

منظمة الطيران
المدني الدولي

Ref.: E 2/1.7

3 June 2022

Ms. Heidi Schroderus-Fox
Acting High Representative
United Nations Office of the High Representative for
the Least Developed Countries, Landlocked Developing
Countries and Small Island Developing States
Room S-3266
United Nations
New York, N.Y. 10017
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Dear Ms. Schroderus-Fox,

I wish to refer to your letter dated 4 February 2022, reference OHRLLS-2022-00032, addressed to my predecessor, requesting the International Civil Aviation Organization (ICAO) to contribute to the report of the United Nations Secretary-General on the Implementation of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024.

I am pleased to provide herewith the ICAO contribution.

Yours sincerely,



Juan Carlos Salazar

Enclosure

**IMPLEMENTATION OF THE VIENNA PROGRAMME OF ACTION FOR THE
LANDLOCKED DEVELOPING COUNTRIES FOR THE DECADE 2014-2024**

INPUT FROM THE INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

I. Introduction

With a contribution to 15 of the 17 of Sustainable Development Goals of the 2030 Agenda for Sustainable Development, aviation plays a pivotal lives worldwide by contributing to the global economic and social growth. Air connectivity is crucial as it enables tourism, business investments, and trade of goods, all of which contribute to the global economic and social development.

Air connectivity is a particularly essential lifeline for the Landlocked Developing Countries (LLDCs)

Over the past two years, the world has suffered the unprecedented impact of the COVID-19 pandemic. The global economy has endured a tremendous shock, which has been felt in particular by the aviation sector. In the last few months, we have started to see the signs of a gradual recovery; a transition to the new normal with its own challenges and opportunities. Among several ICAO initiatives aimed at strengthening the means of implementation support and enhancing global partnership, necessitating enhanced coordination and collaboration amongst technicalata3.02 (hn)11c Among sderne t in atata3bi(-)

or descent operations and consequently contributes to the reduction of CO₂ emissions. Burkina Faso was selected to receive support for the implementation of CCO and CDO procedures at the Ouagadougou International Airport, with expected CO₂ emissions reduction of 354 tCO₂/year.

The ongoing phase II of the project included the following LLDCs: Rwanda, Botswana, Zimbabwe and Mali. This phase is already enabling good results once Botswana, Zimbabwe and Mali have submitted their State Action Plan in January 2022.

ICAO State Action Plan Buddy Programme

In line with ICAO Resolution A40-18 paragraph 12, the ICAO State Action Plan Buddy Programme invites States that have already submitted their [State Action Plan on CO₂ Emissions Reduction Activities](#)

The vulnerabilities facing SIDS make adaptation measures particularly important. Unfortunately, some of the factors contributing to greater vulnerability of aviation to climate change for SIDS also make adaptation measures challenging. For example, SIDS often have constraints on personnel, funding, and limited land and water resources. For SIDS considering adaptation measures, creative solutions, like remote technologies that do not depend on the availability or accessibility of local infrastructure may be particularly helpful.

The document recognizes specific climate change vulnerabilities that SIDS can face, especially due to indicating the ones that may be critical for SIDS.

Suggested key recommendations from an aviation perspective

- As we operate in a highly interconnected world with complex industries, post-COVID-19 recovery of the many sectors of the economy will rely heavily on air connectivity restoration, particularly in LLDCs. To this end, ICAO continues to support its Member States through its normative work, monitoring and oversight as well as implementation support activities.
- Considering the structural challenges of LLDCs in the transport field, aviation has great potential to connect LLDCs to the rest of the world by overcoming their geographical limitations and challenges. However, enhanced development and investment for aviation infrastructure, that is sustainable and efficient and connects with other modes of freight transport, is required in LLDCs to fully leverage their potential to connect their cities to global markets.
- Enhancing sustainable air transport systems through effective implementation of ICAO SARPs, policies and guidance material, while at the same time including and elevating the priority of the aviation sector into national development plans supported by robust air transport sector strategic plans and civil aviation master plans, remains key and contributes to the achievement of the goals of the Vienna Programme of Action.
- Continuous promotion of liberalization of air transport remains crucial for unleashing economic and social benefits of aviation for States. The ICAO longterm vision for international air transport liberalization invites ICAO Member States to actively pursue the continuous liberalization of international air transport to the benefit of all stakeholders and the economy at large, while continuing to be guided by the need to ensure respect for the highest levels of safety and security and the principle of fair and equal opportunity for all States and their stakeholders.

