

**55th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

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AGENDA ITEM 8: TECHNICAL AND REGIONAL
 COOPERATION

**NEW ZEALAND'S ASSISTANCE TOWARDS IMPROVING
AVIATION SAFETY AND SECURITY IN
THE PACIFIC ISLANDS**

Presented by New Zealand

SUMMARY

Pacific Island countries desire safe, secure and efficient air transport to support the delivery of social services and economic activity that build sound economies and communities. Many Pacific Island States have low Effective Implementation (EI) scores. The score measures States' compliance with ICAO Standards and Recommended Practices While Pacific Island states, with NZ assistance are seeking to improve their EI scores, they face numerous challenges to achieving improvement, including technological barriers (e.g., internet access and speed), and validation of the work each has progressed so far in order to confirm and encourage further gains.

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1. INTRODUCTION

1.1 Pacific Island countries desire safe, secure and efficient air transport to support the delivery of social services and economic activity that build sound economies and communities. Many Pacific Island States have low Effective Implementation (EI) scores. The score measures States' compliance with ICAO Standards and Recommended Practices. New Zealand is working with Pacific Island States to help them improve the effectiveness of their civil aviation oversight and lift their EI scores.

1.2 The New Zealand Government is strongly committed to assisting Pacific Island States through technical assistance and capability building programmes. The desired outcome is that Pacific Island States are able to further their economic, social and environmental development. Further international tourists travelling to these states will benefit from improved safety and security oversight. Safer and more secure Pacific States benefit both individual states, and the Pacific region.

1.3 The widespread adoption of the New Zealand Civil Aviation Rules (CAR) amongst Pacific Island States assists this work by providing regulations for a safe aviation system. Additionally New Zealand has positive relationships with the Pacific Island States that helps with problem identification and solutions.

1.4 The Pacific Islands States that the New Zealand works with most closely are the Cook Islands, Niue, Kingdom of Tonga, Samoa, Papua New Guinea, Solomon Islands, Republic of Kiribati, Republic of Tuvalu, Republic of Vanuatu, Republic of Nauru, and the Republic of Fiji.

2. TECHNICAL ASSISTANCE

2.1 New Zealand has supported the development of Pacific Aviation Safety Office (PASO) since its inception. PASO employs a small number of technical personnel who respond to requests for assistance by member States. Where those staff are not able to provide the necessary assistance, the Civil Aviation Authority of New Zealand (CAANZ) will endeavour do so, whilst balancing its own demands.

2.2 The New Zealand Government has recently approved a spending package of \$NZ11.9 million over five years to provide aviation security equipment, training, and technical assistance to PASO member States. This aviation security package will be delivered by the CAANZ in cooperation with PASO.

2.3 New Zealand is also providing complementary funding of \$NZ2.5 million over five years for the CAANZ to provide aviation safety advisory, mentoring, and consulting services. This is intended to enhance aviation safety through improved regulatory oversight and governance in Pacific Island States. Such assistance contributes to the ICAO "No Country Left Behind" initiative and is important to New Zealand in terms of helping to protect the wider region from terrorism and other security risks.

3. ICAO USOAP ASSISTANCE

3.1 The CAANZ is supporting Pacific Island States with their ICAO Universal Safety Oversight Audit Programme (USOAP) activity. This involves carrying out a gap analysis for each State to identify the relevant priorities and focus areas for improving ICAO compliance.

3.2 All of the Pacific Island States, with the exception of Niue, are signatories to the Convention and thus member States of ICAO. Tuvalu became the most recent ICAO member state in November 2017. All of the Pacific States have EI scores below the ICAO world average of 66.32%. The EI scores in the Pacific range from 5.5% to 63.72% and only two Pacific Island States that have an EI over 50%.

3.3 There are a number of factors which contribute to the low EI scores:

- the limited extent to which the regulatory system is independent;
- limited capacity and capability (including technical expertise and internet provision) to perform the State's regulatory oversight responsibilities; and
- the complexity of ICAO's standards and framework.

3.4 Many Pacific Island States have adopted New Zealand's CARs but not its primary civil aviation legislation. This presents two problems. Firstly, those states have in effect adopted only half of the legislative framework required to ensure a robust regulatory environment for aviation. Secondly, as the New Zealand CARs become more performance-based in their design, their application will require a modernised risk-based capability from the regulator. Performance-based regulation presents specific challenges to smaller States as it depends on the development and appropriate application of a comprehensive, robust, risk-based approach to regulatory design, oversight, and enforcement. The capacity for this approach is a challenge for smaller States across the world.

3.5 To help support the Pacific Island States, CAANZ has conducted continuous monitoring approach (CMA) training workshops in conjunction with the ICAO regional office to assist States in their reporting obligations. Workshops were held in Brisbane in December 2017 and July 2018. Another workshop is planned for November 2018.

3.6 The purpose of the CMA workshops is to train the relevant staff from each Pacific Island state in the hands-on use of the USOAP online framework, and to provide them with access to reliable internet connections so that they can upload evidence of work already completed. The workshops have achieved a sense of commitment and enthusiasm from those who attended, as well as continuous access to relevant subject matter experts. By working together at the workshops, the Pacific Island states are also able to learn from others who are facing similar challenges. The gains that the Pacific Island States have made cannot be validation until the states are audited. CAANZ expects that the Pacific Island States will see significant improvement in their EI scores when they are next audited.

CONCLUSION

3.7 Pacific Island States have been working hard with the support of New Zealand to improve aviation safety within the Pacific, and by extension, their EI scores, and. New Zealand is providing some technical and monetary assistance to Pacific Islands States to carry out this work. The Pacific Island States are working with New Zealand through a gap analysis to determine what further support is required to improve aviation safety and security in the Pacific Islands.

4. ACTION BY THE CONFERENCE

4.1 The Conference is invited note the significant amount of work that is occurring within the Pacific Island states to improve aviation safety and the ICAO EI scores.

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