



ASSEMBLY — 36TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 14: International Financial Facility for Aviation Safety (IFFAS)

ACTIVITIES OF THE INTERNATIONAL FINANCIAL FACILITY FOR AVIATION SAFETY (IFFAS)

(Presented by the Council of ICAO)

EXECUTIVE SUMMARY

Resolution A35-8, International Financial Facility for Aviation Safety (IFFAS) requires that the Council submit to the Assembly a report regarding IFFAS activities, including performance assessment and audited financial statements. Accordingly, this report includes financial statements for the years 2004, 2005 and 2006 and a draft consolidated Assembly Resolution for consideration by the Assembly. It also contains some information on contributions received up to 15 June 2007. IFFAS was established by the Council of ICAO on 4 December 2002 and became operational on 18 June 2003. The objective of IFFAS is to assist Contracting States in financing safety-related projects to correct deficiencies primarily identified through ICAO's Universal Safety Oversight Audit Programme (USOAP) and for which such States cannot otherwise provide or obtain necessary financial resources. Total contributions received as of 15 June 2007 (US\$3 821 008) have enabled IFFAS to continue implementing its funding mechanism.

Action by the Assembly: The Assembly is invited to:

- encourage ICAO Contracting States and other interested parties to contribute to IFFAS on a voluntary basis;
- invite States and groups of States experiencing difficulties in financing safety-related measures that would correct deficiencies identified in particular by USOAP to present requests for assistance by IFFAS;
- provide any further guidance regarding the development of IFFAS; and
- adopt the draft Assembly Resolution in Appendix E.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective A. IFFAS enhances global civil aviation safety by providing financial support which enables States to improve aviation safety through the implementation of the necessary corrective measures identified in the ICAO Universal Safety Oversight Audit Programme (USOAP).
<i>Financial implications:</i>	No financial implications for the ICAO Regular Programme Budget as IFFAS is an extra-budgetary activity.
<i>References:</i>	Doc 9848, <i>Assembly Resolutions in Force (as of 8 October 2004)</i>

1. INTRODUCTION

1.1 The 35th Session of the Assembly (Montreal, 28 September –8 October 2004) considered under its Agenda Item 18 the International Financial Facility for Aviation Safety (IFFAS). A large number of delegations expressed their support for IFFAS and emphasized that IFFAS is a fundamental means to supplement the ICAO Universal Safety Oversight Audit Programme (USOAP) in helping needy States finance measures to correct deficiencies in aviation safety that have been identified.

1.2 The Assembly noted the status of contributions to IFFAS and pledges received amounting to a total of US\$ 2.6 million and confirmed that IFFAS should remain independent from the Regular Programme Budget of ICAO.

1.3 The Assembly adopted Resolution A35-8 which recognized the aims and objectives of ICAO as being to foster planning and development of international air transport so as to ensure the safe and orderly growth of international civil aviation and acknowledged the obligation of ICAO to meet the needs of the people of the world for safe, regular and economical air transport and to promote safety of flight in international air navigation. The Resolution urged Contracting States and strongly encouraged international organizations (private and public) to make voluntary financial or in-kind contributions to IFFAS and invited Contracting States to take advantage of the assistance offered by IFFAS.

1.4 This report is presented in response to Assembly Resolution A35-8, paragraph 6, which requested the Council to submit to the next ordinary session of the Assembly a report regarding IFFAS activities, including performance assessment and audited financial statements.

2. DEVELOPMENTS SINCE THE 35TH SESSION OF THE ASSEMBLY

2.1 Since the last session of the Assembly, the membership of IFFAS was increased from 8 to 11 in 2006 when, by delegation of the Council, the President of the Council appointed eleven members of the Governing Body of IFFAS on 9 June 2006 for the triennium commencing 13 June 2006. The Governing Body of IFFAS has held five meetings as follows.

2.2 At its Fourth Meeting (24 January 2005), the Governing Body agreed on the recommendations of the Expert Panel as presented in its Third Report to provide IFFAS financial assistance for the projects relating to the Cooperative Development of Operational Safety and Continuing Airworthiness Programme (COSCAP) for the Banjul Accord Group Member States (BAG), the COSCAP for a group of States of South Asia (SA), and the COSCAP for the West Africa Economic and Monetary Union (UEMOA).

2.3 At its Fifth Meeting (13 June 2005), the Governing Body approved funding for projects relating to the COSCAP for a group of States of North Asia (NA) and the COSCAP for a group of States of South East Asia (SEA) as recommended in the Fourth Report of the Expert Panel.

