

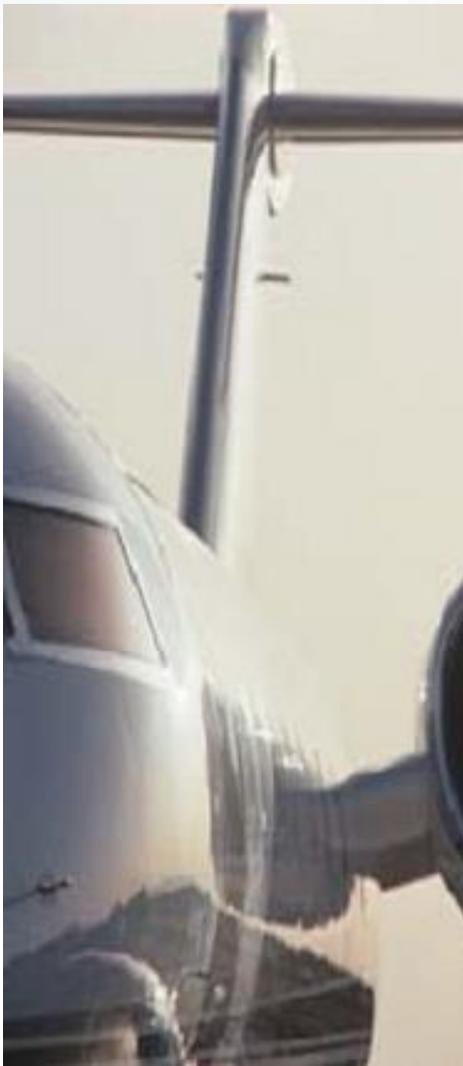


INTERNATIONAL CIVIL AVIATION ORGANIZATION

A United Nations Specialized Agency

Technical Cooperation Bureau

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TCB



Scope



- ICAO Roles
- TCB Objectives
- TCP and projects
- TCB in the MID region
- Conclusions

ICAO's Roles



- Standards and Recommended Practices (SARPS) and other publications



- Audits

USOAP / CMA (Safety)
USAP (Security)

- Assisting the States/Organizations



TCB's Main Objectives



- ✈ States' compliance with ICAO SARPs
- ✈ Strengthening of civil aviation institutions
- ✈ Transfer of technology and development of human resources

TCB's Areas of Projects



- ✈ Assist States with experts to strengthen civil aviation institutions (Capacity building)
- ✈ Training national experts with the development of human resources
- ✈ Procurement of services and goods with the corresponding transfer of technology

Assisting States...



- Follow-up to **USOAP** and **USAP** audits
- Development of corrective action plans
- Preparation of audit-related projects
- Implementation of appropriate remedial action
- Compliance with **ICAO SARP**s
- Development of Civil Aviation Authorities
- Development of Civil Aviation Law, Regulations, Manuals and Procedures
- Training

TCB Training Programme



- ➔ ICAO Fellowship Programme
 - Selected international civil aviation training centres-universities

- ➔ ICAO experts as instructors
 - Training programmes and seminars (regional and locally)
 - On-the-job training

- ➔ Training provided by the equipment suppliers

Infrastructure and Procurement Services



- Aerodromes
- Air navigation systems and equipment
- Security systems and equipment
- Airport management systems
- Maintenance programmes



Air Navigation Equipment



TOWER EQUIPMENT



SIMULATORS



CONTROL CENTERS



RADARS



SAT COMM



Airport Equipment



- ➔ **Special equipment**
- ➔ **Boarding bridges**
- ➔ **Fire fighting equipment**
- ➔ **Automated systems**
- ➔ **Modernization works**



Project Formulation



- ➔ Identify the needs of the Government
- ➔ Preparatory assistance mission
- ➔ Define the requirements
- ➔ Framework for project formulation
- ➔ Project document



MSA



- Management Service Agreement (MSA)/
Memorandum Of Participation (MOP)
- Overarching document between State and
ICAO to agree to work together
- Only becomes effective when an Annex
(Project Document) is attached and signed by
State(s) and TCB



