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DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

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**AGENDA ITEM 6: TECHNICAL AND REGIONAL
COOPERATION**

**ICAO REGIONAL COOPERATION IN THE
ASIA AND PACIFIC REGIONS**

(Presented by the International Civil Aviation Organization)

INFORMATION PAPER

SUMMARY

This paper provides an update on the Cooperative Aviation Security Programme (CASP), the Collaborative Arrangement for the Prevention and Management of public health events in Civil Aviation (CAPSCA), the Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs), the ICAO Regional Flight Procedure Programme (FPP), Assistance for Asia/Pacific Common Regional Virtual Private Network (CRV) Multinational Services, the SAFE Funded Technical Assistance Projects and ICAO Programme for Aviation Volunteers (IPAV) in the Asia and Pacific Regions with focus on the increase in cooperation by Member Administrations and donor partners.

ICAO REGIONAL COOPERATION IN THE ASIA AND PACIFIC REGIONS

1. INTRODUCTION

1.1 ICAO presently operates twelve (12) regional/sub regional programmes in Asia/Pacific to maintain and continuously improve the safety, security and sustainability of civil aviation. While the Cooperative Aviation Security Programme for Asia and the Pacific (CASP-AP) is dedicated to aviation security, the Collaborative Arrangement for the Prevention and Management of public health events in Civil Aviation (CAPSCA) is an aviation medicine initiative aiming to ensure the sustainability of aviation operations. Additionally, there are three active Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAP), two SAFE funded technical assistance projects in the Asia and Pacific Regions which are safety-related and three ICAO Technical Assistance Projects under ICAO Programme for Aviation Volunteers (IPAV). Finally, there are ICAO Regional Flight Procedure Programme (FPP), Assistance for Asia/Pacific Common Regional Virtual Private Network (CRV) Multinational Services and the IFFAS Grant Project on Aerodrome Certification and SMS Implementation in the South Pacific. This information paper describes the latest developments in these regional technical cooperation/assistance programmes.

2. COOPERATIVE AVIATION SECURITY PROGRAMME – ASIA/PACIFIC (CASP-AP)

2.1 **Background - Phase I (Apr 2005 – Jul 2009), Phase II (Aug 2009 – Jun 2014) and Phase III (July 2014 – present)**

2.1.1 CASP-AP is a cooperative regional programme under the auspices of ICAO and through Phases I, II and III has grown from an original 12 to 28 Member States and Administrations. Its main objective is to ensure compliance with the international aviation security Conventions, security-related ICAO SARPs and guidance material, by enhancing the aviation security capabilities of the participating Member States and Administrations. The objective is to reduce the potential for acts of unlawful interference against civil aviation being committed in the Asia/Pacific Region.

2.1.2 CASP-AP is open to all States and Administrations in Asia/Pacific Region. Current membership is: Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, Hong Kong SAR (China), Macao SAR (China), Fiji, India, Indonesia, Kiribati, Lao PDR, Malaysia, Maldives, Republic of the Marshall Islands, Mongolia, Myanmar, Nepal, Papua New Guinea, Philippines, Republic of Korea, Singapore, Solomon Islands, Sri Lanka, Thailand, Timor Leste, Vanuatu and Vietnam, totaling 28. Members make varying use of CASP-AP activities depending on their needs.

2.1.3 CASP-AP is governed by its Steering Committee, which meets annually with representation from Members. The Programme Coordinator serves as Secretary to the Steering Committee and coordinates all programme activities between Steering Committee Meetings. Myanmar currently holds the CASP-AP Steering Committee Chairmanship. The 2017-18 Annual Work Plan has been approved by the Steering Committee and is tailored to Member's needs and ensures CASP-AP provides substantial, targeted training and capacity building assistance to Members to meet the outputs of the Programme Document. Certain States and international organizations also provide support.

2.2 **CASP-AP Membership**

2.2.1 Active Membership has remains steady, with consistent Annual Financial Contributions (AFCs) being made, which are good indicators of the success of the Phase III. Members are strongly encouraged to ensure the timely submission of contributions to maintain the financial status of CASP-AP. So far nine Members have made AFC payments for year 4 (2017-18).

2.2.2 There has been no change since 2016 in the number of CASP-AP Members, with nominally 28 ‘Members’ of CASP-AP, of which there are approximately 22 can be considered to be engaged. At the end of the Phase III third year of a five year cycle (2014-2019) 19 Member States/Administrations have signed the Programme Document (Pro Doc). As previously advises, since the issue of the Phase III Pro Doc in 2014, there has been a change of ICAO Secretary General. States/Administrations wishing to sign the Pro Doc should approach the PC who will coordinate with TCB for the issuance of a Pro Doc bearing the signature of the current Secretary General for their counter signature.

2.2.3 In situations where Members have not made recent AFCs payments, this affects the level of support that may be able to be provided. CASP-AP Members are strongly encouraged to maintain financial commitment to achieve effective results of the programme. Noting substantial donor support from Canada this provides CASP-AP with the means to increase the assistance available, which in turn provides more benefits from maintaining active Membership.

