation tool and the evaluation of Central American states, have been accomplished with funding from the RLA09801 MCAAP, FAA and the industry. This proposal includes the following deliverables: - Provision of USOAP CBT training through ICAO/GAT to the existing SOS Project group of experts; - The group of experts will: • conduct onsite assistance missions to have a diagnostics of the State's safety oversight system (annexes 1, 6, and 8); • Guide the State on the corrections to be made on deficiencies identified.

Expected outcomes

• USOAP Corrective Action plans (CAP) timely updates by the selected States • development of State USOAP work plans for enhancing SARP compliance. • State preparation/ readiness for any audit methodology (IASA, SAFA or USOAP) by completing the SOS Project compliance guidance. The SOS Project outcomes/ outputs will be follow-up through the NACC Systemic Assistance Program (SAP). The participation of selected state's technical personnel and the SOS Project group of experts will foster building and maintaining the State capacity for a sustainable Safety Oversight system.

Risks level

Low

Project value: 165000 USD

Duration: 18 months

Last updated: 2024-06-21T14:16:27Z

Establishment and implementation of quality systems compliant with ICAO Annex 3 requirements in the Caribbean States

Project Reference: 2025-NACC/1958

Details

Beneficiary States or Organizations: Small Island Developing States: Antigua and Barbuda, Bahamas, Barbados, Belize, Dominica, Grenada, Jamaica, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago; as well as the Caribbean Meteorological Organization (CMO), and the Eastern Caribbean Civil Aviation Authority (ECCAA).

Problem statement and needs

Despite isolated efforts by each State, none of the selected SIDS have completed the establishment neither the implementation of an ICAO compliant quality system for the provision of the meteorological service, compromising the safety, regularity, and efficiency of the international air navigation. CMO is beneficiary of the project because ICAO will be helping to enhance its capability as regional technical coordinator; CMO could assist in formalizing the selected States commitment and to help in coordinating the development of the project. ECCAA was included in the proposal to build capacity as CAA of the OECS (6 participating States) and to support the assistance effort. World Meteorological Organization (WMO) Regional Association (RA) IV have been invited to be involved to achieve a harmonized assistance approach.

Implementation support components and activities

The proposal looks to assist in the establishment of a sustainable MET QMS (in line with ICAO NACC Operating plan deliverable CAP 7.9) in which the Mentoring Programme works as a mechanism to streamline the implementation of MET QMS. The mentoring programme is an initiative jointly established with WMO RAIV ET-AVI. As such the Proposal looks to: 1. In cooperation with WMO RA IV, CMO and a recipients' SIDS, forge partnerships to implement the QMS mentoring program and establish a mechanism to formalize recipient States commitment. 2. QMS mentoring program, model QMS documentation and onsite assistance: 2.1 Hiring of 01 subject matter expert for one week of virtual work and one week onsite, 2.2 Four days assistance mission on the QMS establishment and implementation to be held in the CMO Headquarters in Trinidad and Tobago, including fellowships for 11 people (10 targeted SIDS + 1 SME), 3. Enhancement technical knowledge: 3.1 Two Webinars on World Meteorological Organization and ICAO guidance material, 3.2 Global Certified ISO 9001:2015 Lead Auditor virtual training course, involving at least 10 MET technicians (assuming at least 1 of the 11 targeted SIDS is already certified)

Expected outcomes

a) A mechanism to formalize recipient States commitment and mentoring program establishment, b) Model QMS documentation regionally standardized and mentor guidance, c) Selected SIDS assisted on the QMS establishment and implementation, d) WMO and ICAO QMS guidance material disseminated, E) 10 internal auditors ISO 9001:2015 certified in the Caribbean Region for MET QMS

Risks level

Medium

Project value: 51550 USD

Duration: 12 months

Last updated: 2024-07-10T16:01:45Z

Regional Guidance for the Development of Air Navigation Services Continuity Plans

Project Reference: 2024-NACC/1969

Details

Beneficiary States or Organizations: States/Territories and International Organizations providing air navigation services in the CAR Region

Problem statement and needs

Annex 11 requires Air traffic services authorities to develop and implement contingency plans for implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services. Several events occurred in the CAR Region have proven the difficulties of ATS units to adequately activate their contingency plans, especially when a partial and/or progressive degradation of services is experienced and ensure a safe transition to normal operations after recovery. It is necessary to develop regional guidance to assist ANS providers in identifying the key assets for ANS provision, analyze its vulnerabilities, and evaluate immediate actions to ensure the continuity of services in the case of partial or total failure. Additionally, the guidance will address the evaluation of recovery actions to safely return to normal operations. Note: The ICAO NACC Office has a Special Implementation Project (SIP) underway to enhance the guidance for regional ATM contingency planning, mainly internal and bilateral contingency planning. The SIP has a very specific focus, however, the needs of the States on this issue have a much broader scope to include all the areas of ANS. In this regard, this project Proposal complement the States needs not included within the scope of the SIP activities, to enhance compliance with international standards and address comprehensively users' expectations.

