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**THIS ACTION IS FUNDED BY THE EUROPEAN UNION**

**ANNEX I**

to the Commission Implementing Decision on the financing of the annual action plan in favour of the PanAsia region for 2024, under the Multiannual Indicative Programme for the Asia-Pacific region

**Action Document for EU-Asia Aviation Partnership Project**

**ANNUAL PLAN**

This document constitutes the annual work programme within the meaning of Article 110(2) of the Financial Regulation, within the meaning of Article 23 of the NDICI-Global Europe Regulation.

## 1 SYNOPSIS

### 1.1 Action Summary Table

<b>1. Title CRIS/OPSYS business reference Basic Act</b>	<b>EU-Asia Aviation Partnership Project</b> OPSYS number: ACT-62508 Financed under the Neighbourhood, Development and International Cooperation Instrument (NDICI-Global Europe)
<b>2. Team Europe Initiative</b>	No
<b>3. Zone benefiting from the action</b>	The action shall be carried out in : <ul style="list-style-type: none"><li>• North Asia: China (including Hong Kong), and other countries in the region, in particular Japan and the Republic of Korea (RoK)</li><li>• South Asia: Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan, Sri Lanka (Member States of the South Asian Association for Regional Cooperation – SAARC)</li></ul>
<b>4. Programming document</b>	Regional Multi-Annual Indicative Programme for Asia and Pacific 2021-2027
<b>5. Link with relevant MIP(s) objectives / expected results</b>	<p>The proposed action aims to advance the priorities identified in the Specific Objective 1 of the Pan-Asia component of the Regional Indicative Programme for Asia-Pacific 2021-2027, namely:</p> <ul style="list-style-type: none"><li>• SO1: Forge international partnerships at continental, intra- and inter-regional levels which are aligned with EU external priorities, principles and values, to facilitate cooperation across policy areas</li></ul> <p>Given its geographic scope, the action will also deliver on the strategic objectives for South Asia (under the priority area “Trade, Energy and Digital connectivity”), for the relation with China (“Promote European values and interests, in line with the multi-faceted approach”), India (“Support sustainable and inclusive growth in mobility and transport sectors”), Japan and the Republic of Korea (“Promotion and projection of EU policies and standards and Economic diplomacy”).</p>

	<p>The action contributes to several relevant expected results from the RMIP relating to the different target areas:</p> <p><u>South Asia</u></p> <ul style="list-style-type: none"> <li>ER 1.1: Increased regional and cross-border trade and investment and increased cooperation for the effective reduction of trade barriers</li> </ul> <p><u>China</u></p> <ul style="list-style-type: none"> <li>ER 1.2: Increased frequency and/or more efficient preparation and follow-up of high-level dialogues and sectoral dialogues</li> <li>ER 1.3: Improved market access, level playing field and fair and equal treatment for European businesses (including SMEs) operating in China</li> </ul> <p><u>India</u></p> <ul style="list-style-type: none"> <li>ER 1: Effective implementation of the EU-India Roadmap 2025 and progress on implementation of the EU-India connectivity and sectoral partnerships.</li> </ul> <p><u>HICs (Japan, RoK)</u></p> <ul style="list-style-type: none"> <li>ER 3.2: Enhanced market access, improved business cooperation and partnerships (B2B), in particular SMEs, and a level playing field and fair and equal treatment for European businesses leading to improved competitiveness of EU business in Asia, as well as enhanced capacities of European business organisations.</li> </ul>			
<b>PRIORITY AREAS AND SECTOR INFORMATION</b>				
<b>6. Priority Area(s), sectors</b>	Priority Area 1 – Regional integration and cooperation (DAC 210 - Transport and storage)			
<b>7. Sustainable Development Goals (SDGs)</b>	Main SDG (1 only): Goal 9 (Industry, Innovation and Infrastructures) Other significant SDGs and where appropriate, targets: Goal 5 (Gender equality) Goal 8 (Economic growth) Goal 13 (Climate Action) target 13.2 Goal 17 (Partnerships) targets 17.1, 17.6 and 17.9			
<b>8 a) DAC code(s)</b>	21050 – Air Transport - 100%			
<b>8 b) Main Delivery Channel</b>	Other public entities in donor country – 11004			
<b>9. Targets</b>	<input type="checkbox"/> Migration <input type="checkbox"/> Climate <input type="checkbox"/> Social inclusion and Human Development <input checked="" type="checkbox"/> Gender <input type="checkbox"/> Biodiversity <input type="checkbox"/> Education <input type="checkbox"/> Human Rights, Democracy and Governance			
<b>10. Markers (from DAC form)</b>	<b>General policy objective @</b>	<b>Not targeted</b>	<b>Significant objective</b>	<b>Principal objective</b>
	Participation development/good governance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Aid to environment s@	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Gender equality and women's and girl's empowerment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Reproductive, maternal, new-born and child health	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Disaster Risk Reduction @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Inclusion of persons with Disabilities @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Nutrition @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>RIO Convention markers</b>	<b>Not targeted</b>	<b>Significant objective</b>	<b>Principal objective</b>
	Biological diversity @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Combat desertification @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Climate change mitigation @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Climate change adaptation @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>11. Internal markers and Tags:</b>	<b>Policy objectives</b>	<b>Not targeted</b>	<b>Significant objective</b>
Digitalisation @		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
digital connectivity digital governance digital entrepreneurship digital skills/literacy digital services		YES <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	NO <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
Connectivity @		<input type="checkbox"/>	<input type="checkbox"/>	
digital connectivity energy transport health education and research		YES <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	NO <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
Migration @		<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Reduction of Inequalities @		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Covid-19		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>BUDGET INFORMATION</b>				
<b>12. Amounts concerned</b>	Budget line(s) (article, item): 14.020131 Total estimated cost: EUR 10 000 000 Total amount of EU budget contribution EUR 10 000 000			

## MANAGEMENT AND IMPLEMENTATION

<b>13. Type of financing</b>	<b>Indirect management</b> with the European Union Aviation Safety Agency (EASA)
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### 1.2 Summary of the Action

In the context of the EU transport policy, the EU strives for safe, sustainable and resilient mobility and worldwide connectivity. In the field of aviation, the EU fosters partnerships supporting dialogue with national aviation authorities, capacity building and regulatory enhancement, as well as the interests of EU industry in third countries and regions.

In this context, the Asian aviation sector is of particular relevance given the fast growth of the market, the challenges of increasing traffic volumes and an ever-stronger call for a sustainable future also in the field of aviation. Continued partnership with these regions is therefore important to enhance EU visibility and leadership as a global actor in the domain of civil aviation.

In line with the Global Gateway objective of facilitating sustainable connectivity, the action will foster cooperation in the field of civil aviation and support safe, and sustainable air connectivity between Europe and Asia, and within Asia, with a focus on the aviation markets in North and South Asia.

By focussing on dialogue and enhanced cooperation between aviation authorities, the action will strengthen EU relations with key Asian partner countries in North and South Asia. It will support regional partnership, notably in South Asia where activities will involve harmonisation of the regulatory environment and further integration of the aviation market, working with the South Asian Association for Regional Cooperation (SAARC) and building on the South Asian Regional Initiative for civil aviation (SARI)<sup>1</sup>. Where appropriate, partnerships will be established or build on existing arrangements, at bilateral level with key partners such as Japan, China and the Republic of Korea.