2.3 CASP-AP Programme Updates

2.3.1 The CASP-AP vision for Phase III has been to ensure effort is directed towards sustainable capacity building within the Authorities of Member States and Administrations, through both training and targeted development activities continue to address low levels of compliance with implementation Critical Elements (CE 6 – Certification and Approvals, CE 7 – Quality Control, and CE 8 – Resolution of Security Concerns. The 2017-18 Annual Work Plan, in addition to other activities, provides ongoing assistance with compliance-related missions, including sustained missions over a longer period to provide enhanced support. This training/capacity building is being approached using a sub-Regional focus, putting together a limited number of States with similar issues for targeted assistance and sharing of problems and solutions.

2.3.2 In addition to the delivery of capacity building activities, CASP-AP also provides support to Member States/Administrations in respect to the USAP-CMA programme. This assistance is in the form of missions to provide assistance with development of corrective actions plans, and/or the implementation of corrective actions including guidance on suitable approaches to achieve compliance with Annex 17.

2.3.3 CASP-AP continues to receive support by the ICAO AVSEC/FAL ISD-SEC section for the delivery of ICAO Aviation Security Training Packages within Member States/Administrations. This provides a cost-effective mechanism for Members to have a larger number of staff trained, with 50% of positions allocated to the hosting Member, with remaining positions open for other CASP-AP Members.

2.3.4 CASP-AP is continues to use ‘partnership’ activities as a way of leveraging increased support for activities, with four CASP-AP Members providing support to activities with the provision of expertise. Expansion, with support by Members, focuses on utilizing resources in the region to support the delivery of activities such as training courses and workshops. This also builds the sustainable approach to capacity building and depth of experience within the region.

2.3.5 There is ongoing work to update AVSEC Programmes which are a fundamental part of security to ensure that the Model documentation addresses the latest Annex 17 SARPs within the National Programmes. The programmes, and associated documentation are available on the CASP-AP Group on the ICAO Secure Portal.

2.3.6 The Annual Technical and Operational Meetings (ATOMs) continue to be an effective medium for the exchange of practical information and techniques. This meeting, of senior Aviation Security practitioners from each Member State/Administration, is designed to support the Steering Committee and the Programme Coordinator by addressing specific technical issues in a collective and open atmosphere. The ATOM is also supported by Non-member partner States such as Australia, New Zealand and the US and industry organizations are also invited. The 6th ATOM will be held in early 2018.

2.3.7 CASP-AP is able to provide longer term assistance to specific States through supplementary projects as required. The supplementary assistance projects are self-funding and therefore do not impact upon CASP-AP funds, however they have been found to be a very effective way of meeting a State's requirement for detailed and longer term assistance from world class Subject Matter Experts (SMEs). The projects are negotiated, established and technically over-sighted by CASP-AP and are administered by the Regional Office and TCB, Montreal.

2.3.8 During year 3, CASP-AP delivered 22 capacity building activities, reaching 226 participants from 22 Member States/Administrations. In addition, the training materials for the Exercise workshop have been updated, there is now a manual and associated workshop relating to approvals of operator security programmes, a Risk Context Statement workshop has been developed, and long with an aviation security management seminar. CASP-AP also delivered with support from the ICAO Global Aviation Training office the ICAO Training Developers Course for the benefit of aviation security training professionals.

2.3.9 The Phased Approach to Quality Control Implementation has been now been completed by four States (Bangladesh, Cambodia, Myanmar, and Maldives) and three others (Bhutan, Lao PDR and Nepal) which have completed Phase II and are working towards the final third phase. Two Members who have completed the full phased approach (three workshops) have received additional sustained capacity building mission (two week duration) focusing on quality control implementation.

2.3.10 With the support of donor funding from the Canadian government, CASP-AP has implemented an initiative for aviation security instructors to receive mentoring for a period of two weeks at ICAO Aviation Security Training Centers. This permits selected participants with an opportunity under the guidance of experienced aviation security instructors to build instructional skills, including the opportunity to instruct in a 'live' environment. This initiative will be continue in the 2017-18 Annual Work Plan.

2.4 CASP-AP Programme – Future

2.4.1 The delivery of the 2017-18 Annual Work Plan will utilize the principle of 'in-kind' support from Members to the extent possible for the delivery of activities. Where possible, regional experts may also be used, and specific expertise may be procured to develop guidance materials and implementation programmes for Members.

2.4.2 Whilst the output of the Annual Work Plan must achieve the objectives of the CASP-AP Phase III Extension Programme Document, the delivery of the capacity building will also take into account the results of the analysis of the USAP-CMA audits. This indicates particular areas of weakness in audit areas, which combined with the results of the APAC region provide strong guidance for the direction of the programme.

2.4.3 At the 14th Steering Committee Meeting, the delegates discussed options to enhance cooperation between Member States/Administrations. A number of options were considered to increase sharing of information and best practices, and to share expertise or mentoring of subject matter experts. These will be examined for implementation over the next 12 months.

2.4.4 More information on CASP-AP can be found in <http://www.icao.int/casp-ap/Pages/default.aspx>.

3. COOPERATIVE DEVELOPMENT OF OPERATIONAL SAFETY AND CONTINUING AIRWORTHINESS PROGRAMMES (COSCAP)

3.1 Background

3.1.1 The COSCAP Programmes support and strengthen aviation safety among participating Civil Aviation Administrations through:

- advancing safety oversight policies, procedures and regulations;
- supporting harmonization and standardization;
- efficient and cost-effective method for the training safety oversight personnel;
- Supporting Regional Aviation Safety Teams (RASTs) to assist in identifying hazards and implementing safety enhancement actions to reduce safety risks; and
- implementation of best practices consistent with GASP objectives, safety performance areas and safety initiatives for their respective sub-region.

