

14th Global Humanitarian Aviation Conference
(12-14 October 2022, Istanbul, Türkiye)
Capacity Building and Improving Safety



ICAO

**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**

A UN SPECIALIZED AGENCY

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RECONNECTING THE WORLD



Capacity building and improving safety. Humanitarian operations context

- Lessons from previous experience. Identifying main risk areas
- Contingency planning challenge
- Airspace and aeronautical information challenge
- Airport challenge
- Safety oversight challenge
- Implementation support solutions, tailored to the risks identified

Contingency Plan challenge

- States develop and promulgate contingency plans for implementation in the event of disruption to ATS (ICAO Annex 11 and USOAP PQ) with the assistance of ICAO when necessary
- Contingency arrangements to review- ensure continuity of air navigation and airport services to essential flights during the period of disruption.
- Close collaboration between aviation and humanitarian stakeholders - paramount for effective emergency response.
- Lack of a comprehensive collaboration framework results in ineffective humanitarian rescue and disaster response. In the longer-term impacts the recover and return to normal international aviation services.
- The collaboration framework should include at the State level:
 - National Disaster Management Authorities
 - Civil Aviation Authorities
 - Airports, ANSPs, air operators
 - Military Authority

Airport challenge

States had to cope with challenges of renewing aerodrome certificates that were expiring during this contingency period States and airport operators had to address operational and technical challenges such as

- o maintenance and calibration of MET equipment
- o Aerodrome maintenance (pavements, visual aids, electric systems, etc)
- o Maintenance and testing of CNS equipment
- o Ground/Flight check of NAV AIDs
- o Instrument Flight Procedure (IFP) validation

Personal Licensing PEL challenge

States had to issue exemptions to ICAO PEL SARPS in specific areas and had to address the problems related to the extension of validity for:

- o medical certificates due to lack of access to aeromedical doctors
- o type ratings due to lack of access to Flight Simulation Training Devices (FSTDs) in other States
- o category ratings for ATCOs due to the lack of practice
- o ATSEP ratings due to lack of maintenance practice
- o aircraft maintenance personnel licences due to the lack of practice
- o FSTD qualification certificates due to the lack of State's oversight capabilities following travel restrictions

Airspace challenge

- States and aviation stakeholders had to be supported in facilitating flight permissions for overflights and international departure/arrivals as well as in identifying the availability of alternate aerodrome
- Aircraft equipment carriage mandates (e.g. NAT Data Link mandate) were temporarily suspended to facilitate the flight operations of non-equipped aircraft
- ATFM measures, together with undue or inadvertent airspace restrictions had to be avoided
- EUROCONTROL/EASA/ICAO implemented a coordinated Air Traffic Management (ATM) approach for specific flights transporting COVID-19 vaccines which may require special handling and/or priority (ATFMX procedures)

Sharing and publication of information

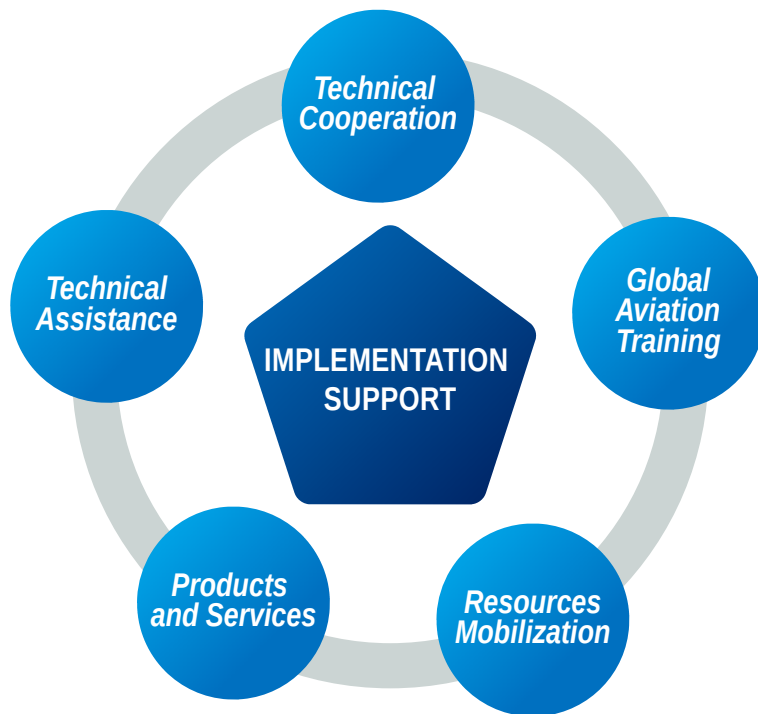
- Aeronautical information - NOTAMs issued about degradation or closure of their services and airports did not provide enough information regarding the contingency arrangements and exemption of essential flights.



We are committed

- To assist in understanding States' challenges, key risks, opportunities and priority needs through dialogue with our Member States and relevant stakeholders, and the analysis of available data and information, including in relation with USOAP CMA and USAP CMA and with the outcome of previous implementation support activities
- To help explore, together with our partners, possible innovative solutions to enhance implementation support activities, in particular in terms of effectiveness and efficiency
- To help ensure Government support and management commitment (in the preparation, deployment and post-deployment phases) to enhance sustainability and resilience in the results of implementation support activities