Through dialogue, cooperation partnership and capacity building, the action will support regulatory evolution for safety and environmental aspects and capacity building for safety surveillance. In a context of growing air traffic volumes and increased calls for sustainable connectivity, it will also support the adaptation of the aviation ecosystem to the introduction of new sustainable technologies, such as electric and hydrogen powered aviation, unmanned aviation (drones and urban air mobility) and the use of sustainable aviation fuels (SAF). The introduction of Sustainable Aviation Fuels requires specific attention given their impact on large scale sustainable connectivity already in the shorter term.

The action will promote European industrial interests in a broad range of areas such as aviation safety, airports and ground handling, air traffic management, airworthiness, flight standards, slot allocation, new technologies, economic regulation, environmental standards and climate action. It will also promote a level playing field and foster market opportunities for the EU aviation industry.

The action will be implemented by the European Union Aviation Safety Agency (EASA) and will draw on the “partnership concept” and the technical cooperation in civil aviation fostered under the previous and ongoing EU/FPI-funded Aviation Partnership Projects (APPs).

The action aligns with the Indo-Pacific strategy<sup>2</sup>, the Connectivity Partnership with India and overarching policy objectives such as the European Green Deal and the EU Industrial Strategy<sup>3</sup>.

In terms of geographic scope, the action is cross-regional and will notably contribute to regional integration and cooperation in South Asia, as well as cooperation with key strategic partners (India, China, Japan and the Republic of Korea - RoK)

<sup>1</sup> [Home | Eu Sari \(eu-sari.org\)](https://eu-sari.org)

<sup>2</sup> For the EU Indo-Pacific Strategy, see: [EU-Indo Pacific Strategy | EEAS \(europa.eu\)](https://eeas.europa.eu/eu-indo-pacific-strategy)

<sup>3</sup> [Communication "Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery" | European Commission \(europa.eu\)](https://europa.eu/european-commission/communication-updating-the-2020-new-industrial-strategy-building-a-stronger-single-market-for-europes-recovery)

### 1.3 Zone benefitting from the Action

The Action shall be carried out in Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan, Sri Lanka, China, Japan, the Republic of Korea, out of which Japan and the Republic of Korea are not included in the list of ODA recipients.

Despite not being ODA recipients, Japan and the Republic of Korea are particularly relevant for international collaboration and standard setting in the field of civil aviation. Activities with those countries will be covered under the NDICI allocation for High Income Countries (HICs).

## 2 RATIONALE

### 2.1 Context

The aviation sector plays a crucial role in the economy. In Europe, it directly employs between 1.4 and 2 million people and overall supports between 4.8 and 5.5 million jobs. It is one of the key drivers for research and development, with the aeronautical industry recognised as one of the top five advanced technology sectors in Europe. The direct contribution of aviation to EU GDP is EUR 110 billion, while the overall impact, including tourism, is as large as EUR 510 billion through the multiplier effect.

In Asia, civil aviation is also an important sector that is expected to grow significantly, both in terms of traffic and in terms of market.

#### **North Asia**

In North Asia, China is among Europe's biggest trading partners, and aviation - which plays an important role in trade - is one of the few areas where Europe maintains a trade surplus. China is also leading in terms of traffic growth, with a population of 1.4 billion and an average traffic growth of 6.3% per year. Trips per capita are expected to increase from 0.41 today to 3.4 in 2037.

According to industry forecasts, North Asia is expected to be the largest aviation growth market up to 2037. Apart from China, substantial growth is expected in RoK and Japan as well, where fleet size could up to double during this period. These forecasts illustrate the market potential for both European manufacturers and airlines, which already today operate important long-haul revenue flights to North Asia.

But while aviation growth prospects hold substantial business opportunities for European manufacturers and airlines, competition is strong. The USA traditionally has a strong presence and holds majority market shares in Japan and the Republic of Korea (RoK). In addition, competition from domestic companies is developing fast, often with substantial support from local governments.

In this context, EU engagement is important to contribute to safety and sustainability standards in the region and to increase the opportunities for the European aviation industry.

Under the preceding North Asia Aviation Partnership Project (APP), two countries covered have recently signed Letters of Intent (LoI). While the relationship with China exists for a longer time, RoK and Japan signed Letters in 2021 (RoK) and 2023 (Japan), to reinforce bilateral cooperation, and there is momentum for increased engagement. For Japan, the APP has been instrumental in establishing relations with the Japanese Civil Aviation Bureau (JCAB) under the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) and strengthening EU-Japan cooperation in a range of regulatory aspects of civil aviation. The project has been particularly beneficial in the area of exchanges on European airworthiness requirements and standards on Urban Air Mobility (UAM) to ensure safe and reliable operations in urban environments with Japan, adopting all recommendations made by EASA. Given that the signature of the LoI with Japan took longer than expected, a successor project is important to build on these achievements and develop closer cooperation with MLIT. Moreover, the recent announcement by MLIT to launch a new programme for development of commercial aircraft with enhanced international cooperation, increased orders for European aircraft and the possible extension of the scope of the EU-Japan Bilateral Air Safety Agreement (BASA) signal interest for closer cooperation with Europe and market access opportunities. As far as the RoK is concerned, the 1<sup>st</sup> EU-Korea transport dialogue in 2022 covered all transport modes: i.e. land transport,

maritime transport and had a special focus on air transport. The EU-Republic of Korea Horizontal Aviation Agreement, signed in 2020, overrides the national Air Services Agreements bringing them in conformity with the EU law. It provides among other things the same rights to all EU airlines regardless their nationality or shareholder structure. As a next step, the EU is keen on engaging the Republic of Korea towards negotiating a Comprehensive Air Transport Agreement (CATA), as is already in place with the ASEAN. In addition, a horizontal air traffic agreement between the EU and RoK is under negotiation. RoK is successfully cooperating with Europe on satellite navigation for aviation and is interested in other areas, such as Air Traffic Management (ATM), the Single European Sky Network Manager, or the environment and climate nexus. In the region, the action will build on activities developed under the preceding aviation partnership agreements with China (2015-2021) and North Asia (ongoing) and will sustain existing dialogue activities.

### **South Asia**

South Asia has a population of approximately 2.04 billion people. In 2024, the region's combined nominal GDP reached US\$5.04 trillion, which would rank as the fifth largest economy in the world. Despite the political differences among the SAARC Member States, policies designed to sustain this growth stimulate business and leisure travel within the region.

Traffic forecasts for South Asia over the next 20 years are among the highest in global aviation, driven primarily by India, which is the fastest-growing aviation market in the world and expected to become the third largest aviation market by 2024 according to the International Air Transport Association (IATA).

In India, domestic demand is raising as a result of the Government's National Civil Aviation Policy promoting a Regional Connectivity Scheme, which aims to take flying to the masses by making it affordable and convenient. Important aircraft manufacturing assets exist in India and the government has the objective to facilitate the development of its industry both within India and globally. Its signature 'Make in India' policy is designed to encourage companies to manufacture their products in India and incentivises foreign investments in the manufacturing sector.