3.1.2 There are three COSCAPs in Asia Pacific Region:

- COSCAP South Asia (1998): Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan and Sri Lanka
- COSCAP South East Asia (2001): Brunei Darussalam, Cambodia, Indonesia, Lao PDR, Malaysia, Myanmar, Philippines, Singapore, Thailand, Timor-Leste and Viet Nam
- COSCAP North Asia (2003): China, the Democratic People's Republic of Korea, Hong Kong, China, Macao China, Mongolia, and the Republic of Korea.

3.1.3 The COSCAP Programmes in Asia Pacific closely coordinate their efforts to:

- support Member Administrations to strengthen their safety oversight programme, including preparation for activities related to the ICAO USOAP Continuous Monitoring Approach (CMA), such as the development and implementation of Corrective Action Plans and preparation for an ICAO Coordinated Validation Mission (ICVM);
- support Member States in establishing an effective **Safety Management System**;
- Supporting Member States in establishing an integrated **State Safety Programme**;
- develop **regulations, standards and guidance materials**;
- provide **training courses, seminars, and workshops**; and
- support **Asia Pacific Regional Aviation Safety Team and the Regional Aviation Safety Group** to develop and recommend to their respective Steering Committee safety enhancement initiatives to reduce safety risk in the Asia Pacific Region and to support the implementation of the Global Aviation Safety Plan (GASP).

3.2 Updates on COSCAP Programmes

Each COSCAP Programme is guided by a Programme Steering Committee of the Directors General of Civil Aviation (Heads of Civil Aviation Administration) of all Member States and Administrations, Director Technical Cooperation Bureau or his representative and ICAO Regional Director or his representative. The Chief Technical Adviser/Programme Coordinator (CTA/PC) acts as Secretary of the Steering Committee. Representatives of the donor community and other safety partners participating in programme funding through cash and/or in-kind support as well as service provider representatives are invited to participate in the Steering Committee Meetings. Steering Committee Meetings are held approximately once in every twelve months.

3.2.1 COSCAP-NA Steering Committee

3.2.1.1 The **17th COSCAP-NA Steering Committee** met from 10 to 11 May 2017 in Busan, Republic of Korea. The Steering agreed to the membership request from Hong Kong and Macao China. The formal inclusion of the Administrations will take place with the transition of the COSCAP-NA programme into Phase IV which was agreed to in principle by the Members. Under the

programme management of the Steering Committee, the COSCAP-NA programme has assigned a high priority to the implementation of safety risk management principles through Safety Management Systems (SMS) and emphasized the need for Member States to continue with the development and implementation of their respective State Safety Programmes (SSP) as mandated by ICAO and the promulgation of Annex 19. Four (4) missions were conducted by the CTA to Member States in support for the continued development and implementation of SSP and implementation of SMS from September 2016 to July 2017.

3.2.1.2 The COSCAP-NA Steering Committee has also assigned a high priority to the training of National Inspectors. During the period September 2016 until July 2017, 9 training programmes/seminars have been provided for 318 participants covering topics such as PBN Operational Approval, dangerous goods initial/recurrent training, aircraft accident investigation, enforcement, delegation, aerodrome emergency response planning, regulatory audit procedures, SMS and SSP implementation and safety oversight best practices.

3.2.1.3 In 2016/17, missions to DPRK and Mongolia provided support in the area of the Continuous Monitoring Approach (CMA) On Line Framework (OLF) activities including the updating of Corrective Action Plans (CAP), SAAQs and the entry of information into the EFoD system. Mongolia requested that ICAO conduct an ICVM during August of 2017.

3.2.1.4 The COSCAP North Asia Programme is currently on Phase III, from 1 February 2013 to 31 January 2018 (5-year period) and as supported in principle by the 17th Steering Committee Meeting the programme will transition into Phase IV (February 2018 to January 2023) on February 1, 2018.

3.2.2 COSCAP-SA Steering Committee

3.2.2.1 The 25th COSCAP-SA Steering Committee met from 19 to 21 July 2016 in the Maldives. Under the direction of Steering Committee, the COSCAP-SA has assigned the high priority to assisting States in USOAP CMA and implementation of Safety Management System.

3.2.2.2 The COSCAP-SA annual work plan 2016/2017 was approved by the 25th SC and is well on track for completion. All Member States have received multiple missions accordingly. To support the annual work plan, COSCAP SA CTA and the European Union (implemented by the European Aviation Safety Agency (EASA) worked closely together to establish and implement a COSCAP SA-EASA-SARI Joint Activity Plan. This is a significant undertaking and can be described as such:

EU-SOUTH ASIA AVIATION PARTNERSHIP PROJECT: COSCAP SA – EASA – SARI JOINT ACTIVITY PLAN

- The EU-South Asia Aviation Partnership Project is funded by the European Union and implemented by the European Aviation Safety Agency (EASA) to develop partnership with South Asia, improve safety and enhance environmental protection / climate change action in the field of civil aviation.
- The project coordinates with and is providing significant financial support and resources to the regional Cooperative Development of Operational Safety and Continuing Airworthiness Programme for South Asia (COSCAP-SA). COSCAP-SA has carried out a detailed needs analysis for the region together with the South Asia states, as presented at its 25th Steering Committee Meeting of 19-21 July 2016.
- The South Asian Regional Initiative (SARI) is COSCAP-SA's technical arm for regional regulatory harmonization. SARI has chosen EU (EASA) regulations as the basis for SARI regulations. Its current scope covers airworthiness, and some member states are extending this into the fields of flight operations and flight crew licensing.

