



**ADDRESS BY THE SECRETARY GENERAL OF THE  
INTERNATIONAL CIVIL AVIATION ORGANIZATION  
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TO THE  
TENTH GLOBAL TRAINAIR TRAINING SYMPOSIUM  
AND CONFERENCE**

(Bangkok, 30 October – 3 November 2006)

It gives me great pleasure to welcome you to the Tenth Global TRAINAIR Training Symposium and Conference. I would like to thank most sincerely the Civil Aviation Training Centre of Thailand for hosting this important event and the government of Thailand for having placed at our disposal all of the facilities and resources required for the success of this world gathering.

This Tenth Global TRAINAIR Symposium and Conference is a timely opportunity to celebrate the achievements of TRAINAIR. I am proud to say that today there are 47 TRAINAIR members around the world, 153 Standard Training Packages in various phases of development, and 118 qualified Course developers.

A tenth anniversary is also a time to look ahead at the challenging future that awaits us. During the course of the Symposium component of our meeting, we will be discussing in detail three major challenges faced by the global training community.

Our first major challenge involves the findings of the ICAO Universal Safety Oversight Audit Programme (USOAP) and the Universal Security Audit Programme. Both programmes identified a significant shortage of skilled, qualified and experienced security and safety personnel in a number of ICAO Contracting States. This is particularly critical in the case of personnel that will be required to ensure the successful implementation of Safety Management Systems. Moreover, the expansion of USOAP last year will no doubt reveal an even more widespread shortage of resources as it looks at areas such as Aerodrome Certification, Accident and Incident investigation, Air Traffic Services and Language Proficiency for pilots and air traffic controllers.

We all recognize that the availability of skilled and experienced aviation staff is the cornerstone of a safe and secure air navigation system. We must therefore find ways of continually improving instructional strategies and methods, as well as explore alternative means of developing and delivering training.

Our second challenge deals with the implementation of the global air traffic management (ATM) system of the future which is needed to meet the demands imposed by the growth of air traffic. ICAO's long-term traffic forecast up to 2015 is for an annual growth rate of 3.5 per cent, resulting in some 2.8 billion passengers and 30 million aircraft movements a year by that time. To ensure we can maintain agreed levels of safety and security, provide for optimum economic operations, and remain environmentally sustainable, we must put in place a corresponding seamless and standardized training programme. It will have to cover present needs during the initial transition phase to the new ATM systems and anticipate scenarios that will arise over the implementation phase of the project.

Our third challenge flows from the main findings of the TRAINAIR Central Unit which point to serious budgetary and equipment constraints in a number of Civil Aviation Training Centres. These constraints obviously limit the capability of many to put in place critical training programmes. New and imaginative mechanisms need to be developed to help training centres meet their current and future requirements for skilled human resources.

As in all matters relating to international civil aviation, the answer lies in global cooperation, hence the theme of the Symposium – “Global cooperation in training as a contributing factor for a safe and secure operation”. This theme invites us to join together in finding how global cooperation in civil aviation can help meet the three major challenges I have just outlined in the most effective way possible.

When one speaks of global cooperation, one naturally speaks of the ICAO TRAINAIR programme. As most of you know, the goal of TRAINAIR is to improve the safety and protection of air operations, and the efficiency of air transport, through the establishment and maintenance of high standards of training and competency of aviation personnel on a global basis. TRAINAIR is at the heart of ICAO's training policy which can be effective only through the global participation of the civil aviation training centres and the aviation training industry. As indicated in ICAO Assembly Resolution A35-14, “mutual assistance among Contracting States in the training of aviation personnel should be encouraged and facilitated, particularly in those matters where the lack of adequate training may adversely affect the safety or regularity of international air navigation”.

This statement is a tacit recognition of a fundamental principle of the TRAINAIR programme which, one must remember, is to assist and support all States in sharing resources and expertise, so that all achieve a common threshold upon which to build a safer global air transport system. It also implies that we all have a stake in global safety and that we are all partners in addressing sometimes very difficult management, organizational and financial issues.

One avenue I find particularly promising is the increased use of the Internet and related web-based capabilities. It is expected that there will be over 2 billion Internet users worldwide by year-end 2011, up from 1 billion in 2005. The number of websites has risen from half a billion in 1996 to over 210 billion in 2002. And Google, an Internet search engine, processes roughly one billion searches per day. We truly live in the information age and we must draw on the power and accessibility of this global communications vehicle.

As an example, we might want to make more extensive use of the “blended learning solution”, a combination of distance, or e-learning, and in-class training. It consists of self-contained, self-sufficient, material-based and affordable training. While this concept has been around for a decade or so, it can become an integral feature of TRAINAIR.

There are major advantages to using the TRAINAIR approach for the “blended learning solution”. The systematic approach embedded in the TRAINAIR methodology results in training materials that can be more easily and quickly adapted to specific needs and expectations. The fact that the TRAINAIR approach requires an Evaluation Plan at an organizational level, encourages continuing improvements in the delivery of training. And because the TRAINAIR methodology promotes a competency-based approach, it can ensure that we have the right people, with the right skills, to do the job right.

Ladies and gentlemen, the Symposium will provide us with considerable food for thought and action to meet the training needs of this early part of the 21<sup>st</sup> century. TRAINAIR members will also deliberate on the rules of their programme and decide on which projects they will undertake. It is imperative that we keep the TRAINAIR programme vibrant and attuned to the needs of global aviation community.

I invite you to participate actively in this 10<sup>th</sup> Global TRAINAIR Training Symposium and Conference, to fine-tune your individual programmes, to suggest new ideas, and to build new alliances and partnerships.

I thank you for having taken the time to be with us this week and I wish you a most successful meeting.

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