



## MODEL COUNCIL

(THE COUNCIL CHAMBER, FRIDAY, 5 DECEMBER 2014, AT 0930 HOURS)

### SUMMARY OF DECISIONS

#### OPEN MEETING

##### Welcome to Model Council participants

1. The President of the Council extended a warm welcome to the participants in this inaugural Model Council, which was being held as part of the 70th Anniversary of the signing of the *Convention on International Civil Aviation* (Chicago, 7 December 1944) and in parallel with the second ICAO Next Generation of Aviation Professionals Symposium (NGAP/2) (Montréal, 3-4 December 2014). They were joined by a special person to the Council, Mr. Roberto Kobeh González, a former President and now the *Lifetime Goodwill Ambassador of ICAO*.

##### Proposal for applying the Young Aviation Professionals Programme (YAPP) in the regions

2. The Council considered a paper presented by Australia which proposed expanding the YAPP, an ICAO-led initiative involving the International Air Transport Association (IATA) and Airports Council International (ACI), to the regions, commencing with a pilot project in the Asia and Pacific region in order to assess the suitability and success of a regional YAPP model. The paper highlighted the potential benefits to be derived from a regional YAPP by participating young aviation professionals and organizations.

3. In taking the action proposed in paragraph 6 of the paper, as amended by the President of the Council in light of the discussion, the Council:

- a) congratulated Australia on its excellent paper and noted the information provided therein;
- b) approved, in principle, a two-year pilot project of the YAPP in all seven ICAO regions simultaneously commencing in 2017;
- c) requested the Secretary General to develop, in coordination with IATA, ACI and any other relevant aviation organizations, a detailed proposal for the said YAPP pilot project, including budget estimates and funding sources, and to present it for the Council's approval in due course;
- d) agreed to extend the duration of each round of the YAPP to two years;
- e) agreed to utilize the YAPP as a way to enhance the level of participation by women in civil aviation;

- f) agreed to expand the scope of the YAPP to cover all aviation professions and extend participation in that Programme to high school students; and
- g) agreed to enhance promotion and communication of the YAPP in all regions and to extend effective advertisement thereof to high schools so as to increase and broaden participation in the Programme, recognizing the key role to be played by Model Council participants in such undertakings.

4. It was noted that implementation of the actions referred to in paragraph 3 d), e), f) and g) was subject to the availability of resources. Comments made relating to the proposals contained in a complementary paper presented by Nigeria were noted for consideration during the Council's deliberations thereon under the following items.

**Challenges relating to the projected shortages of skilled aviation personnel**  
**Challenges relating to the projected shortages of skilled aviation personnel – The possible contribution of ICAO towards training of aviation professionals**

5. The Council agreed to consider these two items concurrently, on the basis of papers presented by Nigeria and the United Kingdom, respectively. The paper presented by Nigeria highlighted the anticipated shortages of highly qualified pilots, air traffic controllers and aircraft maintenance personnel arising from the projected increase in world annual traffic growth rates to 2030 and underscored the need for regional solutions supported by a global approach. It set forth a number of proposals to address the identified challenges to capacity-building and retention of the existing aviation workforce, as well as to inspire the next generation's interest in aviation and facilitate their entry into related professions.

6. The paper presented by the United Kingdom proposed possible ways for ICAO to increase its level of involvement in the development of harmonized training, as well as in the attraction of global talents in order to meet the future needs of the aviation industry arising from the projected growth in air traffic and the forecast retirement of aviation professionals.