- The activity plan for 2017 is based on the initial needs expressed by COSCAP-SA and the South Asian States. It was noted by the SC that this joint plan is to ensure the most effective utilization of resources, avoid duplication of work between projects and also to ensure that consistent and harmonized information is being communicated and applied across the South Asia region.

3.2.2.3 The Civil Aviation Authority of Nepal has graciously agreed to host the 26th COSCAP-SA Steering Committee Meeting (SCM) in Nepal.

3.2.2.4 The 25th SC has approved the Qualification Criteria of Experts for the South Asia Capacity Building Matrix (SACBM). The purpose of the matrix is to identify all Member State (South Asia) qualified inspectors/officers who may provide assistance and/or training to other COSCAP SA Member States accordingly. Inspectors/officers are measured vis a vis the approved SACBM Qualification Criteria (live document) for the following positions (other positions may be added at a later date):

- 1) Flight Operations
- 2) Airworthiness
- 3) Personnel Licensing
- 4) Cabin Safety
- 5) Aerodromes
- 6) ANS

3.2.2.5 The project should be completed in time for presentation at the next COSCAP SA SCM, which is scheduled in November 2017. Note that the SACBM had advanced enough and a first SACBM mission was conducted successfully (between Bhutan and Sri Lanka) in March 2017.

3.2.2.6 The COSCAP South Asia Programme is currently on Phase IV, from 1 October 2013 to 30 September 2018 (5-year period). The future of COSCAP SA (beyond September 30, 2018) will be discussed at the 26th COSCAP SA Steering Committee.

3.2.3 COSCAP-SEA Steering Committee

3.2.3.1 The **17th Steering Committee Meeting (SCM)** of the COSCAP South East Asia Programme was held in ICAO APAC Office Bangkok, Thailand on 1 - 2 March 2016. The SC directed the CTA/PC to implement annual Work Programme 2016-2017 and in future consistent with the following priorities areas approved at 17th SCM.

- Effective Safety Oversight (e.g. Legislation, Regulation, SARPs USOAP, LEI/EI, etc.)
- Safety Management (e.g. SMS, SSP)
- Capacity Building (e.g. Training, Seminar, Workshop)
- Safety Enhancement (e.g. Safety team work, Implementation support)
- Administration & Cooperation

3.2.3.2 In 2016, two missions to States were conducted by the CTA: one day On-job-training of Foreign Air Operator Ramp Inspection for CAA Thailand in coordination with AATIP/EU Project; and five days mission to CAD Timor-Leste on USOAP CMA and CAP.

3.2.3.3 In the first half of 2017, in order to enhance the regulatory capacity of the aviation safety in the region and to keep the Programme active while vacant of CTA/PC post since late 2016, ICAO APAC and COSCAP-SEA Chairman of 2016 Steering Committee agreed to arrange 4 training series program to 112 participants covering government safety inspectors as follows:

- Audit Techniques and Practices for Aviation Regulator
- Air Operator Certification and Surveillance for Airworthiness Inspector
- Air Operator Certification and Surveillance for Flight Operations Inspector
- Fundamental of Personnel Licensing

3.2.3.4 The COSCAP SEA Steering Committee members will conduct a major review of the performance of the Programme annually measured against yearly Work Programme which appointed by Steering Committee to achieve the Programme objective during the next SCM which was deferred from the previous schedule in 2017 in Viet Nam prior to the vacant of CTA/PC to date.

3.2.3.5 The COSCAP South East Asia Programme is currently in Phase IV, commencing from 1 July 2016 to 30 June 2021 (5-year period).

3.2.3.6 The COSCAP-SEA Pro Doc for Phase IV has been approved by ICAO and sent to the Member States/Administrations for countersignature. The proposed amendments to Institutional Framework and Administrative Procedures Manuals (IFAPM) are under review by the CTA/PC for approval by the Chairman.

3.2.4 **Asia and Pacific COSCAPs Training/Workshop/Seminar**

3.2.4.1 Coordination and exchange of best practices is essential for APAC COSCAPs Programme, as resources do not permit duplication of efforts. In 2016, APAC COSCAPs have jointly organized following workshops in Bangkok:

- Dangerous Goods Technical Instruction and Safety Oversight
- ECCAIRS Technical Course and ECCAIRS End-user Course

3.2.4.2 In late 2016 and early 2017, APAC COSCAPs have jointly organized trainings for APAC Region members in Bangkok as follows:

- Cabin Safety Inspector Course (2016)
- Flight Operations Safety Oversight Course (2016)
- State Safety Programme (SSP) Implementation Course (2016)
- Accident Investigation Workshop (2016)
- Dangerous Goods Recurrent Training (2017)
- Aeronautical Information Management (AIM) Seminar (2017)

3.2.5 APAC COSCAPs Programme exchange experts and draw upon the experts of Member administrations for short missions. These exchanges also provide an opportunity for exchange of best practices leading to further harmonization of safety related matters in the Region.