Implementation support components and activities

a) Hiring one subject matter expert (SME) for the development of a draft air navigation services Continuity Plan and related guidance materials. b) Assistance mission to one ANSP in the CAR Region to evaluate the implementation of the draft Air Navigation Service Continuity Plan and the subsequential improvements actions to the Plan. Note: The results of this project will be disseminated in the framework of the Annual Contingency Planning and Response Meeting.

Expected outcomes

- Ability on the part of ANSPs to face contingencies and return to normal operations in a safe and efficient manner. - Enhance resiliency of ANS in the CAR Region. - Improve safety culture for better risk management. - Greater coordination among the ANS areas to face contingency and recovery actions. - Alignment and harmonization of the ANS contingency and recovery actions in the CAR Region.

Risks level

Low

Project value: 21600 USD

Duration: 12 months

Last updated: 2024-07-10T16:01:26Z

Translation from Spanish to English of LARs Regulations, Manual for Safety Inspectors, and others

Project Reference: 2023-SAM/26

Details

Beneficiary States or Organizations: Guyana and Suriname, CASSOS (Caribbean RSOO)

Problem statement and needs

Many Small States such as Guyana and Suriname will benefit from LAR Material, however the material is in Spanish. Translation into English will ease utilization and assimilation as part of their RSOO or grouping of States.

Implementation support components and activities

Translation into English of Material Editing Material in a user-friendly web base application Sustainability actions with MoC among Guyana, Suriname, CASSOS and SRVSOP

Expected outcomes

Expand the benefits of SRVSOP to English Speaking States

Risks level

Medium

Project value: 500000 USD

Duration: 12 months

Last updated: 2024-07-10T15:42:22Z

Guidance on the governance of Civil Aviation Authorities

Project Reference: 2023-SAM/123

Details

Beneficiary States or Organizations: All States can benefit from the guidance material.

Problem statement and needs

Although States have shown an increase in compliance to the international standards, measured by the effective implementation in the ICAO audit programs, and have substantially improved their accident rates, previous experience has shown that these improvements can be lost due to institutional weakness shown by the regulators. Institutional weakness is observed as: constant changing of authorities, lack of retention power of competent human resources and lack of autonomy of CAAs. These institutional weaknesses are roadblocks for improving connectivity and safety, as well as interference from other areas of States, and poor understanding by high level decision makers about the dynamics needed for Air Transport. The 4th ICAO World Aviation Forum (IWAF/4) Declaration envisaged a higher degree of connectivity between the people of the region and the rest of the world, leading in the global context of safety, counting with empowered institutions that are able to develop their functions efficiently and effectively, supporting an aviation system responsible for the sustainability of the environment. Since the endorsement of this vision, a commitment was made to work on National and Regional Plans to achieve it. At the 17th SAM DGAC meeting (Santiago, Chile 10-14 April 2023) States committed to promote good governance practices to strengthen our CAAs and ensure a transparent, participative, and accountable aviation regulatory environment in the States of our Region. Without empowered Aviation Regulators that are able to develop their functions efficiently and effectively, progress on connectivity and sustainability of improvements on safety performance will be hindered. The project builds upon the data and insights collected by the Organization for Economic Cooperation and Development (OECD) on the governance of civil aviation authorities in the Latin American and Caribbean region, funded by the International Civil Aviation Organization (ICAO). The data, collected using the questionnaire and methodology of the Indicators on the Governance of Sector Regulators, provides an indication of the relative degree to which a regulator's governance arrangements reflect good practice. The results showed potential areas for improvement in terms of safeguarding the independence and promoting the accountability of participating authorities, such as arrangements to advance impartial decision-making, ensure the independence of civil aviation authority leadership, improve accountability, and advance performance management.

Implementation support components and activities

The guidance to be developed by OECD, in collaboration with ICAO, will be applicable to civil aviation authorities all around the world. The guidance will target governance areas of greatest salience to the participating civil aviation authorities. These areas may include the following: • Role clarity • Preventing undue influence and maintaining trust • Decision-making and governing body structure • Management of financial resources • Accountability and transparency • Engagement • Performance evaluation

Expected outcomes

Promote the implementation of Governance and Regulatory best practices among the Civil Aviation Authorities in the World.