India demonstrates a particularly favourable environment following the recent EU-India Aviation Summit, reflecting strong bilateral and regional cooperation interests, with a focus on regulatory and technological collaboration. The Memorandum of Understanding (MoU) between EASA and DGCA India to collaborate on Unmanned Aircraft Systems (UAS) and Innovative Air Mobility (IAM) signed in 2023 is an example of this positive trend.

Alongside the very large aviation sector in India, other countries in the region have relatively limited activities like Bhutan. Also, in terms of safety, there are important differences in performance (e.g. Nepal being sanctioned with an EU flight ban under the Air Safety List).

A prerequisite for further expansion of European aviation industry in the South Asia region is a sustainable safe environment for its operations, as well as an economical, optimised, and state of the art Air Traffic Management system, as well as airport modernisation and management. To accommodate the expected traffic growth, which entails a significant risk of airport saturation, important infrastructure investments in airports, ground handling and air traffic management equipment are needed.

The aviation safety oversight mechanisms in South Asia need a timely response to the expected growth. For the EU, there are opportunities to support the transition to sustainable connectivity and mobility by air, enforce international cooperation on environmental standards and climate action in the field of aviation (sustainable infrastructure, uptake of sustainable aviation fuels (SAF) and support the roll-out of carbon neutral aviation technology).

At regional level, the South Asian Regional Initiative (SARI) seeks to facilitate regulatory harmonisation in civil aviation based on EU rules, emphasising safety and operational standards. Coordinated with ICAO, it provides a neutral forum and potential for a Regional Safety Oversight Organisation (RSOO) in South Asia.

In this context, in South Asia, the action will contribute to the strengthening and implementing of regional regulations and measures. As such, it will reinforce integration through the promotion of standards related to market access, sustainability, and safety at regional and country level. This will contribute to further seamless mobility of people and goods across the region.



## 2.2 Problem Analysis

### Short problem analysis:

The EU is committed to engage with its counterparts in the world to promote safe and sustainable aviation. Through this action, the EU will nurture and improve relations with aviation authorities and foster technical dialogues in the field of civil aviation with Asian countries.

The EU internal market for aviation is a benchmark for integration on a regional scale and an enabler for technical cooperation to ensure safe, sustainable and resilient aviation industry. In 2020, the Commission adopted the Sustainable and Smart Mobility Strategy<sup>4</sup> (SSMS), which specifically encourages global action towards sustainable and smart mobility and the translation of good practices, quality solutions and standards into the EU cooperation with third countries.

In line with the SSMS, the EU strives for a sustainable future for aviation, which requires a ‘Basket of Measures’, implying technological improvements, operational improvements, sustainable alternative fuels as well as market-based measures. This action contributes to a global effort to proceed along these lines.

Mutual exchange on aviation standards, best practices and direct support for capacity building in the target region/countries enforce the position of EU and its Member States in the framework of the International Civil Aviation Organisation (ICAO). Technical cooperation actions implemented on EU budget qualify under the ICAO initiative No Country Left Behind (NCLB), where the EU is the biggest investor in technical assistance to third countries.

In the context of the action, mutual awareness of best practices will be supported as well as further regulatory convergence in a broad range of areas regarding aviation safety, including airports and ground handling, air traffic management, airworthiness, flight standards, slot allocation, new technologies, economic regulation, environmental standards and climate action.

Where applicable, the action will also address capacity limitations and regulatory oversight issues, including in the context of the Air Safety List.

The project will build upon preceding efforts. A first Aviation partnership project was launched with China, under the EU Partnership Instrument (EU-China Aviation Partnership Programme 2015-2021, implemented by EASA). However, it is worth mentioning that EU- China cooperation in aviation started already in 1999, e.g. via EU China Civil Aviation Cooperation in 3 phases between 1999-2006 and Institutional Capacity Building for the Civil Aviation Sector in China (EU-China Civil Aviation Project – EUCCAP- from 2010-2014). These actions were implemented by industry, consultancy companies and academia.

As of 2015, these actions were followed by a North Asia Partnership Project (APP) including China, Japan and RoK, with limited engagement in Mongolia. The concept was also applied to South Asia, pursuant to developments already initiated under the SARI project, with 2 subsequent support actions. The action complements the similar support to civil aviation that is provided in South-East Asia under the EU-ASEAN Sustainable Connectivity Package approved in 2023 (SCOPE-APP).

The action will contribute to the objectives of Global Gateway strategy<sup>5</sup> by facilitating connectivity between the EU and Asian countries, and between Asian countries. It will improve the EU's visibility and its position as a reliable, long-term partner, promote industrial interests in a broad range of areas such as aviation safety, airports and ground handling, air traffic management, airworthiness, flight standards, slot allocation, new technologies,

<sup>4</sup> COM(2020)789: [EUR-Lex - 52020DC0789 - EN - EUR-Lex \(europa.eu\)](#)

<sup>5</sup> For an overview of the Global Gateway strategy, see: [Global Gateway - European Commission \(europa.eu\)](#)

economic regulation, environmental standards and climate action.

The EU and its Member States will benefit from a more sustainable, safer aviation and from an increased market access for the industry. Close coordination with Member States will be ensured and promoted all along the implementation of the Action.

With aviation accounting for 2-3% of carbon emissions, it is therefore critical to support efforts to minimize the negative environmental and climate effects of aviation through mitigation measures such as carbon compensation mechanisms, application of cleaner technologies or regulatory convergence towards more sustainable standards. That is why the action will ensure synergies with other EU-funded initiatives such as the “Assistance, Capacity-building and Training for Sustainable Aviation Fuels” (ACT-SAF), a cooperation with ICAO in the field of climate action for civil aviation that includes notably action in India.

Complementarity and coordination will be sought with COSCAP-SA aiming at building capacity in South Asia for improving safety oversight by providing training and a potential regional pool of inspectors, and with the Asian Development Bank.

This action will contribute to the UN Sustainable Development Goals, SDG 5 (Gender equality), SDG 8 (Economic growth), SDG 9 (Digital and Science, Technology and Innovation), SDG 13 (Climate Action) and SDG 17 (Partnerships).

**Identification of main stakeholders and corresponding institutional and/or organisational issues (mandates, potential roles, and capacities) to be covered by the action:**

The main Stakeholders are:

- National Civil Aviation Authorities in Europe and target countries,
- Ministries of Transport, Ministries of the Environment, other relevant ministries in target countries
- Regional cooperation fora (SAARC, SARI, COSCAP),
- Network and lobby organisations (IATA)
- ICAO, the UN International Civil Aviation Organisation
- Accident Investigation Bodies,
- Air Navigation Service Providers,
- Aviation industry (manufacturers, airlines, airports, ground handling and other service providers)
- Training institutions,
- national accreditation bodies, verification bodies
- EUROCONTROL, Single European Sky Network Manager.

Passengers, airlines and North and South Asian citizens will benefit from the positive economic impact of improved connectivity, safety and reduction in air transport cost improved overall capacity within the aviation sector.

As far as South Asia is concerned, through regionally harmonised regulations, a level playing field will be sought within the region. A larger and harmonised market should also allow for more players in the industry and create an enabling environment for alliances and/or mergers among service providers. This might contribute to drive down prices and enhance flight interconnectivity and thus give users more choice and encourage the use of air services, whilst generating decent employment.