3.2.6 In addition to the support provided to members under the core programme (i.e., within COSCAPs funding), additional member-specific support can be implemented. This can include the engagement of specific expertise for a short-term project or the assignment of experts for a longer period.

3.2.7 Further information on the Asia and Pacific COSCAPs can be found from the following websites:

COSCAP-North Asia: <http://www.coscap-na.com>

COSCAP-South Asia: <http://www.coscap-sa.org>

COSCAP-South East Asia: <http://www.coscap-sea.com>

ICAO Website:

http://www.icao.int/safety/Implementation/Lists/COSCAP_RSOO/AllItems.aspx

4. COLLABORATIVE ARRANGEMENT FOR THE PREVENTION AND MANAGEMENT OF PUBLIC HEALTH EVENTS IN CIVIL AVIATION - ASIA PACIFIC (CAPSCA-AP)

4.1 Background

4.1.1 The outbreaks of Severe Acute Respiratory Syndrome (SARS) in 2003, Avian Influenza in 2005, Influenza A (H1N1) pandemic in 2009 and, the Ebola outbreak in 2014 have highlighted the need for coordinated action by the global aviation community to help prevent and manage the risk of spread, through air travel, of communicable diseases of serious public health concern.

4.1.2 The ICAO CAPSCA Project or “Cooperative Arrangement for Preventing the Spread of Communicable Diseases through Air Travel” was launched at the Singapore Aviation Academy in 2006 to coordinate the aviation sector response to public health emergencies. Since then the project has expanded and CAPSCA projects have been established in five regions: Asia Pacific, Africa, the Americas, Europe and the Middle East.

4.1.3 The initial CAPSCA Project has also expanded to include other public health emergencies; not only the transmission of communicable diseases. The project was subsequently upgraded from a short-term ‘Project’ to a long-term ‘Programme’ with an associated name change: “Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation”, although the acronym CAPSCA has remained the same.

4.1.4 The main objective of the CAPSCA programme is to improve preparedness planning in the Civil Aviation sector and to ensure the ability to deliver a prompt, multisector collaborative response to public health events. CAPSCA brings stakeholders together to assist States with the implementation of International Health Regulations (IHR) and health-related ICAO Standards and Recommended Practices (SARPs). This includes Annex 6 – Operation of Aircraft, Annex 9 – Facilitation, Annex 11 – Air Traffic Services (and PANSATM Doc. 4444) and Annex 14 – Aerodromes.

4.1.5 These CAPSCA objectives are pursued in very close coordination with the World Health Organization (WHO), the International Air Transport Association (IATA), Airports Council International (ACI) and many other stakeholders. It is imperative for ICAO to continue with this programme as ICAO serves as the focal point of communication between the aviation sector, the WHO, the public health sector and other relevant sectors, such as trade and tourism.

4.1.6 Funding of the programme is largely based on grants, of which the major grant expires in December 2016. State donations and provision of services in kind also plays a major role in sustaining the programme. ICAO has applied for further grants from UN organizations to fund the programme but is also requesting States to consider donating funds and resources to the CAPSCA programme.

4.1.7 The recent outbreak of Zika, with 47 countries experiencing their first outbreak of the Zika virus since 2015, has again highlighted the need for coordinated action by the global aviation community to help prevent and manage the risk of spread of communicable disease through air travel.

4.1.8 Apart from the threat of possible transmission of Zika to the Asia-Pacific region, it is concerning that in the past year WHO has reported outbreaks of Avian Influenza in China as well as some sporadic cases of Yellow Fever and MERS-CoV (Middle East Respiratory Syndrome Coronavirus) in travelers to the Asia-Pacific region originating from Africa and the Middle East. States are requested to ensure that they are well prepared to manage public health events, especially in preventing the spread of these diseases within the Asia-Pacific region.

4.2 CAPSCA – Asia-Pacific Activities

4.2.1 In the Asia-Pacific Region, only 23 out of a potential 38 States and 2 Administrations have joined the CAPSCA Programme. The following States and Administrations have joined the CAPSCA Programme to date: Afghanistan, Bangladesh, Brunei Darussalam, China P.R, Hong Kong China, Macao China, India, Indonesia, Lao PDR, Malaysia, Mongolia, Myanmar, Nepal, New Zealand, Pakistan, Papua New Guinea, Philippines, Singapore, Solomon Islands, Sri Lanka, Thailand, Tonga and Vietnam.

4.2.2 CAPSCA activities at regional level include the hosting of regional conferences with all stakeholders to facilitate building sustainable networks and to exchange information and experience. To date seven CAPSCA regional conferences has been held in the Asia-Pacific region. The Sixth Global CAPSCA Coordination Meeting and the Eighth CAPSCA-AP Regional Meeting was held 2016 in Bangkok, Thailand from 15 to 18 November 2016. The meeting was attended by a total of eighty seven (87) participants from twenty eight (28) States/Administrations. Moreover, five (5) International Organizations (WHO, ACI, CDC, IFALPA and IOM) and a Private Sector (Allied Aviation Co., Ltd.) were participated in the meeting.