Risks level

Medium

Project value: 218000 USD

Duration: 12 months

Last updated: 2024-07-10T15:42:47Z

Round of Workshops on the effective implementation of SARPs and the preparation of a Civil Aviation Master Plan

Project Reference: 2025-SAM/1963

Details

Beneficiary States or Organizations: Ecuador, Guyana, Panama, Paraguay and Uruguay. The list of beneficiaries across South American states for workshops on CAMP (Continuing Airworthiness Management) and SARPS (Standards and Recommended Practices) is strategically determined based on specific criteria and identified needs. In Ecuador, the focus lies on enhancing results from the USOAP (Universal Safety Oversight Audit Program) with opportunities for improvement. Panama, on the other hand, is considered due to its low level of involvement from Regional and Global Plans, coupled with challenges in the USOAP audit. Paraguay has not been a beneficiary of projects related to MCIS (Multinational Coordination and Integration of SARPs) and CAMP. Uruguay is positioned for inclusion based on distinct considerations, while Guyana is deemed relevant due to the current context that anticipates a medium-term growth in air traffic. Notably, Suriname is excluded from the list as there is already an existing project providing support to the country. This strategic allocation ensures that workshops are directed where they are most needed, addressing specific challenges and fostering aviation safety and compliance in the South American region.

Problem statement and needs

The effective implementation of Civil Aviation Master Plans (CAMPs) is crucial for aligning national aviation development goals with international standards and best practices. However, many states within the South American region face challenges in preparing comprehensive CAMPs and integrating them into broader national development frameworks. Moreover, the link between CAMPs and key regional strategies, such as the Civil Aviation South American Regional Strategy of the RAAC/17, as well as alignment with ICAO's Priority focus areas, remains essential yet often underemphasized. To address these challenges, there is a critical need for competencies in preparing CAMPs that are closely linked with the country's national development plans, regional strategies, and ICAO's objectives. Decision-makers must be involved to ensure a thorough understanding of ICAO Standards and Recommended Practices (SARPs) aligned with the Chicago Convention's Article 37. Furthermore, fostering collaboration between Civil Aviation Authorities and relevant government bodies is imperative to integrate aviation development plans into broader governmental programs.

Linkages with National Development Plans, Regional Strategies, and ICAO Objectives:

1. National Development Plans: CAMPs should be integrated into national development plans to ensure aviation development is aligned with broader socioeconomic objectives. This integration enhances the effectiveness of CAMPs by positioning them as integral components of governmental programs.
2. Regional Strategies: The alignment of CAMPs with regional strategies, such as the Civil Aviation South American Regional Strategy of the RAAC/17, promotes harmonization and cooperation among neighboring states, fostering regional aviation development and enhancing safety and compliance standards.
3. ICAO Priority Focus Areas and Strategic Objectives: CAMPs should address ICAO's Priority focus areas and strategic objectives, ensuring states' aviation development plans contribute to global aviation safety, security, efficiency, and environmental sustainability goals outlined by ICAO. By fostering competencies in preparing CAMPs and emphasizing their alignment with national, regional, and international aviation frameworks, this project aims to empower states in South America to enhance their aviation systems' efficiency, safety, and sustainability, thus contributing to overall regional development and global aviation objectives. By incorporating these revisions, the project charter provides a more comprehensive explanation of the need for competencies in preparing Civil Aviation Master Plans and their alignment with broader national, regional, and international aviation frameworks.

Implementation support components and activities

- Asynchronous assessment sessions on effective implementation of BBBs and SARPs; - Asynchronous sessions on assessment of National Plans aligned to ICAO Global and Regional Plans; - Asynchronous session on State aviation development programme; - Face-to-face session, in States, on SARPs Implementation Planning and the development of a Civil Aviation Master Plan

Expected outcomes

- Ability to assess the State's compliance with ICAO SARPs (Art. 37 and 38 of the Chicago Convention); - Ability

to plan for the implementation of the gap found; - Capacity for aviation planning, linked to State policy, to address the challenges that may arise for national aviation in the short and medium term.