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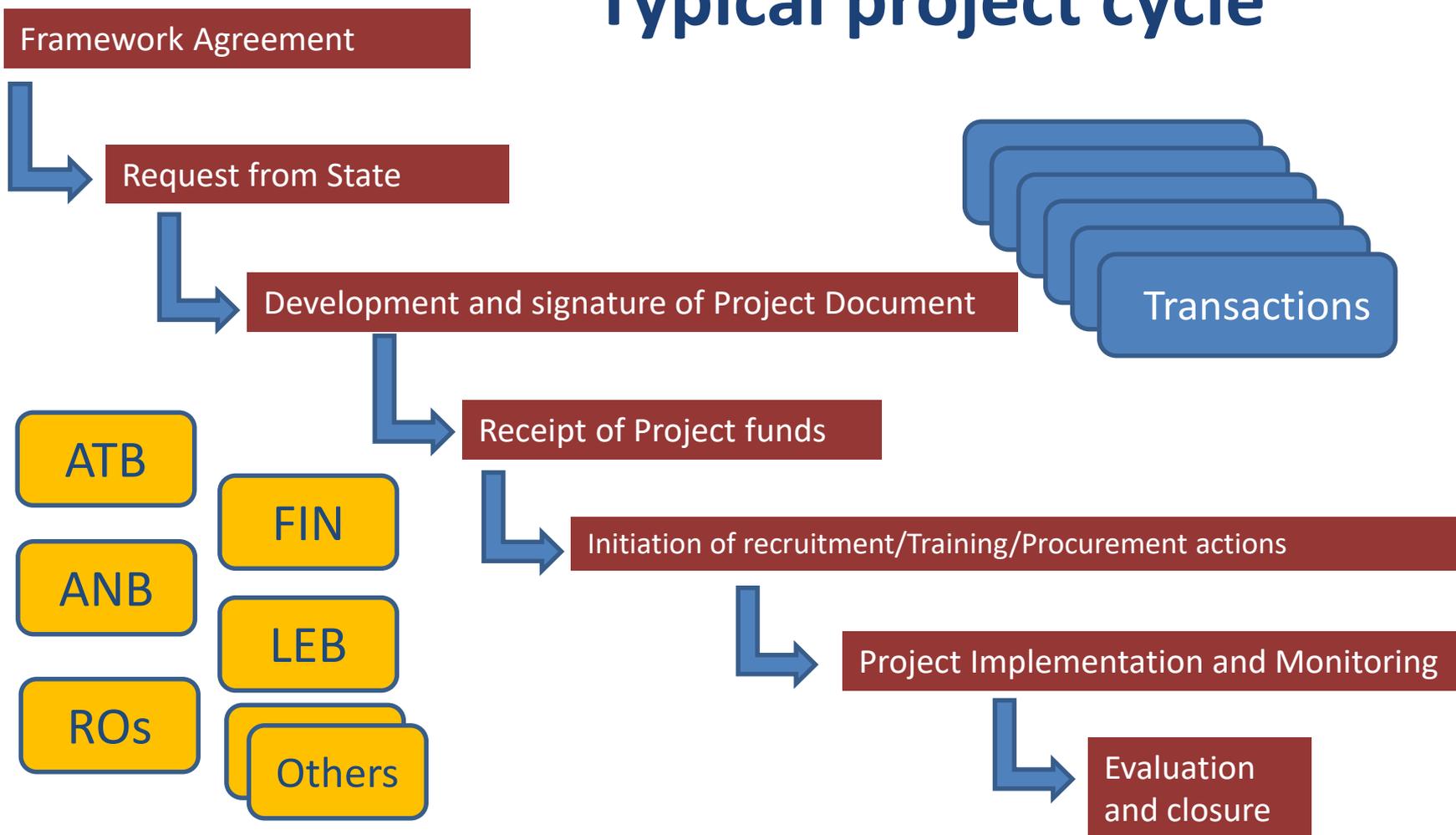
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Contracts with States

CAPS

The Civil Aviation Purchasing Service (CAPS) is to assist countries in the procurement of civil aviation equipment and services, both the administrative aspects of a procurement and the technical aspects.

Typical project cycle



Project Financing



- Receiving States/Organizations/Entities
- Donor countries
- ICAO Voluntary Funding Mechanism
- Banks
- Private sector and aviation industry



TCB's experience in Middle East Region- National projects

- Development of an Environmental Action Plan for one State. Project started in 2013 and achieved the same year.
- Assistance in airport development and certification for one State. The project started in 2014 and is ongoing.
- Civil Aviation Purchasing Service for one State to upgrade the existing ATM-Radar Automation system and to procure a software warranty for the system.
- Support to the CAA of one State in providing safe, efficient and cost-effective aviation services. Project is running since 1998.



TCB's experience in Middle East Region- National projects (cont'd)

- Strengthening of the civil aviation sector for one State.
- Assistance to the Ministry of Interior and Municipalities of one State on an e-Border, e-Passport and e-Visa system. Project achieved in 2013.
- Civil aviation development and technical support for one State in matters related to air traffic control, airport engineering, flight operations and airworthiness. Project began in 1993 and achieved in 2013.



TCB's experience in Middle East Region- Regional projects

- Cooperative Development of Operational Safety and Continuing Airworthiness Programme — Gulf States (COSCAP-GS).
- Its objective is to enhance the safety and efficiency of air transport in the Gulf States subregion, through the harmonization and effective application of international standards and national safety oversight provisions, regulations and procedures.
- It began in 2005 and is ongoing.

TCB's experience in Middle East Region- Regional projects (cont'd)



- Cooperative Aviation Security Programme — Middle East Region (CASP-MID).
- Its objective is to ensure compliance with international Conventions, ICAO Standards and Recommended Practices and guidance material related to aviation security and facilitation.
- Enhancing implementation capabilities of the participating States and creating a regional structure for cooperation and coordination in aviation security and facilitation matters and for training of aviation security personnel.
- It began in 2013 and is ongoing.

TCB's experience in Middle East Region- Regional projects (cont'd)



- MIDRMA Project (Custodian Agreement with TCB)
- Its objective is the promotion of safety of air navigation in the Middle East Region through the establishment, operation and management, on a sound and efficient basis, of the permanent MID Regional Monitoring Agency.
- It began in 2006 and is ongoing.

Why is it worth working with ICAO TCB??



- Impartiality and objectivity
- Knowledge and experience
- ICAO SARPs compliant
- Economy of scale
- No commercial interests - Low costs
- Transparency
- Administrative savings from the States
- ISO 9001-2008 Certification
- ISO 9001-2015 Certification is going

Conclusions



- New Strategic Objectives and Vision for ICAO
- ICAO's three main Roles
- Modern Structure and Management of TCB
- TCB's Role = Assisting the States / Organizations
- Clear Advantages for States / Organizations
- MID Region could make more use of the TCP

The Technical Cooperation Programme of ICAO



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