4.2.3 Another significant activity of the CAPSCA programme is CAPSCA Assistance Visits (AV). AVs are conducted by a team of technical advisors upon a State's request, during which an international airport is evaluated and a gap analysis undertaken to advise States on additional measures that might be considered to improve local and national preparedness plans, thus improving State preparedness to manage public health events. Local awareness training and completing checklists forms part of this 2-day visit and a confidential report is provided to the State Civil Aviation Authority at the end of the visit.

4.2.4 In the Asia-Pacific region fourteen airports in twelve APAC States/Administrations have been evaluated to date i.e. Bangladesh, Bhutan, China, Hong Kong China, Macao China, Indonesia (Bali, Jakarta), Malaysia, Nepal, Philippines (Manila, Cebu), Singapore, Sri Lanka and Thailand.

4.2.5 Training for State representatives and Technical Advisors are provided at conferences and through assistance visits (providing national personnel with on-the-job training). A Technical Advisors Training workshop, which included demonstration of airport assistance visit, was conducted in 2012 in Thailand. ICAO is in the process of developing a standardized CAPSCA training course and will inform States when it is ready for implementation.

4.2.6 The States that are not yet members of CAPSCA are strongly encouraged to join the CAPSCA Programme. All States are further encouraged to consider hosting regional conferences and to request Assistance Visits in order to improve emergency preparedness, as the CAPSCA programme have been instrumental to ensure aviation related plans are incorporated into a State's national general preparedness plan as well as establishing improved cooperation between the Aviation Sector and Public Health Authorities.

4.3 CAPSCA Global Conference and website

4.3.1 CAPSCA hosts annual global conferences. The most recent global meeting (1st CAPSCA Global Symposium) was held in Montreal, Canada from 28 – 30 April 2015. It was attended by 160 participants from States Civil Aviation/Administration Authorities, Public Health Authorities and various International Organizations.

4.3.2 The next Asia-Pacific regional meeting (9th CAPSCA-Asia Pacific Regional Meeting), will be held from 14 to 17 November 2017 in Kota Kinabalu, Malaysia and States are encouraged to attend this upcoming conference.

4.3.3 The ICAO CAPSCA website (www.capsca.org) provides meeting details, a number of helpful publication and templates as well as updated information on disease outbreaks that can be accessed by States.

4.4 CAPSCA future strategy

4.4.1 Recognizing the ongoing threat from public health events, ICAO encourages States/Administrations to join the CAPSCA AP Programme; make voluntary contributions to the ICAO SAFE Fund earmarked for CAPSCA; submit requests to ICAO for an Assistance Visit, establish networks and utilize available expertise to assist in the development of procedures that facilitate improved public health event management and response in the aviation sector.

4.4.2 CAPSCA Future Activities and Direction:

- Implementation of Assembly Resolution Actions
- Continued collaboration and cooperation with all stakeholders
- Strengthening CAPSCA capacities at regional and national level
- CAPSCA on-line training programme for Technical Advisors
- Development of CAPSCA Manual and Guidance Material
- Development of CAPSCA Smartphone App
- Closer working relationship between ICAO and WHO (MOU under development)
- Aligning WHO IHR and ICAO SARPs
- Joint activities with WHO and JEE

5. REGIONAL FLIGHT PROCEDURE PROGRAMME (FPP)

5.1 Background

5.1.1 Since its establishment in 2009 and with its vision of becoming the Regional Center of Excellence in the Area of Procedure Design, the ICAO Asia-Pacific Flight Procedure Programme (FPP) provides trainings and procedure design assistances to its Member States in the Asia-Pacific region. With kind support from the Civil Aviation Administration of China (CAAC), the FPP office was established in Beijing, China being hosted by the China Academy of Civil Aviation Science and Technology (CAST) for FPP Phase 1 from 2009 to 2012. After entering FPP Phase 2 (from 2013 to 2017), especially co-located in the compound of ICAO APAC RSO (Sub-regional Office), Beijing, China, FPP program aimed to assist States to develop sustainable capability in the instrument flight procedure domain so as to meet their commitments under Assembly Resolution A36-23 for performance based navigation (PBN) implementation and their obligations for the quality of their instrument flight procedures (IFPs) which was reinforced in Assembly Resolution A37-11.

5.1.2 During FPP Phase 2, ten (10) States have joined the FPP as active participating States/Administrations. They are Australia, China (People's Republic of, Hong Kong SAR, and Macao SAR), France (French Polynesia), Republic of Korea, Philippines, Singapore, Sri Lanka and Thailand who funded the FPP. While User Participating States, such as Democratic People's Republic of Korea, Lao PDR, Mongolia, Fiji, Myanmar, Pakistan, Tonga and Viet Nam participate in the programme, but do not make annual contributions.

5.1.3 The FPP is established with a goal of developing States' capabilities in the instrument flight procedure domain, especially in the areas of procedure design and regulatory oversight of the procedure design service provider. The FPP is obliged to employ best practices in training, automation and quality assurance with the best experts in the field to address the procedure design needs and enhance the capabilities of the States/Administrations.