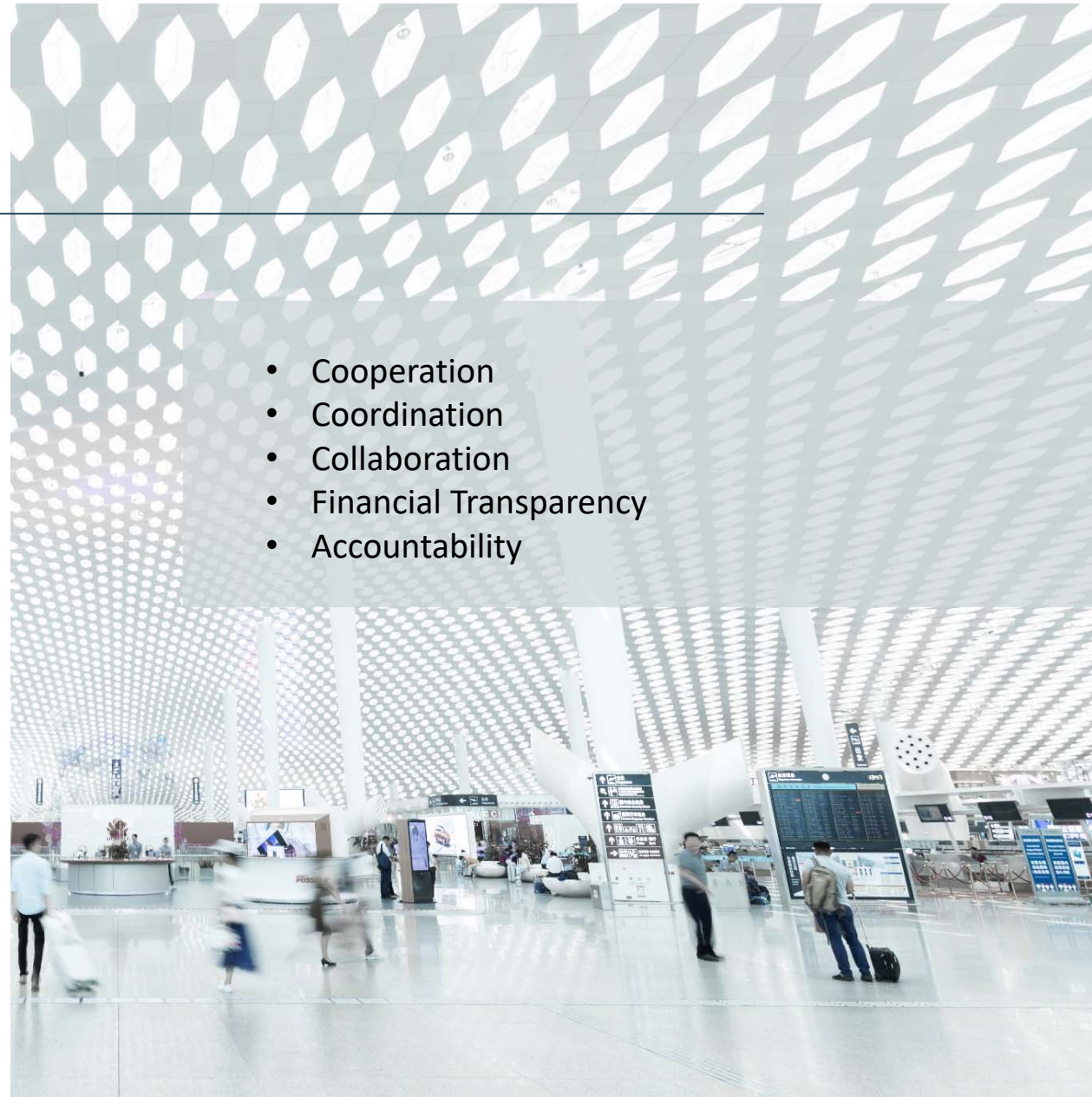
Implementation Support



- Cooperation
- Coordination
- Collaboration
- Financial Transparency
- Accountability



ICAO





ICAO's Implementation Support

- Standards Development
- SARPs Compliance (through audits)
- Implementation Support



9 Technical Domains



Standardized product: ICAO Training Catalogue

Training Areas		
Aerodromes	Air Navigation Services	Air Transport
Aviation Law	Aviation Management	Environment
Flight Safety and Safety Management	Security and Facilitation	Training Competency Development

Over 350 training packages to support
SARPs compliance and **COVID-19 Recovery**

www.icao.int/training



New ICAO Training Packages

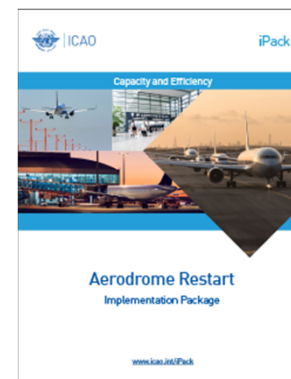
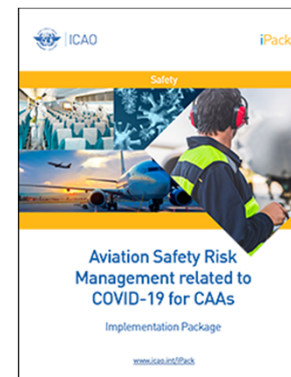


- 1 Unmanned Aviation Fundamentals
- 2 Aeronautical Information Quality Management (AIQM)
- 3 Data-Centric Aeronautical Information System Operations (AIS OPS)
- 4 ATM Incident Investigation Techniques
- 5 Air Traffic Safety Electronic Personnel (ATSEP) Competency Assessor
- 6 Advanced Management of Technical-operational ANS Services Expert
- 7 Airport Wildlife Operations

Standardized product: Implementation Packages (iPacks)

Standardized & short-term support

- Initially established in 2020 to support COVID-19 recovery efforts, new topics focus on priority implementation needs
- An Implementation Package (iPack) is a standardized bundle of implementation support composed of 5 key components, as follows:**
 - Subject matter expertise
 - Guidance material
 - Standardized training
 - Tools (including data-driven applications)
 - Procurement Guidance (when applicable)
- Duration:** Short intervention (3 to 6 months)





Thank You