For North and South Asia, the action supports stronger approximation of rules and standards, which is in the interest of European stakeholders and EU leadership in the aviation sector.

### 3 DESCRIPTION OF THE ACTION

#### 3.1 Objectives and Expected Outputs

The Overall Objective of this action is to foster safe, sustainable and resilient air connectivity between the EU, North and South Asia.



The Specific Objectives of this action are to:

Specific Objective 1: To deepen the dialogue and cooperation between aviation authorities, strengthen institutional links and encourage regional and bilateral cooperation.

Specific Objective 2: To facilitate market access for EU aviation industry in Asia as well as the introduction and promotion of EU aviation products and technology.

Specific Objective 3: To increase mutual awareness of aviation best practices, promote EU standards, raise environmental protection efforts, encourage climate action and support the development of a regulatory environment compliant with international standards.

The Outputs to be delivered by this action contributing to the corresponding Specific Objectives are :

Contributing to Outcome 1 (or Specific Objective 1) <*Dialogue and Cooperation between authorities*>

- 1.1. Dialogue and cooperation between European and North and South Asian aviation authorities on safe and sustainable aviation are enforced.
- 1.2. Cooperation and exchange of best practices in the field of climate action, the adaptation to new sustainable aviation technologies, and other developing areas (e.g. urban air mobility, cybersecurity, drones) are promoted.
- 1.3. The technical implementation of bilateral aviation safety agreements (BASAs) is supported.
- 1.4. Further regional harmonisation of the civil aviation regulation within South Asia (SARI) is supported.

Contributing to Outcome 2 (or Specific Objective 2) <*Market access*>

- 2.1. Exchanges and cooperation to facilitate business opportunities between aviation authorities, industry, airports, technology providers, and international network organisations in the field of aviation are encouraged
- 2.2. Competitiveness and level playing field of EU aviation industry and market uptake of products and services resorting from EU aviation industry is fostered.

Contributing to Outcome 3 (or Specific Objective 3) <*Collaboration on regulatory standards*>

- 3.1. Improvement, adaptation and harmonisation of the regulatory environment to align with international and EU standards and best practices for safe and sustainable aviation and the adaptation to climate action and new sustainable technologies and sustainable aviation fuels is supported.
- 3.2. Deficiencies in safety surveillance capacity and compliance with international standards are addressed.
- 3.3. Access to expert analysis and review of the regulatory system on compatibility with international and EU standards and best practices for safety and sustainability is supported.
- 3.4. Capacity building and knowledge sharing to adapt the air transport infrastructure to traffic growth, new sustainable technologies and sustainable aviation fuels, new forms of air mobility and other new emerging aspect of a changing industry are supported.
- 3.5. Regulatory convergence and compatibility of working practices between the EU and the North and South Asian regions is strengthened.

## 3.2 Indicative Activities

### ***Main indicative activities related to Outcome 1:***

- Organisation of networking events, conferences, seminars, technical workshops and other activities to facilitate and deepen dialogue and cooperation between European and North and South Asian aviation authorities, strengthen institutional links, support regional integration.
- Support to the organisation of collaborative projects between aviation stakeholders from different countries/regions thus pooling existing resources and expertise.

- Support to the organisation of workshops involving key stakeholders, bringing together government representatives, aviation industry experts, and technology providers to identify regional challenges, opportunities, and best practices for sustainable adaptation.

***Main indicative activities related to Outcome 2:***

- Organisation of conferences, technical workshops, events and other capacity building activities to share best practices, to enhance connectivity, to reduce market barriers, to promote industrial exchanges, trials and demonstration of EU sustainable technologies. Reinforcing the dialogue between Asian and EU aviation stakeholders.
- Organising visibility, promotion and networking events, seminars, and workshops to foster knowledge sharing, resource pooling and collaboration and joint initiatives between airlines, airports, technology providers, and international organizations.
- feasibility study, impact assessment, pilots, trails or demonstrations to assess the potential impact of new technologies on air transport infrastructure in the region.

***Main indicative activities related to Outcome 3:***

- Regulatory comparison exercises, system reviews, roadmap and technical documentation development, to increase the use of international and EU standards, rules, and best practices adapted to North and South Asian context
- Review and analysis of legal frameworks to promote harmonisation in aviation safety, air transport economic and trade, environment and sustainability, climate change mitigation and adaption in the aviation sector, urban air mobility, cybersecurity, or use of new technologies.
- Multistakeholder consultations to formulate recommendations for national or regional technical policy reforms to align with international standards and EU best practices, and, where applicable, regional harmonisation.
- Organisation of briefings or webinars with various stakeholders to monitor and evaluate the impact of the new regulations and the need for updates on regulations.
- Ensure dedicated support to specific States being monitored by the EU Air Safety Committee.
- Support to the implementation of training programmes for aviation personnel at national or regional level, taking due consideration for gender balance and accessibility of people with disabilities.

### 3.3 Mainstreaming

#### **Environmental Protection & Climate Change**

Against a backdrop of continued, rapidly rising global aviation emissions, measures are needed to significantly reduce aviation's impact on climate. In the context of climate action and sustainable connectivity, transport and mobility, the action contributes to the development of an eco-system facilitating the uptake of sustainable aviation fuels, the safe integration of new sustainable aviation technologies, promoting European and international standards for safe and sustainable aviation.

#### **Outcomes of the SEA screening** (relevant for budget support and strategic-level interventions)

The Strategic Environmental Assessment (SEA) screening concluded that no further action was required.

**Outcomes of the EIA (Environmental Impact Assessment) screening** (relevant for projects and/or specific interventions within a project). The EIA (Environment Impact Assessment) screening classified the action as Category B project not requiring an EIA, but for which environmental aspects will be addressed during the design of the action.

**Outcome of the CRA (Climate Risk Assessment) screening** (relevant for projects and/or specific interventions within a project). The Climate Risk Assessment (CRA) screening concluded that this action is no or low risk (no need for further assessment).

#### **Gender equality and empowerment of women and girls**

Women remain significantly underrepresented in aviation across all levels of the industry (2.6% of mechanics, 19.7% of dispatchers, and 4.3% of flight engineers) but should benefit from the same opportunities as men.

As per the OECD Gender DAC codes identified in section 1.1, this action is labelled as G1. This implies that a gender responsive approach will be applied throughout implementation in all activities undertaken . The action will therefore contribute to the Gender Action Plan III (GAP III) in particular the thematic area of engagement “Promoting economic and social rights and empowering girls and women” and the EASA Gender Equality Plan 2024-2027.

Logistics related to conferences, technical workshops, networking events, seminars and capacity building will strive for gender-balanced participation and gender-reponsive and accessible materials and products as well as meaningful and inclusive participation of women.

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### **Human Rights**

The action will integrate a rights-based approach and will contribute to ensuring that rights holders are taken into account over by ensuring meaningful and inclusive participation, non-discrimination and equality as well as accountability and transparency.