Risks level

Medium

Project value: 50000 USD

Duration: 18 months

Last updated: 2024-07-10T16:02:19Z

Eastern and Southern Africa

COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR AVIATION SECURITY AND FACILITATION IN AFRICA (AFI SECFAL PLAN)

Program Reference: 2023-ESAF/96

Details

Beneficiary States or Organizations: Lesotho, Mali, Guinea, Benin, Malawi, Comoros

Problem statement and needs

Analysis of USAP findings highlight that aviation security and facilitation in Africa is generally characterized by persistent and systemic deficiencies in the regulatory, oversight, and operational areas resulting in unsatisfactory implementation of Standards in Annex 17 and Annex 9. Challenges include weak national legislation (primary law and operating regulations), governance, inadequate or inefficient infrastructure and services, insufficient funds, and lack of qualified personnel. Civil aviation in Africa is also confronted by facilitation issues and few States in the Region have developed National Air Transport Facilitation Programmes and established National Air Transport Facilitation Committees. The magnitude of the problem is compounded by the tenuous security environment, conflict zones and the growing presence of terrorist, insurgent and transnational criminal group activities in a continent where many States face significant challenges relating to compliance with ICAO Standards.

Implementation support components and activities

ACTIVITY 1 Provide trainings and Workshops leading to enhancement of State Primary aviation security legislation, National Aviation Security programmes and regulations; and State appropriate authority for aviation security and its responsibilities
ACTIVITY 2 Operational capacity building (Trainings and Workshops) leading to improvement of Personnel qualifications in providing trainings to operational staff and supervise compliance to training requirements
ACTIVITY 3: Conduct workshops tailored at development of technical guidance, tools and security-critical information to improve States Certification and approval obligations capabilities.
ACTIVITY 4 Conduct trainings and workshops geared at Strengthening States' Quality control obligations and Resolution of security concerns

Expected outcomes

The project is aimed at supporting six AFI states to enhance aviation security oversight and capacity building towards the increase in States effective implementation of security oversight systems.

Risks level

Medium

Project value: 250000 USD

Duration: 24 months

Last updated: 2024-06-21T13:44:04Z

Europe

Country Strategic Plan of Action (COSPA) and Collaborative Implementation Support Roadmap for Uzbekistan

Project Reference: 2023-EUR/NAT/53

Details

Beneficiary States or Organizations: CAA Uzbekistan

Problem statement and needs

As of 2023, Uzbekistan is situated in a unique socio-economic context, with several notable developments and trends shaping the nation. The country has been undergoing a significant transformation under President Shavkat Mirziyoyev's leadership, which began in 2016, with a focus on modernization, economic liberalization, and political openness. This reform agenda has had a profound impact on Uzbekistan's socio-economic landscape. One key area of focus has been diversifying the economy and reducing its reliance on cotton and natural gas exports, fostering a more dynamic and market-oriented business environment. The government has encouraged foreign direct investment and implemented numerous reforms to attract investment and promote private sector growth. Another important aspect of Uzbekistan's socio-economic context is the country's youthful population. A large proportion of the population is under the age of 30, which presents both opportunities and challenges. The government has been working on educational reforms and job creation to harness the potential of this demographic dividend and foster innovation and entrepreneurship. In terms of infrastructure development, Uzbekistan has been investing heavily in transportation and connectivity. It has sought to position itself as a regional transport hub, with major investments in road, rail, and aviation infrastructure. This not only supports domestic economic growth but also enhances Uzbekistan's role as a transit country in the region. Additionally, the country has been exploring its tourism potential, promoting cultural heritage and natural attractions to attract visitors and diversify the economy further. Overall, as of 2023, Uzbekistan continues to undergo a socio-economic transformation, embracing modernization and aiming to improve the quality of life for its citizens while seeking to strengthen its position in the global economy. As of 2023, Uzbekistan has been actively pursuing a comprehensive national development plan designed to promote economic growth and social progress. One of the key pillars of this plan is infrastructure development, which includes significant investments in the aviation sector. The country recognizes the critical role of aviation in fostering economic development, enhancing regional connectivity, and positioning itself as a regional transportation hub. Under the national development plan, Uzbekistan has placed a strong emphasis on expanding and modernizing its aviation infrastructure. This includes the construction and renovation of airports, air traffic control systems, and related facilities. The goal is to improve the efficiency and capacity of the aviation sector, making it more attractive for international airlines to operate in the country. The modernization of aviation infrastructure aligns with the broader development plan's objectives, as it enhances trade, tourism, and foreign investment, ultimately driving economic growth. Furthermore, the national development plan promotes the development of a strong and competitive national carrier. Uzbekistan Airways, the country's flag carrier, is being supported in its efforts to enhance its services and fleet, thus enabling it to play a more significant role in regional and international air travel. This, in turn, contributes to the country's economic growth, as a robust and reliable airline can stimulate tourism and facilitate trade. Overall, the integration of aviation into Uzbekistan's national development plan underscores the government's commitment to fostering economic growth and regional connectivity through investments in the aviation sector.