CAA of Bolivia (Plurinational State of) is better equipped to: improve the effectiveness of remote collaboration, coordination and communication among the stakeholders involved in addressing the pandemic; improve the use of safety data and information to support decision-making for the restart of aviation activities; increase its capability to assess the priorities during the COVID-19 pandemic and plan

organizational structure and legal framework of DINAC, the supervision and management of the improvements to the Silvio Pettirossi International Airport (AISP), a pre-feasibility and a feasibility studies and the development of a master plan to enhance the air terminal building and associated aeronautical services, as well as the supervision of civil works. During 2021, ICAO continued to provide assistance for the modernization of the AISP through the preparation, issuance and award of a tender for airport landside design. The contract for the design of the total rehabilitation of the airport airside was completed. National personnel continued to be hired through the project to support the work being undertaken in the modernization of the airport. ICAO also assisted DINAC in the consolidation of its

aviation security authorities and other relevant entities in charge of overseeing the implementation of security measures, and drafting national regulations and/or procedures for implementing ICAO Annex 17

manage aviation security risks during the COVID-programme and procedures to reflect the national documentation that may have been amended by issuing temporary directives due to the COVID-19 pandemic; improve strategies for planning and conducting aviation security monitoring activities using a risk-based approach; and develop and implement quality control tools to assist in strengthening their aviation security system during the COVID-19 pandemic.

2. REGIONAL/SUB-REGIONAL PROJECTS

AFRICA

In the Africa and Indian Ocean regions, a number of safety-related sub-

to Uganda for parallel routes implementation, to Eswatini on national PBN implementation plan development. Assistance was also provided to Eswatini on safety studies for instrument flight procedure implementation and to the Roberts FIR for the publication of the PBN flight procedures of Conakry (Guinea). The new approach in standard instrument departure/standard terminal arrival route procedures, using the CCO/CDO techniques, were implemented. Related PBN awareness and concept of operations trainings were delivered to 17 national staff from Guinea and to four participants from Member States of the Roberts FIR.

In 2017, Botswana together with Cabo Verde, Cameroon, Côte d'Ivoire, Gambia and Nigeria established the project Cooperative Development of Aeronautical Meteorology Services in the Africa-Indian Ocean (AFI)

regulatory authorities in carrying out safety oversight of aeronautical meteorology (MET) services through the adoption of a comprehensive system-approach and to establish a basic and on-demand system to assist MET service providers to achieve compliance with international aviation safety standards. The Second Steering Committee of the Cooperative Development of Aeronautical Meteorology Services Project in AFI Region on 23 July 2021 approved the updated Project Document and Management Service Agreement, including the revision of the work plan.

From the training perspective, the GAT Section has nine TPP Members in the Eastern and Southern Africa Region which developed 17 ICAO-recognized courses and delivered 199 ICAO courses for a total of 2,146 trainees, and seven TPP Members in the Western and Central Africa Region which developed 13 ICAO-recognized courses and delivered 218 ICAO courses for a total of 2,517 trainees.

AMERICAS

In the Americas region, a number of regional projects aimed at enhancing cooperation and coordination among developing countries in the fields of Safety Oversight, Communications, Navigation and Surveillance/Air Traffic Management (CNS/ATM), and Global Air Navigation Plan initiatives, have been implemented with the participation of some LLDCs.

Bolivia (Plurinational State of) and Paraguay are active members of the Regional Safety Oversight System project, in which the main objective is to establish and operate a regional safety oversight system with the required technical, logistical and administrative support. In 2021, continued assistance in the area of safety was provided to 12 States by maintaining the set of 48 LARs and the updating of associate documentation. These 48 LARs cover Annex 1 Personnel Licensing, Annex 2 Rules of the Air, Annex 3 Meteorological Service for International Air Navigation, Annex 4 Aeronautical Charts, Annex 6 Operation of Aircraft, Annex 7 Aircraft Nationality and Registration Marks, Annex 8 Airworthiness of Aircraft, Annex 10 Aeronautical Telecommunications, Annex 11 Air Traffic Services, Annex 12 Search and Rescue, Annex 14 Aerodromes, Annex 15 Aeronautical Information Services, Annex 16 Environmental Protection, Annex 18

the functioning of the regional digital network. The procurement process for the acquisition of new nodes (Cochabamba, Bolivia (Plurinational State of)), Johannesburg, South Africa), was completed and coordination for another node (Madrid, Spain) has been initiated. Two important meetings were held in March and August 2021 to coordinate technical, operational and administrative matters related to the REDDIG II with the participation of 69 attendees from 14 Member States.

The third regional project in which Bolivia (Plurinational State of) and Paraguay are active members aims at developing and implementing Global Air Navigation Plan initiatives to: 1) lead the transition from an ATM system based on ground aids to a system based on aircraft performance; 2) the implementation of aeronautical information services quality assurance and safety management systems; and 3) the development of a strategy for the implementation and integration of automated ATM systems in the

Bhutan, , Mongolia and Nepal participate in the Cooperative Aviation Security Programme Asia-Pacific (CASP-AP), a regional structure for cooperation and coordination in aviation security matters and training of a

train more than 1 000 experts from January to September 2021. These activities included technical support in the areas of legislation, organization, personnel licensing, aircraft operations, airworthiness, air navigation services and aerodromes, as well as in aircraft accident and incident investigation, and safety management and training courses, workshops or webinars covering the areas of auditing techniques, collaborative safety management for aircraft return to service after a long period of parking or storage, collaborative safety management for managing exemptions to flight safety-related standards, airworthiness management, developing a national aviation safety plan, flight data monitoring/flight data analysis programme, electronic flight bag, global reporting format, safety management, safety oversight for the transport