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### **Disability**

As per OECD Disability DAC codes identified in section 1.1, this action is labelled as D0. This implies that disability is not considered the overall nor a specific objective of the action. However, in all activities measures will be taken to address this issue whenever possible. Therefore, in alignment with the Strategy for the rights of persons with disabilities 2021-2030<sup>6</sup> and the Sustainable and Smart Mobility Strategy (SSMS), attention will be paid to ensure and enable the participation of people with disabilities in the activities, and to ensure that the achieved results will be accessible for people with disabilities.

Logistics related to events (conferences, workshops, seminars) will strive for inclusive participation of people with disabilities (including accessible venues).

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### **Reduction of inequalities**

The action is labelled as I-0 as it is not considered relevant for inequality reduction.

The Action has not been identified as directly targeting the reduction of inequalities. However, in its various activities and design every effort will be made to contribute to the reduction of social and environmental inequalities.

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### **Democracy**

This action focuses on air transport policy and seeks to promote clear regulatory frameworks and multilateralism. The partnerships will promote EU aviation rules that are based on international standards developed by ICAO. The action will hence promote the development of international standards at global level.

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### **Conflict sensitivity, peace and resilience**

The action does not target conflict sensitivity and peace specifically but it will look for synergies with other ongoing or planned actions targeting peace and resilience. A conflict sensitive approach will be ensured in relevant actions.

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### **Disaster Risk Reduction**

This action will not target or impact disaster risk reduction specifically, however it will promote aviation safety standards and contribute to more adequate response to natural hazards.

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### **Other considerations if relevant**

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<sup>6</sup> [Union of equality: Strategy for the rights of persons with disabilities 2021-2030 - Employment, Social Affairs & Inclusion - European Commission \(europa.eu\)](https://european-council.europa.eu/media/en/press-communications/infographic/Pages/infographic-union-of-equality-strategy-for-the-rights-of-persons-with-disabilities-2021-2030-employment-social-affairs-inclusion.aspx)

N/A

### 3.4 Risks and Lessons Learnt

Category	Risks	Likelihood (High/ Medium/ Low)	Impact (High/ Medium/ Low)	Mitigating measures
External environment	Changes to the political environment and/or an EU Air Safety List ban may lead to reduced desire for a particular country to participate.	High	Limited to the country concerned. The duration of fall-out from an EU air safety ban is typically short as this stimulates momentum within the country to correct the situation with EU support.	Adopt a regional approach, monitor the overall political context, communicate and adapt the project accordingly together with the stakeholders, the Commission and EU Delegations.
External environment	Political instability, conflict or terrorist attacks in the region might lead to reduced ability to execute activities on-site.	South Asia: Medium North Asia: Medium	Limited to the countries concerned. Experience shows that technical cooperation can continue despite political differences.	Focus on the technical level and monitor the overall political context and adjust focus of the project.
External environment	Disease outbreak might lead to reduced demand for aviation transport services and/or ability to execute activities onsite.	Medium	If limited to certain countries, activities can be easily relocated. Region-wide contagion would have a high impact on the ability of the project to deliver.	Monitor relevant news sources (WHO) and adjust project accordingly.
	Increased market access obstacles for European companies trading with or investing in the region	North Asia: Medium South Asia: Low	This will impact the envisaged result of the project, but the project itself is a mitigation measure	Monitor industrial and national policy developments. Increase dialogue and technical project activities addressing market access obstacles
Redundancy of actions	Duplication of effort and redundancy of activities by the different donors active in this area of work	Medium	High	Ensure coordination with other financing partners active in the same areas of work, to avoid duplication of effort and generate added value for the EU work.

Planning, processes and systems	Challenge to build and maintain stable relations, which enable a functional policy dialogue.	Low	Medium	Base interventions on existing structures and entry points; and develop potential activities based on joint interest and as an opportunity for peer-to-peer exchanges and mutual learning. Link with EU Delegations.  All key stakeholders will be meaningfully consulted and heard prior to activities and will participate in monitoring of the action.
People and the organisation	Lack of human and financial resources within States authorities hinder achievement.	Medium	High	Capacity building that is directly supported by the action is carefully planned based on needs. Activities are designed with current mandates in mind and based on work plans and programmes. The mobilisation of local expertise, , in order to facilitate smooth implementation and liaison with staff of the relevant State Authorities and local stakeholders, notably in the HICs, will be looked into.
Communication and information	Actions including policy dialogue, public diplomacy and technical assistance lack credibility.	Low	Medium	Actions and outreach to be designed and implemented in partnership and consultation with Asian stakeholders.

### Lessons Learned:

Previous aviation partnership projects have demonstrated the high interest for this action by stakeholders. In addition to sustaining this important cooperation relationship and keep its momentum, there is an incentive for technical cooperation activities and to support European industry in conducting trials of new technologies in the framework of EU-partner countries cooperation.

This project will be able to build on the achievements and experience gained by EASA and its European partners. Some common achievements that can be mentioned:

- Dialogue with the Aviation Authorities across all aviation domains and trustful relationship is in place that provides a good basis for future cooperation;
- EU visibility and awareness of European aviation expertise has been significantly increased through project activities;
- A “two-way exchange” cooperation logic should be actively followed. Exchanges produce information and are an important source of technical intelligence and reciprocity should be the norm in the exchange of technical knowledge as well as issues related to access to market; and
- Involvement of European industry in technical cooperation activities has become the standard. There is a strong interest to contribute, which should be nurtured.

In the case of South Asia:

- an EASA project team and local project office is established in Sri Lanka, which contributes to the visibility of the project vis-a-vis local counterparts, and the organisation of regional events
- All SAARC states have committed to follow EU-based standards and regulations. The EU benefits from enhanced compatibility and interoperability, technical convergence and facilitated market access. The SARI initiative requires special attention in terms of regulatory enhancement. The process of regional harmonisation towards EU-model aviation standards began in 2006, under the EU-South Asia Civil Aviation Cooperation Program. Under two subsequent EU-South Asia Aviation Partnership Projects, the scope of SARI has been extended beyond its origins to encompass three core technical domains Airworthiness, Flight Operations and Flight Crew Licencing. Its stated ambition is to encompass all technical aviation domains, providing a holistic and coherent body of rules for the entire region.

- The EU-South Asia Aviation Partnership Project promoted cooperation with existing initiatives in the region, such as SARI, COSCAP-SA and EU Member State Actions. This approach has avoided duplication of efforts and built collective momentum towards regional integration.
- In the context of the EASA International Cooperation Forum (March 2023 in Colombo), representatives of all South Asian partner States including Bangladesh, Bhutan, Maldives, India, Nepal, Pakistan, and Sri Lanka. subscribed a collective commitment to advancing aviation cooperation, innovation, and sustainability in the region, with the continued support the South Asia Regional Initiative (SARI) and EU - South Asia Aviation Partnership Project. This declaration underscores the significance of strategic partnerships and collaborative efforts in driving forward aviation initiatives that will ensure the continuity and success of these essential projects in South Asia.