2.4 At its Sixth Meeting (23 January 2006), the Governing Body approved recommendations as presented in the Fifth Report of the Expert Panel with regard to the Economic and Monetary Community of Central Africa (CEMAC), the Commonwealth of Independent States (CIS) and Pacific Aviation Safety Office (PASO) applications under COSCAP.

2.5 The Governing Body determined that, in accordance with the Administrative Charter, IFFAS assistance should be provided in the form of loans with grants being the exception and agreed that in future any grant, if at all, must be offered along with a loan and on the basis that the grant by itself guarantees the needed resources that would achieve a measurable objective. The Governing Body approved proposals relating to further operational strengthening of IFFAS and noted that IFFAS, as a funding mechanism, should not be involved in implementation. The Governing Body also noted details of promotion of IFFAS and mobilization of funds and approved the IFFAS work programme.

2.6 At its Seventh Meeting (26 May 2006), the Governing Body reviewed the Sixth Report of the Expert Panel which advised that all five applications received had been for grants and therefore the Expert Panel had not proceeded any further with their consideration in view of the decision taken at the Sixth Meeting, that grants *per se* should not be awarded. The Governing Body requested a detailed technical report from the Expert Panel on the five projects, i.e. COSCAP NA, COSCAP SEA and COSCAP SA requesting extension of grants, an application for the Cooperative Agreement for Preventing the Spread of Communicable Diseases through Air Travel (CAPSCA) for States in the Asia Pacific Region for financing of an aviation medical expert for three months plus travel and mission costs, and a fifth application for the Cooperative Agreement for Enhancement of the Meteorological Service for Aviation in the South Pacific (CAEMSA SP) for a meteorological expert. With regard to the audit of accounts, the Governing Body agreed that the internal auditor of ICAO should be approached with a request to conduct such audits and that if this was not possible, an external auditor should be appointed on a case by case basis.

2.7 At its Eighth Meeting (22 January 2007), the Governing Body supported nominations to the Expert Panel presented by the Secretary General, and approved the financial estimates for 2007 on the understanding that additional information would be provided to members. It was agreed that a State letter should be sent urging Contracting States to contribute to IFFAS and that a paper on the subject of interest rates be prepared by the IFFAS Secretariat for discussion at the next meeting. The Seventh Report of the Expert Panel was reviewed and the Governing Body agreed to extend the previously approved grants relating to the COSCAP NA, COSCAP SEA and COSCAP SA projects. Approval was also given to provide a grant to the CAEMSA SP project with the exclusion of an item in the application relating to non-expendable equipment. The CAPSCA application was not approved as the Governing Body did not consider it to be a safety-related project.

2.8 The Governing Body reviewed a progress report with respect to the COSCAP CEMAC, CIS and PASO projects and reconfirmed its agreement to provide a grant to PASO. The Chairman presented a low cost evaluation method of interventions regarding projects funded by IFFAS including a draft questionnaire and presented information to the Governing Body on IFFAS promotional activities in 2006. The Governing Body approved the work programme for 2007.

2.9 During the triennium 2004-2005-2006 and the period up to 13 June 2007, IFFAS has funded 6 projects benefiting 29 States. Additionally, 3 projects have been approved for funding in 2007. Also, for 2007, 4 grants have been approved as extensions to projects already funded with a view to covering more States in the regions concerned. It is envisioned that by 31 December 2007, 66 States would have benefited from IFFAS assistance. These would include States coming within the purview of COSCAP projects from: South Asia; the Banjul Accord Group; North Asia; South East Asia; UEMOA; the CEMAC States and Sao Tome and Principe. The CIS and PASO States are also beneficiaries of IFFAS.

3. PERFORMANCE ASSESSMENT

3.1 Since its establishment on 4 December 2002, contributions to IFFAS have totaled approximately 3.9 million US dollars of which approximately 50 per cent has been disbursed for the implementation of safety-related projects. At the time of writing, there was only one application pending consideration by the IFFAS Governing Body which was awaiting further details from the applicant prior to finalizing a decision on the application.

3.2 States and other interested parties have been encouraged to contribute to IFFAS by periodic State letters issued by the Secretary General of ICAO which have also encouraged States to apply for funding under IFFAS for safety-related projects. With regard to attracting funding, the Chairman of the Governing Body has over the past years met with possible contributors and promoted IFFAS at various conferences such as the ICAO DGCA's Conference on a Global Strategy for Aviation Safety (March 2006). The Chairman has also established a technical assistance website (www.aviassist.nl) which contains a brochure and a hyperlink to the IFFAS website at ICAO as well as other information on IFFAS.

