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ASSEMBLY — 36TH SESSION

EXECUTIVE COMMITTEE

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

INTERNATIONAL FINANCIAL SUPPORT TO RESOLVE SAFETY-RELATED DEFICIENCIES

(Presented by the Republic of Korea)

EXECUTIVE SUMMARY

This information paper highlights the overriding priority on global financial support in helping the States to resolve their deficiencies in the aviation safety system. Recognizing the benefits of the IFFAS that has been provided to a number of States, and the long term benefit to the global aviation system, the Republic of Korea has recently made contributions to the fund and would like to recognize the commendable activities of IFFAS over the triennium by encouraging all the stakeholders to participate in making financial contribution to IFFAS.

Action by the Assembly: The Assembly is invited to note the contents of this paper.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective A.
<i>Financial implications:</i>	No financial implications for ICAO Regular Programme Budget as the purpose of this paper is to encourage all international stakeholders to actively participate in IFFAS which is ICAO's extra-budgetary activity.
<i>References:</i>	

1. INTRODUCTION

1.1 The air transport system is a critical element in facilitating international trade of goods and travel of nations across the world. The integrity of the system is based on mutual trust between States in ensuring that the minimum safety requirements are being met. However, it was not until ICAO introduced the Universal Safety Oversight Audit Program(USOAP) that we could measure in an objective manner the capability of the States to ensure aviation safety.

1.2 The outputs from the USOAP have revealed that many States are lacking the capability to fulfil their obligations in providing safety oversight due to the constraints of available resources. Recognizing the difficulties facing the States, ICAO has implemented various measures - International Financial Facility for Aviation Safety, Unified Strategy Program, etc. to assist States in rectifying deficiencies primarily identified through ICAO's USOAP.

1.3 In particular with direct financial assistance, it is recognized that the IFFAS has contributed largely to a group of States improving their shortcomings and has proved to be a funding mechanism that has benefited more and more States in Africa, Asia and Commonwealth of Independent States(CIS). And it continues to have the potential of serving other regions as necessary.

1.4 The purpose of this working paper is to highlight overriding priority on global financial support to assist the States in resolving their deficiencies in aviation system as well as developing their legal, technical, and personnel infrastructure.

2. COMMENTARY ON ACTIVITIES OF IFFAS

2.1 It is noted that IFFAS activities have progressively evolved to fulfil the increasing needs for financing States' safety-related projects since it became operational in 2003 and its scope of beneficiaries is getting more and more expanded. It is also recognized that the IFFAS has interacted well with other ICAO activities - technical cooperation program and unified strategy program by providing assistance for the projects relating to Cooperative Development of Operational Safety and Continuing Airworthiness Programme(COSCAP), Cooperative Agreement for Preventing the Spread of Communicable Diseases through Air Travel (CAPSCA), and Cooperative Agreement for Enhancement of the Meteorological Service for Aviation.

2.2 The promotion activities of IFFAS over the triennium are also commendable. Presentations of IFFAS at various conferences have helped to raise the awareness of IFFAS contribution to the improvement of aviation safety, thus attracting fund by potential donors. And direct contact with international organizations and industry partners has lead to fostering possible partnership to be formed between IFFAS and other international entities.

2.3 The development of a technical assistance website which contains a brochure and a hyperlink to the IFFAS website at ICAO has contributed to increasing the opportunity for potential applicants who are seeking information on IFFAS to have an easy access to the relevant information as to how IFFAS funding could be obtained.

3. A NEED FOR SUSTAINING AN IFFAS

3.1 As the ICAO USOAP has identified more and more safety concerns through the conduct of the program, it is likely that the needs for IFFAS assistance continue to be increased to assist States in improving infrastructure and correcting equipment and training deficiencies. To accommodate the continuing request for such assistance, the IFFAS should continue to make an effort to secure more sustainable and increased funding.

4. CONCLUSION

4.1 Public confidence and mutual recognition - the cornerstones for the continued prosperity of air transportation, are based on aviation safety worldwide, not just confined to a specific region. Bearing this in mind, each and every stakeholder that is in position to do so should support and assist the States by making financial contributions to the extent possible, which will ultimately return to them as increased demands for travellers and goods to transport.

4.2 Recognizing the benefits of the IFFAS that has been provided to a number of States, and the long term benefit to the global aviation system, all aviation stake-holders are encouraged to consider making a voluntary contribution to the extent possible.

4.3 In strong belief of the value of the IFFAS in the harmonized development of aviation safety, the Republic of Korea has made a financial contribution of 100,000 USD to IFFAS in Sept 2007, and has already secured a budget for additional contribution of 100, 000 USD to IFFAS in 2008.

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