In the case of North Asia:

- **China:** Looking at over 8 years of cooperation activities with China through the EU-China and North Asia Aviation Partnership Projects, it is clear that cooperation has yielded benefits for the EU. However, the extent to which China was willing to share progress was limited. It is therefore proposed to focus the activities on the specific domains and topics where the EU can clearly expect tangible benefits, taking into consideration China's willingness for more transparency, predictability and reciprocity.
- **RoK:** the activities implemented in the framework of the EU-RoK APP built on a Letter of Intent between EASA and the Ministry of Land, Infrastructure and Transport which was signed end of 2021 and formalized the cooperation under the APP project. Activities which benefited the RoK include workshops and trainings which shared the latest aviation policy developments and support of new technologies from the EU. There is room for capacity building in the aviation authorities. In areas such as UAS (Unmanned Aircraft Systems)/UAM (Urban Air Mobility) or ATM, the exchanges are most effective and show benefits for EU stakeholders. Cooperation should continue focusing on key areas of interest for the EU. The presence of the technical expert based in the RoK was beneficial for the successful planning and implementation of APP activities and a key element to be considered in the programme continuation.
- **Japan:** The cooperation started in 2023 and has shown promising results for both sides in many domains such as UAS/UAM, Sustainable Aviation, Flight Standards, Safety Management etc. There is room for an increased cooperation in some key areas, as expressed by many EU stakeholders.

### 3.5 The Intervention Logic

The underlying intervention logic for this action is that, by supporting the activities proposed, the action will provide a conducive framework for cooperation between the EU and South and North Asian countries in the sector of air transport connectivity and support a safer and more sustainable aviation market.

The main assumptions are that the partner countries remain committed to cooperation in the civil aviation domain, that and regional collaborative frameworks remain in place and that there is an increasing interest in promoting a safe and sustainable air transport market in Asia and between Asia and the EU. In this context, points of collaboration, coordination and alignment between national and regional positions in the target regions and those at EU level can be found.

If these assumptions hold true, and the activities - including policy dialogue, technical cooperations, capacity building and sharing of experiences and knowhow between the target regions and the EU - are implemented, it is expected that this will lead to increased awareness and increased capacities to implement solutions to make the aviation ever safer and more sustainable in the context of the internationally accepted standards and climate targets. In the process, it is expected to lead to increased competitiveness and access to markets for EU industry.

The expected outputs are likely to be delivered, as regional cooperation will have a structural and lasting impact and are likely to continue after the end of the project. Harmonisation of rules and cooperation between EU and the target region/countries will have a lasting impact on application and further development of international standards.



### 3.6 Logical Framework Matrix

This indicative logframe constitutes the basis for the monitoring, reporting and evaluation of the intervention.

On the basis of this logframe matrix, a more detailed logframe (or several) may be developed at contracting stage. In case baselines and targets are not available for the action, they should be informed for each indicator at signature of the contract(s) linked to this AD, or in the first progress report at the latest.

New columns may be added to set intermediary targets (milestones) for the Output and Outcome indicators whenever it is relevant.

- At inception, the first progress report should include the complete logframe (e.g. including baselines/targets).
- Progress reports should provide an updated logframe with current values for each indicator.
- The final report should enclose the logframe with baseline and final values for each indicator.

The indicative logical framework matrix may evolve during the lifetime of the action depending on the different implementation modalities of this action.

The activities, the expected Outputs and related indicators, targets and baselines included in the logframe matrix may be updated during the implementation of the action, no amendment being required to the Financing Decision.

PROJECT MODALITY (3 levels of results / indicators / Source of Data / Assumptions - no activities)

Results	Results chain (a): Main expected results (maximum 10)	Indicators (a): (at least one indicator per expected result)	Baselines (values and years)	Targets (values and years)	Sources of data	Assumptions
Impact	To foster safe, sustainable and resilient air connectivity between the EU, North and South Asia	1. Increased harmonisation of rules, standards and practices	1. tbd	1. tbd	IATA Annual review	Not applicable
		2. Safer and more sustainable air connectivity	2. tbd	2. tbd	ICAO	
Outcome 1	To deepen the dialogue and cooperation between aviation authorities, strengthen institutional links and encourage regional and bilateral cooperation	1.1 Number of collaborative processes on bilateral, inter-regional, or multilateral level that have been influenced in the interest of technical cooperation between the EU and the target countries/regions	1.1: 0 (under the current action)	1.1: tbd	Narrative report	Partner country commitment to cooperation in the civil aviation domain
		1.2 Number of regulatory processes that are harmonised within the framework of regional and bilateral cooperation	1.2: 0 (under the current action)	1.2: tbd	Official statements, press releases	
Outcome 2	To facilitate market access for EU aviation industry in Asia as well as the introduction and promotion of EU aviation products and technology	2.1 Number of processes related to partner country practices on market access, investment and business in the aviation industry that have been influenced	2.1: 0 (under the current action)	2.1: tbd	Narrative report Industry statements	Aviation industry are interested to engage with institutional stakeholders
Outcome 3	To increase mutual awareness of aviation best practices, promote EU standards, raise environmental protection efforts, encourage climate action, and support the development of a regulatory environment compliant with international standards.	3.1 Number of regulatory processes that are improved and/or harmonised in the interest of safe and sustainable aviation harmonised, within the framework of regional and bilateral cooperation	3.1: 0 (under the current action)	3.1: tbd	Narrative report Official statements, press releases	Partner countries are interested to exchange on best practices with the EU in the field of civil aviation
Output 1 relating to Outcome 1	1.1 Dialogue and cooperation between European and North and South Asian aviation authorities on safe and sustainable aviation are enforced.	1.1.1: Number of events organised and supported	1.1.1: 0 (under the current action)	1.1.1: tbd	Activity registration sheets (including data disaggregated by sex, age and disability)	Favourable political environment in the partner countries to

					Visibility material	carry out the action
		1.1.2: Stakeholders' perception of collaborative initiatives developed number of expressions of positive commitment.	1.1.2: tbd	1.1.2: at least 70%	Activity feedback forms/survey	
<b>Output 2</b> <b>relating to Outcome 1</b>	1.2. Cooperation and exchange of best practices in the field of climate action, the adaptation to new sustainable aviation technologies, and other developing areas (e.g. urban air mobility, cybersecurity, drones) are promoted.	1.2.1: Number of collaborative projects for which the set-up is supported by this action	1.2.1: 0 (under the current action)	1.2.1: tbd	Narrative report	
		1.2.2: Number of knowledge sharing events	1.2.2: 0 (under the current action)	1.2.2: tbd	Activity registration sheets (including data disaggregated by sex, age and disability)	
<b>Output 3</b> <b>relating to Outcome 1</b>	1.3. The technical implementation of bilateral aviation safety agreements (BASAs) is supported	1.3.1: Number of processes supported depending on the requirements of the legal framework.	1.3.1: 0 (under the current action)	1.3.1: tbd	Narrative report	
<b>Output 4</b> <b>relating to Outcome 1</b>	1.4 Further regional harmonisation of the civil aviation market within South Asia (SARI) is supported	1.4.1: Number of regulatory processes that are harmonised within the framework of regional and bilateral cooperation	1.4.1: 0 (under the current action)	1.4.1: tbd	Narrative report Official statements, press releases	
<b>Output 1</b> <b>relating to Outcome 2</b>	2.1. Exchanges and cooperation between aviation authorities, industry, airports, technology providers, and international network organisations in the field of aviation are encouraged	2.1.1: Number of events organised to promote best practices and available solutions	2.1.1: 0 (under the current action)	2.1.1: tbd	Activity registration sheets (including data disaggregated by sex, age and disability)	Favourable economic environment and continuing growth of the North Asia and South Asia aviation market
		2.1.2: Number of collaborative liaisons initiated between EU and local stakeholders	2.1.2: 0 (under the current action)	2.1.2: tbd	Narrative report	
<b>Output 2</b> <b>relating to Outcome 2</b>	2.2. Competitiveness and level playing field of EU aviation industry and market uptake of	2.2.1: Number of multistakeholder consultations briefings/seminars organised	2.2.1: 0 (under the current action)	2.2.1: tbd	Activity registration sheets	