3.3 The information available on the web increases the opportunities for potential applicants who are seeking information on IFFAS to have ready access to the relevant details as to how IFFAS funding could be obtained.

3.4 Discussions have also been held with the European Civil Aviation Conference (ECAC) and IFFAS focal points in IFALPA, Tanzania CAA, Nigerian CAA and IATA Safety, Operations and Infrastructure for Latin America have been established. Additionally, the Chairman has taken the initiative to organize a "think tank" of a limited number of policy and industry leaders in providing safety support to the African region. A brochure on IFFAS has been produced and is distributed among delegates at major meetings of ICAO and other organizations concerned with aviation.

3.5 IFFAS has featured prominently in a series of Development Forums organized annually (since 2005) by ICAO, the World Bank and the Air Transport Action Group (ATAG). There was a full feature presentation of IFFAS at the Development Forum on "Maximizing Civil Aviation's Economic Contribution in African Skies" held in Addis Ababa (23-25 April 2007) hosted by the African Union.

3.6 ICAO, in association with the World Bank, has developed a database called the Aviation Development Coordination Database (AvDeCo) containing information on projects in Africa with regard to civil aviation which pertain to but are not limited to infrastructure, airports, air safety, air traffic management and operations. This database, which was presented during the Development Forum in Addis Ababa in April 2007, could be a useful tool for identifying critical safety requirements that may warrant assistance from IFFAS.

3.7 Two working groups within the Governing Body have focused on developing a plan with respect to a suitable procedure for deciding on the mode of financing and disbursement of IFFAS funds, and a strategy for possible partnerships with other organizations in order to attract funds. With regard to the former, the IFFAS Governing Body is actively considering modalities for giving loans and encouraging beneficiaries to accept loans since only one loan offered has so far been accepted. On the subject of strategies for possible partnerships, a meeting has already been conducted involving IFFAS and industry partners such as the Flight Safety Foundation (FSF), Civil Air Navigation Services Organisation (CANSO) and Airports Council International (ACI) with a view to forming an Advisory Group.

3.8 Although the Administrative Charter of IFFAS stipulates that as a rule loans should be the main medium of IFFAS funding, and that grants should be an exception, so far out of the funding offered and disbursed, only one has been in the nature of a loan. This has encouraged the Governing Body to decide that a grant should be offered only if it were to accompany a loan whereby the loan component would cover a significant percentage of the total funds disbursed to implement a project.

3.9 Presently IFFAS is an extra-budgetary activity and as such any costs relating to involvement of the ICAO Secretariat is reimbursed by IFFAS to ICAO on a cost-recovery basis. Assistance rendered by the ICAO Secretariat in the consideration of applications by the Expert Panel, the conduct of meetings of the Governing Body and contract administration represents a significant cost to IFFAS and it has been determined that such costs should be minimized in order to enable IFFAS to provide more assistance with regard to safety-related projects.

3.10 In its progressive evolution over the triennium, IFFAS has proved to be a funding mechanism that has benefited States in Africa, Asia and the Commonwealth of Independent States (CIS) and it continues to have the potential of serving other regions as necessary. The significance of IFFAS could also be seen in the context of work in the Implementation Support and Development (ISD) Branch, and the Comprehensive Regional Implementation Plan for Africa .

4. FINANCIAL STATEMENTS FOR 2004, 2005 AND 2006

4.1 Appendices A to C include the IFFAS financial statements for the periods ending 31 December 2004, 31 December 2005 and 31 December 2006. No grants or loans were disbursed in 2004. Grants totaling US\$515 925 and US\$94 500 were respectively disbursed in 2005 and 2006. The administrative costs under the IFFAS General Fund totaled US\$63 919, US\$42 784 and US\$48 156 respectively in 2004, 2005 and 2006. The administrative costs under the Associate Expert Scheme totalled US\$68 479, US\$75 894 and US\$31 290 respectively in 2004, 2005 and 2006. The administrative costs under the Associate Expert Scheme correspond to the cost of an associate expert dedicated to the administration of IFFAS from 3 March 2004 to 31 March 2006, paid by funds received from the Agence Intergouvernementale de la Francophonie. The unused balance of funds in the Associate Expert Scheme will be returned to the Agence Intergouvernementale de la Francophonie.