Implementation support components and activities

Focus Areas 1. Planning 2. Safety oversight, 3. Aircraft accident and incident investigation system, 4. Safety management 5. Operational safety.

Expected outcomes

- **Growth and Modernization:** Uzbekistan has made substantial investments in its aviation infrastructure, including airports and air traffic control systems. These efforts have been aimed at expanding the capacity and modernizing the sector to meet international standards. As a result, the country has seen an increase in the number of international airlines operating in Uzbekistan and an improvement in passenger services, contributing to enhanced connectivity and tourism.
- **Economic Catalyst:** The aviation sector in Uzbekistan has been recognized as a key driver of economic growth. By fostering better connectivity and accessibility, it facilitates trade, tourism, and foreign investments. The modernization and expansion of airports and airlines have created

jobs and spurred business activities related to the aviation sector, which, in turn, has a positive impact on various industries. • **Tourism Promotion:** Uzbekistan's rich cultural heritage and historical sites have made it an attractive tourist destination. The aviation sector plays a critical role in promoting tourism by providing efficient air travel options for both international and domestic tourists. The government's efforts to simplify visa procedures and enhance passenger services have further contributed to the growth of the tourism industry, which is closely linked to aviation. • **Regional Connectivity:** Uzbekistan's strategic location in Central Asia positions it as a vital regional transportation hub. The government has actively sought to expand its air connectivity by establishing new routes and forming partnerships with neighboring countries. This not only benefits the country's aviation sector but also enhances regional trade and people-to-people exchanges. • **Challenges and Sustainability:** While the aviation sector in Uzbekistan has made significant progress, there are challenges to address. These include the need for continued investment in infrastructure, ensuring safety and security, and promoting sustainable practices to reduce the sector's environmental impact. Balancing the growth of the aviation sector with sustainability is an ongoing concern, and it will be essential for Uzbekistan to continue aligning its aviation policies with international standards while addressing these challenges. In conclusion, the aviation sector in Uzbekistan has become a vital component of the country's socio-economic development, promoting economic growth, tourism, and regional connectivity. With continued investments and strategic planning, Uzbekistan aims to further solidify its position as a regional transportation hub and promote sustainable growth in the aviation industry.

Risks level

Medium

Project value: 250000 USD

Duration: 12 months

Last updated: 2024-07-10T15:59:38Z

Middle East

Training of ICAA Safety Inspectors

Project Reference: 2023-MID/55

Details

Beneficiary States or Organizations: Iraq

Problem statement and needs

The Iraqi Civil Aviation Authority has never received an on-site USOAP-CMA audit. Based on the results of previous ICAO assistance missions and desk audit, it was clear that ICAA needs to build its capacity in terms of qualified inspectors in different technical areas.

Implementation support components and activities

In coordination with ICAA, the following GAT courses have been identified as top priority for ICAA: - Government Safety Inspector (GSI) Airworthiness – Air Operator and Approved Maintenance Organization Certification (10 Inspectors) - Government Safety Inspector (GSI)-Personnel Licensing (PEL) (6 Inspectors) - Government Safety Inspector (GSI) – Air Operator Organization Certification (OPS) (4 Inspectors) - Using the Technical Instructions for the Safe Transport of Dangerous Goods by Air (3 Inspectors)

Expected outcomes

Training and Qualification of the ICAA inspectors in the areas of AIR, PEL, OPS and safe transport of Dangerous goods; and therefore improvement of the ICAA safety oversight capabilities.

Risks level

Medium

Project value: 90000 USD

Duration: 6 months

Last updated: 2024-07-25T15:06:45Z

Facilitation iPack Support for Libya

Project Reference: 2024-MID/1918

Details

Beneficiary States or Organizations: Libya

Problem statement and needs

The State undergone series of structural changes due to instability and is currently striving to restore its aviation operation. There is a grave shortage of expertise and a need to develop its National Air Transport Facilitation Programme and to establishment a National Air Transport Facilitation Committees (NATFC) and Airport Facilitation Committees (AFC).