	products and services resorting from EU aviation industry is fostered.				(including data disaggregated by sex, age and disability)	
<b>Output 1 relating to Outcome 3</b>	3.1. Improvement, adaptation and harmonisation of the regulatory environment to align with international and EU standards and best practices for safe and sustainable aviation and the adaptation to climate action and new sustainable technologies and fuels is supported.	3.1.1: Number of regulations targeted by the action that are reviewed or adapted to align with international or EU standards	3.1.1: 0 (under the current action)	3.1.1: 0 (under the current action)	Narrative report	Sustained political and technical willingness of key stakeholders to carry out the action
<b>Output 2 relating to Outcome 3</b>	3.2. Deficiencies in safety surveillance capacity and compliance with international standards are addressed.	3.2.1: Effective implementation rate of ICAO Standards for Critical Elements	3.2.1: tbd	3.2.1: tbd	ICAO reports	
<b>Output 3 relating to Outcome 3</b>	3.3. Access to expert analysis and review of the regulatory system on compatibility with international and EU standards and best practices for safety and sustainability is supported.	3.3.1: Number of multi-stakeholder consultations/briefings/seminars organised	3.3.1: 0 (under the current action)	3.3.1: tbd	Activity register as part of the narrative report	
<b>Output 4 relating to Outcome 3</b>	3.4. Capacity building and knowledge sharing to adapt the air transport infrastructure to traffic growth, new sustainable technologies and sustainable aviation fuels, new forms of air mobility and other new emerging aspect of a changing industry are supported.	3.4.1: Number of studies, impact assessments conducted	3.4.1: 0 (under the current action)	3.4.1: tbd	Narrative report Studies	Staff continuity and retention of institutional knowledge in the partner countries
		3.4.2: Number of exchange events organised	3.4.2: 0 (under the current action)	3.4.2: tbd	Activity registration sheets (including data disaggregated by sex, age and disability)	
<b>Output 5 relating to Outcome 3</b>	3.5. Regulatory convergence and compatibility of working practices between the EU and the North and South Asian regions is strengthened.	3.5.1 Number of regulations targeted by the action that were reviewed or adapted to align with international or EU standards	3.5.1: 0 (under the current action)	3.5.1: tbd	Narrative report	

	and the technical implementation of bilateral aviation safety agreements is supported.					
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## 4 IMPLEMENTATION ARRANGEMENTS

### 4.1 Financing Agreement

In order to implement this action, it is not envisaged to conclude a financing agreement with the partner countries.

### 4.2 Indicative Implementation Period

The indicative operational implementation period of this action, during which the activities described in section 3 will be carried out and the corresponding contracts and agreements implemented, is 72 months from the date of adoption by the Commission of this Financing Decision.

Extensions of the implementation period may be agreed by the Commission's responsible authorising officer by amending this Financing Decision and the relevant contracts and agreements.

### 4.3 Implementation Modalities

The Commission will ensure that the EU rules and procedures for providing financing to third parties are respected, including review procedures, where appropriate, and compliance of the action with EU restrictive measures<sup>7</sup>.

#### 4.3.1 Indirect Management with an entrusted entity

This action will be implemented in indirect management with the European Union Aviation Safety Agency (EASA), the EU regulator for aviation safety and environmental protection. EASA mission is, among others, to promote European Union aviation standards and rules at international level by establishing appropriate cooperation with competent authorities of third countries and international organisations. In accordance with EASA Basic Regulation<sup>8</sup>, the Agency assists the Commission in its management of relations with third countries and international organisations.

This implementation entails all the activities foreseen under the action.

The envisaged entity has been selected using the following criteria:

- i) specialisation in the domain of aviation safety,
- ii) track record in putting in place and enforcing aviation regulation vis à vis different jurisdictions and regulatory bodies
- iii) experience in aviation partnership actions especially in North and South Asia,
- iv) track record in disseminating the EU and international aviation regulations at multicountry and continental level.

#### 4.3.2 Direct Management (Grants) – fallback option only

##### **(a) Purpose of the grant(s)**

The grant will contribute to achieving the specific objectives foreseen under this action:

1. deepen the dialogue and cooperation between aviation authorities, strengthen institutional links and encourage regional and bilateral cooperation.

<sup>7</sup> [www.sanctionsmap.eu](http://www.sanctionsmap.eu). Please note that the sanctions map is an IT tool for identifying the sanctions regimes. The source of the sanctions stems from legal acts published in the Official Journal (OJ). In case of discrepancy between the published legal acts and the updates on the website it is the OJ version that prevails.

<sup>8</sup> Article 90(1) and (6) of Regulation (EC) 2018/1139 on common rules in the field of civil aviation and establishing a European Union Safety Agency



2. facilitate market access for EU aviation industry in Asia as well as the introduction and promotion of EU aviation products and technology.
3. increase mutual awareness of aviation best practices, promote EU standards, raise environmental protection efforts, encourage climate action and support the development of a regulatory environment compliant with international standards.

#### (b) Type of applicants targeted

Applicants targeted are legal entities, public and private sector organisations (both profit and non-profit), international organisations, economic operators.

The scope described above may be narrowed down in terms of nationality, geographical location or nature of the applicants where it is required on account of the specific nature and the objectives of the action and where it is necessary for its effective implementation (Article 28(9) Global Europe Regulation).

The part of the action under the budgetary envelope reserved for grants may, partially or totally and including where an entity is designated for receiving a grant without a call for proposals, be implemented in indirect management with an entity, which will be selected by the Commission's services using the criteria defined above.

#### 4.3.3 Changes from indirect to direct management mode (and vice versa) due to exceptional circumstances

As a fallback option, in case indirect management cannot be implemented due to circumstances outside of the Commission's control, the action may be implemented in direct management, through (a) grant(s), awarded to organisations selected on the basis of the criteria detailed in Section 4.3.1 above.

#### 4.4 Scope of geographical eligibility for procurement and grants

The geographical eligibility in terms of place of establishment for participating in procurement and grant award procedures and in terms of origin of supplies purchased as established in the basic act and set out in the relevant contractual documents shall apply.

The Commission's authorising officer responsible may extend the geographical eligibility on the basis of urgency or of unavailability of services in the markets of the countries or territories concerned, or in other duly substantiated cases where application of the eligibility rules would make the realisation of this action impossible or exceedingly difficult (Article 28(10) NDICI-Global Europe Regulation).