4.2 Appendix D details the contributions received as at 15 June 2007. From 2002 to 31 December 2006, total contributions of US\$3 635 033 were received. From 1 January 2007 to 15 June 2007, an additional amount of US\$185 975 was received bringing the total amount of contributions received as at 15 June 2007 to US\$3 821 008. In addition, interest revenues in the IFFAS General Fund totalling US\$214 179 were received from 2002 to 31 December 2006 and interest revenues totalling US\$7 659 were received for the same period in the Associate Expert Scheme.

APPENDIX A

INTERNATIONAL CIVIL AVIATION ORGANIZATION
INTERNATIONAL FINANCIAL FACILITY FOR AVIATION SAFETY FUND
SCHEDULE OF INCOME, EXPENDITURE, ASSETS, LIABILITIES AND FUND BALANCES
FOR THE PERIOD ENDING 31 DECEMBER 2004

(In United States dollars)

INCOME AND EXPENDITURE	GENERAL FUND	ASSOCIATE EXPERT SCHEME	TOTAL	
			2004	2003
INCOME				
Contributions	354 000		354 000	304 991
Earmarked Contributions		105 900	105 900	
Other Income				
Interest income	21 998	701	22 699	3 596
TOTAL INCOME	375 998	106 601	482 599	308 587
EXPENDITURE				
Salaries and common staff costs	4 400	68 469	72 869	38 537
General operating expenses	55 305		55 305	49 828
Other	4 214	10	4 224	9 276
TOTAL EXPENDITURE	63 919	68 479	132 398	97 641
Net excess (shortfall) of income over expenditure	312 079	38 122	350 201	210 946
BALANCE OF FUNDS				
Transfers to/from other funds				1 055 190
Fund balances, beginning of period	1 492 280		1 492 280	226 144
BALANCE OF FUNDS, END OF PERIOD	1 804 359	38 122	1 842 481	1 492 280
ASSETS, LIABILITIES AND FUND BALANCES				
ASSETS				
Cash and term deposits	1 752 040	47 683	1 799 723	1 518 150
Accounts receivable:				
Inter-fund balances	52 319		52 319	
TOTAL ASSETS	1 804 359	47 683	1 852 042	1 518 150
LIABILITIES				
Inter-fund balances		9 561	9 561	25 870
TOTAL LIABILITIES		9 561	9 561	25 870
BALANCE OF FUNDS				
Represented by:				
Cumulative Surplus	1 804 359	38 122	1 842 481	1 492 280
TOTAL BALANCE OF FUNDS	1 804 359	38 122	1 842 481	1 492 280
TOTAL LIABILITIES AND BALANCE OF FUNDS	1 804 359	47 683	1 852 042	1 518 150

Certified


Jalleppan Kandasamy
Chief, Finance Branch

Approved


J.-C. Bugnet
Secretary, IFFAS Governing Body

APPENDIX B

INTERNATIONAL CIVIL AVIATION ORGANIZATION
INTERNATIONAL FINANCIAL FACILITY FOR AVIATION SAFETY FUND
SCHEDULE OF INCOME, EXPENDITURE, ASSETS, LIABILITIES AND FUND BALANCES
FOR THE PERIOD ENDING 31 DECEMBER 2005

(in thousands United States dollars)

INCOME AND EXPENDITURE	GENERAL FUND	ASSOCIATE EXPERT SCHEME	TOTAL	
			2005	2004
INCOME				
Contributions	779		779	354
Excessed contributions		128	128	108
Other income				
Interest income	68	4	70	22
TOTAL INCOME	845	132	977	482
EXPENDITURE				
Salaries and common staff costs		76	76	72
General operating expenses	34		34	58
Grants	516		516	
Other	8		8	4
TOTAL EXPENDITURE	558	76	634	132
NET EXCESS OF INCOME OVER EXPENDITURE	287	56	343	350
BALANCE OF FUNDS				
Fund balances, beginning of period	1 804	38	1 842	1 492
BALANCE OF FUNDS, END OF PERIOD	2 091	94	2 185	1 842
ASSETS, LIABILITIES AND FUND BALANCES				
ASSETS				
Cash and term deposits	2 122	101	2 223	1 800
Inter-fund balances				52
TOTAL ASSETS	2 122	101	2 223	1 852
LIABILITIES				
Inter-fund balances	31	7	38	10
TOTAL LIABILITIES	31	7	38	10
BALANCE OF FUNDS				
Represented by:				
Cumulative surplus	2 091	94	2 185	1 842
TOTAL BALANCE OF FUNDS	2 091	94	2 185	1 842
TOTAL LIABILITIES AND BALANCE OF FUNDS	2 122	101	2 223	1 852