7. In taking the action proposed in the executive summaries of the papers presented by Nigeria and the United Kingdom, as amended by the President of the Council in light of the discussion, the Council:

- a) commended Nigeria and the United Kingdom for their excellent papers and noted the information provided therein;
- b) approved, in principle, the replication in other regions of the recently-established (203/2) Voluntary Human Resources Development Fund (VHRDF) for the African civil aviation sector;
- c) requested the Secretary General to develop, in coordination with the relevant civil aviation commissions, a detailed proposal for establishing a VHRDF for the civil aviation sector of other regions which would address issues relating to, inter alia, good governance and the mobilization and sustainability of funding, and to present it for the Council's approval in due course;
- d) approved the establishment of regional research and development initiatives to ensure continuing innovation in the aviation sector;
- e) urged industry to join the ICAO *TRAINAIR PLUS* Programme;

- f) with a view to ensuring that membership in the *TRAINAIR PLUS* Programme was affordable and accessible to all interested parties, agreed to review its cost-recovery policy and to explore potential alternative sources of funding;
- g) in order to support the entry of the next generation of aviation professionals into the aviation workforce, directed the *TRAINAIR PLUS* Programme to establish an *Introduction to Aviation* Standardized Training Package (STP) along the lines described in paragraphs 3.4 to 3.6 of the paper presented by Nigeria, taking into account the suggestion made for a modular structure which could enhance accessibility and minimize travel costs;
- h) requested that the envisaged *Introduction to Aviation* STP be implemented by the Regional Training Centres of Excellence and the Members of the *TRAINAIR PLUS* Programme, as appropriate;
- i) approved the establishment of a volunteer youth network entitled *Next Generation Advisory Council* along the lines described in paragraph 3.9 of the paper presented by Nigeria, whose membership would comprise, inter alia, the Model Council participants and whose focus would be on recruitment of members between the ages of 18 and 35 and engaging in outreach and other activities;
- j) noted the success of *World Space Week* (4-10 October), which could serve as an example to ICAO in the celebration of its *International Civil Aviation Day* (7 December);
- k) requested the Secretary General to present an annual report to the Council on the activities of ICAO Member States and aviation-related organizations in celebration of *International Civil Aviation Day*, highlighting activities in a different region each year, on the understanding that the annual report would be used as a platform for better communication;
- l) decided to convene a Study Group whose mandate was to establish a framework in order to determine the feasibility for ICAO to accelerate the endorsement of training and educational programmes in compliance with the *ICAO Civil Aviation Training Policy*, and to identify any barriers to the participation of women in civil aviation with a view to finding solutions, and requested the Study Group to report on the outcome of its deliberations in due course;
- m) requested the Secretary General, following consultation with ICAO Member States and taking into account the suggestions made during the discussion, to launch an interactive web platform along the lines described in paragraphs 3.7 and 3.8 of the paper presented by the United Kingdom that would constitute the central reference on the various career paths available in the aviation sector, as well as a tool for sharing information thereon;
- n) requested the Secretary General to seek commercial opportunities for the said web platform that were in compliance with the *ICAO Policy on Interactions with Third Parties*; and

- o) in line with the United Nations' call for the advancement of women in all fields and for the enhancement of female representation in the UN system, requested the Secretary General to develop and present, for its consideration, an action plan for increasing the representation of women in civil aviation which would set clear objectives and deliverables and which would take into account the above-mentioned report of the Study Group [cf. sub-paragraph l)].

8. It was noted, with regard to paragraph 7 i) above, that once the envisaged *Next Generation Advisory Council* had established the necessary international framework and had demonstrated its capacities and capabilities, consideration could be given to according it observer status at ICAO. It was further noted, with respect to paragraph 7 m), that the envisaged web platform would complement, and not replace, the NGAP Index.

#### **Any other business**

9. The President of the Council expressed appreciation to all of the Model Council participants for their active engagement in this event, which had proven to be very beneficial both to them and to the Organization. He also thanked Mr. Kobeh, a former President of the Council and now the *Lifetime Goodwill Ambassador of ICAO*, for coming to share in this experience, and the Secretariat for its support.

10. The President noted that a working paper setting forth the results of, and the experience gained from, this first-ever Model Council would, in due course, be presented to the Council for consideration. While it might not be possible to meet all of the participants' expectations, it was hoped that some of their suggestions would be reflected in the Council's future work programmes and implemented. Such implementation would, of course, be subject to the availability of resources.

11. In closing the Model Council, the President advised the young aviation professionals present to continue to network amongst themselves. The future belonged to them. They could make that future and have a very strong voice in the aviation industry and in ICAO.

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