Implementation support components and activities

FAL iPack

Expected outcomes

- Develop or review and update existing national provisions related to the establishment of a National Air Transport Facilitation Programme (NATFP); - Develop or review and update existing national provisions for the establishment of National Air Transport Facilitation Committees (NATFC) and Airport Facilitation Committees (AFC); - Establish a reporting and coordination mechanism between the CAA and other involved key stakeholders; and - Make progress in the implementation of the National Air Transport Facilitation Programme; draft an Action Plan for the implementation of the NATFP, if required.

Risks level

Low

Project value: 25000 USD

Duration: 6 months

Last updated: 2024-06-21T14:05:32Z

Assistance missions to States, to support the development of National Contingency Plans and foster the CMC/FUA implementation.

Project Reference: 2024-MID/1926

Details

Beneficiary States or Organizations: Egypt, Iran, Iraq, Jordan

Problem statement and needs

Many disruptions or potential disruptions of air traffic services and related supporting services frequently reported in the MID Region; the lack of proactive and readily available plans and arrangements to deal with unforeseen circumstances including but not limited to contingencies and crises, coordinated at regional level and involving the stakeholders is considered a concern for regional and international traffic flow. The need to support States in the development of their National Contingency Plans and foster the CMC/FUA implementation has been identified as a priority in the Region, in line with the ICAO Priority Focus Areas. In the MID Region, many disruptions have been reported (manmade and natural); different planning and reaction methodologies have been observed, considering non-technical factors, which hurdle the normal continuation of traffic flows; additionally, external factors might also impact the most efficient routing options within the MID Region, which require cross border or regional agreements on the implementation of the required measures.

Cooperation between civil and military authorities for optimization of the airspace is also a matter that States are raising. The implementation of Flexible Use of Airspace (FUA) is a key step towards optimizing airspace. ICAO has developed guidelines in Doc 10088 to support States in their development of National Civil Military Cooperation so that they can implement this requirement. The workshop will provide also an opportunity to foster the implementation of the guidelines in Doc 10088.

Implementation support components and activities

Assistance Mission (4 day National Workshop) to each of the priority States conducted by 2 Regional Officers from the MID Office, and could be supported by other partners from International/Regional Organizations, such as IATA, to support the development of the National Contingency Plan; and an Action Plan for the effective implementation of CMC/FUA. Egypt and Iran planned for 2024; and Iraq and Jordan planned for 2025

Expected outcomes

a) States' readiness to deal with traffic demand during abnormal and contingency situations; b) Enhanced safety and efficiency of air navigation operations in the Region; and c) Provision of required operational data to support efficient planning and address the concerns of airspace users and ANSPs.

Risks level

Medium

Project value: 25000 USD

Duration: 24 months

Last updated: 2024-07-26T18:13:59Z

Western and Central Africa

Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan)

Program Reference: 2023-WACAF/102

Details

Beneficiary States or Organizations: All African States

Problem statement and needs

The Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) was adopted in September 2007 by the 36th Session of the ICAO Assembly, in response to the elevated rate of accidents and incidents and the overall weakness in the safety oversight capabilities of States in the AFI Region.

Implementation support components and activities

The main activities are: provision of aviation safety related training, delivery of assistance including through the Regional Office Safety Teams (ROSTs), co-ordination with other implementing partners through the AFI Plan Steering Committee, and facilitation of the establishment of RSOOs/RAIOs. • Support at least 10 States to establish the Fundamentals of Safety Oversight (FSO) system (CE1-CE5) • Support the integration and enlargement of RSOOs/RAIOs for effective and sustainable functioning • Assist States to improve EI • Assist States to resolve SSC(s) • Assist States to certify all international Aerodromes • Assist States to establish a mechanism to ensure independent Aircraft Accident and Serious Incident Investigation • Assist States to Implement SSP • Assist States to establish effective SAR organization • Facilitate Safety Inspector Training Courses • Aviation Service Providers to Develop and Implement their Respective Safety Management System (SMS) • Assist to establish and conduct ANS peer review mechanism • Conduct annual aviation safety conference in the region • Publish and disseminate safety Report

Expected outcomes

The Four main /key objectives of the Plan are: a) Enabling States to establish, implement and maintain effective, resilient and sustainable safety oversight systems; b) Assisting States to resolve identified safety oversight deficiencies within a reasonable time; c) Assisting States to establish and implement effective State Safety Programme (SSP) and to ensure service providers implement effective Safety Management Systems (SMS); and d) Assisting States on aviation infrastructure gap analysis methodology and planning

Risks level

Medium

Project value: 250000 USD

Duration: 24 months

Last updated: 2024-06-21T14:24:02Z