Certified

Richard J. Barr

Chief, Finance Branch

Approved

Ruwantissa Abeyaratne

Acting Secretary, IFIAS Governing Body

APPENDIX C

INTERNATIONAL CIVIL AVIATION ORGANIZATION
INTERNATIONAL FINANCIAL FACILITY FOR AVIATION SAFETY FUND
SCHEDULE OF INCOME, EXPENDITURE, ASSETS, LIABILITIES AND FUND BALANCES
FOR THE PERIOD ENDING 31 DECEMBER 2006

(in thousands United States dollars)

INCOME AND EXPENDITURE	GENERAL FUND	ASSOCIATE EXPERT SCHEME	TOTAL	
			2006	2005
INCOME				
Contributions	685		685	779
Earmarked contributions				128
Other income				
Interest income	119	3	122	70
TOTAL INCOME	804	3	807	977
EXPENDITURE				
Salaries and common staff costs		31	31	76
General operating expenses	40		40	34
Grants	95		95	516
Other	8		8	8
TOTAL EXPENDITURE	143	31	174	634
NET EXCESS (SHORTFALL) OF INCOME OVER EXPENDITURE	661	(28)	633	343
BALANCE OF FUNDS				
Fund balances, beginning of period	2 091	94	2 185	1 842
BALANCE OF FUNDS, END OF PERIOD	2 752	66	2 818	2 185
ASSETS, LIABILITIES AND FUND BALANCES				
ASSETS				
Cash and term deposits	2 792	66	2 858	2 223
TOTAL ASSETS	2 792	66	2 858	2 223
LIABILITIES				
Inter-fund balances	40		40	38
TOTAL LIABILITIES	40		40	38
BALANCE OF FUNDS				
Represented by:				
Cumulative surplus	2 752	66	2 818	2 185
TOTAL BALANCE OF FUNDS	2 752	66	2 818	2 185
TOTAL LIABILITIES AND BALANCE OF FUNDS	2 792	66	2 858	2 223

Certified

Richard J. Barr
Chief, Finance Branch

Approved:

Rewanthee A. ...
Acting Secretary, IFFAS Governing Body

APPENDIX D

IFFAS Contributions Received as at 15 June 2007
(in United States dollars)

	2002 (Note 1)	2003	2004	2005	2006	2007	Total
Contracting States:							
Algeria	4 105	25 000	75 000				104 105
Angola	565						565
Argentina	6 715						6 715
Benin	256						256
Bolivia	517						517
Brunei Darussalam	662						662
Bulgaria	1 094						1 094
Cameroon	237						237
Chile		4 891		14 000			18 891
China	10 000			300 000			310 000
Congo	253						253
Cook Islands	552						552
Democratic People's Republic of Korea	225						225
Egypt	2 732			20 000			22 732
Estonia	1 100						1 100
Ethiopia	484						484
France	90 790			260 080	379 191		730 061
Gabon	253						253
Germany			50 000		50 000		100 000
Guinea	383						383
Hungary	680						680
India	6 877				34 000	16 000	56 877
Italy	26 101						26 101
Jordan	884						884
Kenya	820						820
Kuwait	2 129						2 129
Lesotho	188						188
Madagascar	708						708
Malawi	581						581
Mauritius	441						441
Monaco	501						501
Mongolia	1 070						1 070
Netherlands, Kingdom of the	27 500	25 000		58 030			110 530
Nigeria		250 100				49 975	300 075
Oman	1 381						1 381
Pakistan	1 754		7 000				8 754
Paraguay	249						249
Peru	175						175
Poland	3 384						3 384
Republic of Korea	10 480				100 000		110 480
Russian Federation			120 000	120 000	120 000	120 000	480 000
Samoa	785						785
Saudi Arabia			100 000				100 000
Senegal	55						55
Singapore	7 236						7 236
South Africa	5 461						5 461
Sudan	259						259
Swaziland	441						441
The former Yugoslav Republic of Macedonia	130						130
Togo	291						291
Tonga				7 124			7 124
Uganda	725						725
United Republic of Tanzania	500						500
							0
Other contributors:							0
Fund transfer (Assembly Resolution 34-1) (including accrued interest)		1 055 190					1 055 190
							0
Airports Council International			2 000				2 000
Agence Intergouvernementale de la Francophonie (Note 2)			105 900	128 000			233 900
ABIS Group					1 818		1 818
Sub-total	222 709	1 360 181	459 900	907 234	685 009	185 975	3 821 008
Interest:							
General Fund	3 435	3 596	21 998	66 027	119 123		214 179
Associate Expert Scheme (Note 2)			701	3 514	3 444		7 659
Total	226 144	1 363 777	482 599	976 775	807 576	185 975	4 042 846