5.2 Activities Update

5.2.1 From January 2016 to August 2017, FPP continues to provide assistance in flight procedure training, validation and implementation, to APAC FPP Member States. Eight training

courses with 155 participants from 13 States/Administrations were delivered in China in support of the implementation of the Steering Committee's priorities. The courses conducted were the basic 'ICAO Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS)' Initial Course for Procedure Designers; the PBN Procedure Design Course; the PBN Flight Procedure Refresher training, Flight Procedure Quality Assurance Course, and RNP AR Flight Validation Demonstration. Among them, it was the first time for FPP to deliver QA course. This course was developed by FPP in-house instructors with the support from external capacity, which was delivered in Beijing in February 2017. Flight Procedure Consulting service was provided by the FPP to RNAV 1 SID for Tan Son Nhat Airport, Vietnam. In this project, FPP provided the technical support on PBN flight procedure coding, thus assisted them in implementing PBN flight procedure successfully. The FPP also provided consulting service to the Indonesia ILS CAT E project, assisted the ICAO TCB Project IDN 15801: VAAH prelim study and INS 13891 specific airports in Indonesia which were restricted by the complicated terrain.

5.3 Discussion

5.3.1 Recognizing that there was a strong need in the APAC region for the services of the FPP, the FPP Steering Committee endorsed the extension of the Programme into Phase 3 (2018-2020) and the selection of China as its host State during its eighth meeting on July 11th-13th, 2017. In the Phase 3, the FPP is approaching the target of a centre of excellence in the field of flight procedure design, by enhancing internal process, expanding value creation and increasing public visibility. Comparing to its Phase 2, the FPP is going to provide more advanced courses to accommodate the requirements of states, including Helicopter Point in Space, RNP AR Procedure Design, RNP/RNAV to xLS Procedure Design and other new procedure training to follow up ICAO amendments. In the meantime, the FPP would also deliver new training on regulatory oversight of the procedure design service provision including the approval process for the flight instrument procedures to facilitate the Flight Procedure Approval.

5.3.2 The No Country Left Behind (NCLB) initiative by ICAO highlights its efforts to assist States in implementing ICAO Standards and Recommended Practices (SARPs). The main goal of this work is to help ensure that SARP implementation is better harmonized globally so that all States have access to the significant socio-economic benefits of safe and reliable air transport. The FPP, through its strategic goals is well positioned to promote this ICAO initiative by bridging the gaps between states capabilities and industry needs.

5.3.3 The conference is invited to note that the 8th Steering Committee SCM/8 reviewed, updated and endorsed the FPP Programme Document for Phase 3 and further requested ICAO and states interested to sign the Programme Document for Phase 3 by December 1st 2017. To achieve objective of this Programme maintaining the high-quality training and deliver new courses in Phase 3, the SCM/8 also encouraged member states to actively nominate high-qualified instructors experienced with QA, RNP AR, Helicopter PinS and RNP/RNAV to xLS procedure design to be included in the FPP Instructors Pool.

5.3.4 The Conference is invited to note with appreciation the significant accomplishments of the FPP in 2016-2017 and urge States/Administrations to continue their support of the FPP into Phase 3 (2018 -2020) by joining the FPP as an active participating member or user participating member.

6. ASSISTANCE FOR ASIA/PACIFIC COMMON REGIONAL VIRTUAL PRIVATE NETWORK (CRV) MULTINATIONAL SERVICES

6.1 Background

6.1.1 The objective of this programme, funded by 18 States/Administrations - Australia, China, Hong Kong SAR, Macao SAR, Democratic People's Republic of Korea, Fiji, France, India, Japan, Malaysia, Myanmar, New Zealand, Philippines, Republic of Korea, Singapore, Sri Lanka,

Thailand, and USA is to assist the civil aviation authorities and related air navigation service providers in the procurement management of the Asia Pacific Common Regional Virtual Private Network (CRV) services and in the selection of a common service provider. This project began on 20 April 2015.

6.2 Project Update

6.2.1 An expert in aeronautical communications and procurement was selected. Technical specifications were consolidated and assistance was provided to review and create the tender consultation package. The tender was released on the ICAO e-procurement platform, and tenders were submitted. Assistance in technical evaluation and in drafting ten sets of clarifications requests to bidders was provided.

6.2.2 Clarification requests were followed by the evaluation process. Steps and outcomes of the CRV evaluation process of the different bids were as follows:

- An evaluation committee was formed with members from CRV Pioneer States to implement the process defined in compliance with ICAO TCB guidance and agreed by the meeting held in July 2015 for the final review of the CRV tender package. A Pre-evaluation Meeting of the Common Regional Virtual Private Network (VPN) Task Force (CRV PS/1) of APANPIRG had been held in Singapore, 22-24 March 2016 and attended by 38 participants from 17 States/Administrations;
- The technical evaluation was then updated during CRV PS/2 on 09 and 10 May 2016;
- On 7th of June 2016 a webconference (CRV PS/3) was held to review the final draft of evaluation (both technical and commercial) and then sent to ICAO TCB for final check after which the technical evaluation had been updated and finalized, along with the evaluation report, for approval by the ICAO Contracts Board; and
- the approval of the evaluation report by the ICAO Contracts Board for the CRV Project (reference RAS/14/801 - PR 21101272 – Sealed Tender 22501631) was notified to the ICAO APAC Regional Office on 28 November 2016.

6.3.3 Once the evaluation report completed, the last part of the project took place with the adjustment phase, which was conducted with TCB expert assistance in December 2016. The project was completed in December 2016.

6.3.4 Early 2017, the ICAO APAC and MID Regional Offices sent an ICAO State letter to all ICAO Member States in order to notify that the CRV common provisions are available to establish contracts with the common service provider.