#### 4.5 Indicative Budget

Indicative Budget components	EU contribution (amount in EUR)
<b>Implementation modalities</b> – cf. section 4	
Indirect management with EASA - cf. section 4.3.1	10 000 000 (of which, 3 000 000 for High Income Countries)
<b>Evaluation</b> – cf. section 5.2	May be covered by another Decision
<b>Audit</b> – cf. section 5.3	May be covered by another Decision
<b>Contingencies</b>	N.A
<b>Total</b>	10 000 000

## 4.6 Organisational Set-up and Responsibilities

The Commission services in close collaboration with the EEAS will be responsible for ensuring policy coherence and internal coordination to maximize the impact of the action and promote synergies.

The action will be governed by a Steering Committee of EU stakeholders chaired by the relevant Commission Services. The Steering Committee will meet on an annual basis to review, evaluate and direct the project, and to endorse the work programmes. The Steering Committee will facilitate coordination between various country activities. Relevant EU services and Member States agencies and industry will be invited to participate.

In addition, Project Management Boards (PMB) will be organised on a regional basis in South Asia, and on a bilateral basis with China, Japan and RoK to provide the overall technical steering. The boards will include representatives of the relevant EU Services, EU Delegations and EASA.

The technical framework will be set out by an overall project outline. Annual work plans will be established on a regional basis for South Asia, and on a bilateral basis for partner countries in North Asia (China, Japan and RoK) and will be subject to approval of the relevant Commission services, e.g. via the Joint Steering Committee.

EASA may establish local/regional project office(s), where there is a willingness from the participating countries to provide the necessary facilities, and where this is considered to be in the interest of effective and efficient project implementation and allocation of resources.

As part of its prerogative of budget implementation and to safeguard the financial interests of the Union, the Commission may participate in the above governance structures set up for governing the implementation of the action and may sign or enter into joint declarations or statements, for the purpose of enhancing the visibility of the EU and its contribution to this action and ensuring effective coordination.

## 5 PERFORMANCE MEASUREMENT

### 5.1 Monitoring and Reporting

The day-to-day technical and financial monitoring of the implementation of this action will be a continuous process, and part of the implementing partner's responsibilities. To this aim, the implementing partner shall establish a permanent internal, technical and financial monitoring system for the action and elaborate regular progress reports (not less than annual) and final reports.

Every report shall provide an accurate account of implementation of the action, difficulties encountered, changes introduced, as well as the degree of achievement of its results (Outputs and direct Outcomes) as measured by corresponding indicators, using as reference the logframe matrix (for project modality) and the partner's strategy, policy or reform action plan list (for budget support).

The Commission may undertake additional project monitoring visits both through its own staff and through independent consultants recruited directly by the Commission for independent monitoring reviews (or recruited by the responsible agent contracted by the Commission for implementing such reviews).

Roles and responsibilities for data collection, analysis and monitoring:

All monitoring and reporting shall assess how the action is considering the principle of gender equality, human rights-based approach and rights of persons with disabilities including inclusion and diversity. Indicators shall be disaggregated by sex and age, and disability if possible.

The report shall be laid out in such a way as to allow monitoring of the means envisaged and employed and of the budget details for the Action. The final report, narrative and financial, will cover the entire period of the action implementation.

EASA, as implementing partner, intends to use a digital data collection system to gather information from participants and collecting feedback as part of project implementation. Aggregated data will be presented for South Asia, while independent data will be provided for China, Japan, and the Republic of Korea. This approach aims to maintain transparency, accountability, and effectiveness in tracking progress and feed into the indicators.

## 5.2 Evaluation

Having regard to the nature of the action, a final evaluation may be carried out for this action or its components via independent consultants contracted by the Commission.

It will be carried out for accountability and learning purposes at various levels (including for policy revision), taking into account in particular the fact that this action supports activities feeding into policy dialogue and has the potential for continued support over time.

Evaluation shall also assess to what extent the action is taking into account the human rights-based approach as well as how it contributes to gender equality and women's empowerment and disability inclusion. Expertise on human rights, disability and gender equality will be ensured in the evaluation teams.

The Commission shall inform the implementing partner at least 2 months in advance of the dates envisaged for the evaluation missions. The implementing partner shall collaborate efficiently and effectively with the evaluation experts, and inter alia provide them with all necessary information and documentation, as well as access to the project premises and activities.

The evaluation reports may be shared with the partners and other key stakeholders following the best practice of evaluation dissemination. The implementing partner and the Commission shall analyse the conclusions and recommendations of the evaluations and, where appropriate, apply the necessary adjustments.

The financing of the evaluation may be covered by another measure constituting a Financing Decision.

## 5.3 Audit and Verifications

Without prejudice to the obligations applicable to contracts concluded for the implementation of this action, the Commission may, on the basis of a risk assessment, contract independent audit or verification assignments for one or several contracts or agreements.

# 6 STRATEGIC COMMUNICATION AND PUBLIC DIPLOMACY

The 2021-2027 programming cycle will adopt a new approach to pooling, programming and deploying strategic communication and public diplomacy resources.

In line with the 2022 “[Communicating and Raising EU Visibility: Guidance for External Actions](#)”, it will remain a contractual obligation for all entities implementing EU-funded external actions to inform the relevant audiences of the Union's support for their work by displaying the EU emblem and a short funding statement as appropriate on all communication materials related to the actions concerned. This obligation will continue to apply equally, regardless of whether the actions concerned are implemented by the Commission, partner countries, service providers, grant beneficiaries or entrusted or delegated entities such as UN agencies, international financial institutions and agencies of EU member states.

However, action documents for specific sector programmes are in principle no longer required to include a provision for communication and visibility actions promoting the programmes concerned. These resources will instead be consolidated in Cooperation Facilities established by support measure action documents, allowing Delegations to plan and execute multiannual strategic communication and public diplomacy actions with sufficient critical mass to be effective on a national scale.

## Appendix 1 REPORTING IN OPSYS

A Primary Intervention (project/programme) is a coherent set of activities and results structured in a logical framework aiming at delivering development change or progress. Identifying the level of the primary intervention will allow for:

Articulating Actions or Contracts according to an expected chain of results and therefore allowing them to ensure efficient monitoring and reporting of performance;

Differentiating these Actions or Contracts from those that do not produce direct reportable development results, defined as support entities (i.e. audits, evaluations);

Having a complete and exhaustive mapping of all results-bearing Actions and Contracts.

Primary Interventions are identified during the design of each action by the responsible service (Delegation or Headquarters operational Unit).

The level of the Primary Intervention chosen can be modified (directly in OPSYS) and the modification does not constitute an amendment of the action document.

The intervention level for the present Action identifies as (tick one of the 4 following options);

<b>Action level (i.e. Budget Support, blending)</b>		
<input type="checkbox"/>	Single action	Present action: all contracts in the present action
<b>Group of actions level (i.e. top-up cases, different phases of a single programme)</b>		
<input type="checkbox"/>	Group of actions	N.A.
<b>Contract level</b>		
<input checked="" type="checkbox"/>	Single Contract 1	Indirect management with EASA, section 4.3.1
<b>Group of contracts level (i.e. series of programme estimates, cases in which an Action includes for example four contracts and two of them, a technical assistance contract and a contribution agreement, aim at the same objectives and complement each other)</b>		
<input type="checkbox"/>	Group of contracts 1	N.A.