Note 1: Distribution of Cash Surplus on 1 January 2002 (A33-23).

Note 2: These contributions and interest are to cover the cost of an associate expert dedicated to the administration of IFFAS for a two-year period. The unused balance of funds will be returned to the Agence Intergouvernementale de la Francophonie.

APPENDIX E

DRAFT RESOLUTION FOR ADOPTION BY THE 36TH SESSION OF THE ASSEMBLY

Resolution 14/1: International Financial Facility for Aviation Safety (IFFAS)

Whereas under Article 44 of the Chicago Convention the aims and objectives of ICAO *inter alia* are to foster planning and development of international air transport so as to ensure the safe and orderly growth of international civil aviation, meet the needs of the people of the world for safe, regular and economical air transport, and promote safety of flight in international air navigation;

Whereas under Article 69 of the Chicago Convention, if the Council is of the opinion that the airports and air navigation facilities of a Contracting State are not reasonably adequate for the safe, regular, efficient and economical operation of international air services, the Council shall consult with the State directly concerned, and other States affected, with a view to finding means by which the situation may be remedied, and may make recommendations for that purpose;

Whereas in pursuance of Resolution A32-11, the Council has brought into effect, from 1 January 1999, a Universal Safety Oversight Audit Programme, and the results of the initial audits of almost all Contracting States under that Programme have been received;

Whereas these audits have revealed that a number of Contracting States have to draw on scarce resources from other national priorities in order to implement effective safety oversight and that these States will require various degrees of assistance to meet their safety oversight responsibilities;

Whereas most developing States experience difficulties in gaining access to many financial market sources, particularly foreign capital markets, for funding their airport and air navigation services infrastructure, including safety-related components of that infrastructure;

Whereas the 33rd Session of the Assembly, satisfied with the Council's study demonstrating the need for an IFFAS, endorsed the establishment of IFFAS;

Considering that assistance rendered by IFFAS has contributed substantially toward IFFAS achieving the objectives of improving aviation safety, through the implementation of the necessary corrective measures identified in the ICAO Universal Safety Oversight Audit Programme (USOAP); and

Whereas IFFAS is continuing to provide funding for safety-related projects under the guidance of the Council and the Council continues to receive annual reports from the IFFAS Governing Body on the implementation of IFFAS projects;

The Assembly:

1. *Expresses* appreciation to Contracting States and international organizations for their contributions and pledges to IFFAS and urges States and international organizations (private and public) having association with international aviation, airlines, airports, providers of air navigation services,

manufacturers of airframes, engines and avionics, other members of the aerospace industry, and civil society, to make voluntary financial or in-kind contributions to IFFAS;

2. *Invites* Contracting States experiencing difficulties in financing measures necessary to correct safety-related deficiencies identified through the ICAO Universal Safety Oversight Audit Programme (USOAP) as an element of the Global Aviation Safety Plan (GASP) to take advantage of the assistance which can be offered by IFFAS in the financing of such measures by direct funding or as a facilitator and catalyst for other sources of funding, in order to ensure that required aviation safety standards be maintained globally;

3. *Notes* the steady progress made by IFFAS since its establishment and valuable services provided in the implementation of safety-related projects;

4. *Notes* the various constraints under which IFFAS is functioning including the heavy administrative costs incurred;

5. *Requests* the Council to support the smooth functioning of IFFAS through consistent monitoring of progress made by IFFAS in funding safety-related projects and to continue its efforts in promoting and expanding IFFAS while at the same time reducing costs to a minimum;

6. *Requests* the Council to make every effort to attract contributions to IFFAS from States and other contributors;

7. *Requests* the Council to submit to the next ordinary session of the Assembly a report regarding IFFAS activities, including performance assessment and audited financial statements; and

8. *Declares* that this resolution supersedes Resolution A35-8.

— END —