7. SAFE FUNDED TECHNICAL ASSISTANCE PROJECTS FOR STATES TO RESOLVE SAFETY OVERSIGHT DEFICIENCIES

7.1 Background

7.1.1 Since the establishment of the SAFE (Safety Fund) in 2010, a total of about 8.9 million Canadian dollars has been voluntarily contributed by various donor States, Organization and Industry, and a number of safety technical assistance (TA) projects funded by the SAFE covering all ICAO regions have been implemented. The generous donors are: Angola, Chile, China, France, Kenya, Malaysia, Nepal, Netherlands, Norway, Republic of Korea, Russian Federation, Saudi Arabia, Switzerland, Thailand, United Kingdom, United States, United Nations, Boeing and Airbus. ICAO has also received contributions in kind from other States. Donors and partners to ICAO, collaborating on technical assistance projects in safety, have been further coordinated under the Aviation Safety Implementation Assistance Partnership (ASIAP), which was established during the ICAO Second High-level Safety Conference held in February 2015 (<http://www.icao.int/safety/scan/Pages/Aviation-Safety-Implementation-Assistance-Partnership.aspx>).

7.1.2 The objective of the SAFE is intended to assist States in remedying or mitigating safety related deficiencies identified through ICAO Universal Safety Oversight Audit Programme (USOAP). The results of the assistance are being measured through the USOAP CMA activities.

7.1.3 States in the APAC region which benefited from the SAFE funded technical assistance projects are: Cambodia, Nepal and other multiple States through the Coordinated Assistance Team (CAT) project .

7.2 Projects Update

7.2.1 The project documents for Cambodia and Nepal had been signed between ICAO and respective Civil Aviation Administrations on 11 March 2015 (Cambodia) and on 23 April 2015 (Nepal). Both SAFE fund projects have successfully been completed and achieved positive results.

7.2.2 **Cambodia :** The project had been under the overall management of ICAO RO Bangkok and COSCAP-SEA with an assignment of an international Airworthiness Expert as an Operational Assistance (OPAS). The ICAO Airworthiness Expert has completed the project, starting from August 2015 to November 2016, including the 4 month-long extension. The project contributed to the enhancement of the airworthiness-related civil aviation legislation, guidance material and related procedures.

7.2.3 **Nepal :** ICAO provided the technical assistance to the Civil Aviation Authority of Nepal (CAAN) in resolving safety oversight deficiencies from 28 January 2016 to 29 June 2017. ICAO deployed experts in the areas of Flight Operations, Airworthiness and Personnel Licensing to work with local counterparts, training and developing their capacity and to establish a sustainable capability in these areas. As a result of the project, a significant progress has been made in improving CAAN's safety oversight capability. The project was successfully completed in June 2017, which has positively contributed to the resolution of the Significant Safety Concern (SSC) identified during the ICAO USOAP activity in November 2013.

7.3 Detailed information on the SAFE, including a list of projects and contributions, is available at <http://www.icao.int/SAFE>. Enquiries regarding SAFE may be directed to ICAO Air Navigation Bureau, by e-mail at SAFEfund@icao.int.

8. ICAO PROGRAMME FOR AVIATION VOLUNTEERS (IPAV)

8.1 Background

8.1.1 The programme provides a framework for the deployment of aviation professionals, working as volunteers, to respond to emergencies affecting the aviation system in a State, to develop capabilities in the implementation of ICAO SARPs, and to foster self-reliance and growth. IPAV technical assistance, in the immediate term will be part of a larger ICAO strategy for assisting States in addressing shortcomings identified during audits, in order to achieve high levels of effective implementation of ICAO SARPs. Volunteer assistance may also be provided in non-audit areas as well as during crisis and emergency situations which affect the civil aviation system of a State. Requests may include institution/capacity building activities, operational advice, assessing the needs of States in their civil aviation system, review or development of documentation, delivering workshops, seminars and non-certification on-the-job-training. Volunteers will not be deployed to execute licensing, certification, approval or surveillance duties. When a request for assistance is received from a State, the UN or other Organization, it is reviewed at ICAO to determine the scope of work and corresponding resources needed to respond to the request.

8.1.2 Funding for the assignment of volunteers will come from client States, voluntary third party contributions or other UN/international agencies. Where such funding is available, the funds will be deposited in a Voluntary Fund managed by TCB. ICAO will explore the feasibility of establishing cooperation arrangements with relevant UN/international entities, such as the UNV

programme, UNDP, WFP, DPKO, etc. for the purpose of providing assistance to States through their platform while ICAO maintains the responsibility for the identification of experts and the implementation of the project.

8.2 Projects Update

8.2.1 Three APAC States have signed agreement with ICAO for IPAV technical assistance in 2017 in the areas of Aerodromes and Ground Aids (AGA) as follows:

- Phnom Penh, Cambodia (KHM17301)
- Dili, Timor-Leste (TLS17301)
- Suva, Fiji (FIJ17301)

8.2.2 The key activities of the each mission will be:

- 1) assist in ICAO USOAP CMA matters in the area of AGA;
- 2) provide OJT to Aerodrome Inspectors in surveillance of aerodromes; and
- 3) develop guidance materials in AGA (if required and time permits).

9. ACTION BY THE CONFERENCE

9.1 The Conference is invited to note the information contained in this Paper.

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