



International Civil Aviation Organization

**NINTH MEETING OF THE ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM
(APRAST/9)**

(Bangkok, Thailand, 31 October – 4 November 2016)

Agenda Item 5: Update, discuss and Review of Progress of APRAST Activities

UPDATE ON REGIONAL CAPACITY BUILDING ACTION PLAN

(Presented by the APRAST Capacity Building Task Force)

SUMMARY

This Working Paper provides an update on the progress of the regional capacity building action plan which includes the status of the CE-4 EI gap analysis and the identification of potential training facilities and subject-matter-experts (SMEs).

1. INTRODUCTION

1.1 The APRAST Capacity Building Task Force was formed in March 2016 to assist APAC Member States/Administrations in building up the necessary safety oversight capabilities, particularly in the critical element CE-4 “qualified personnel”.

2. DISCUSSION

2.1 The Task Force presented a working paper proposing a regional capacity building action plan at the RASG-APAC/6 Meeting which was held in Sri Lanka from 1 to 2 August 2016. RASG-APAC/6 welcomed the initiative and approved the proposed action plan. (Ref: Decision RASG-APAC 6/7). Please see action plan at **Attachment A**.

2.2 The Task Force then proceeded to develop a CE-4 gap analysis questionnaire which was issued to APAC Member States/Administrations via State Letter T 6/8.1-AP101/16 (FS) dated 16 September 2016 (see **Attachment B**). As the questionnaire is self-explanatory, the Task Force has decided not to conduct any regional workshops. Nonetheless, as indicated in the above-mentioned State Letter, States/Administrations could direct questions to the Task Force via email if necessary. States/Administrations that have yet to complete the questionnaire, are requested to do so and return it to the Task Force and copy the secretariat as soon as possible.

2.3 In addition to the information collected from the questionnaire, information from the ICAO integrated Safety Trend Analysis and Reporting System (iSTARS) will also be used to better understand and identify specific training requirements. The information gathered thus far from the ICAO iSTARS can be found in **Attachment C**. Based on this information, the Task Force will develop a Standardised Capacity Building Programme (SCBP) that could help APAC Member States/Administrations build up their safety oversight capabilities, which in turn would improve their USOAP Effective Implementation (EI) of CE-4.

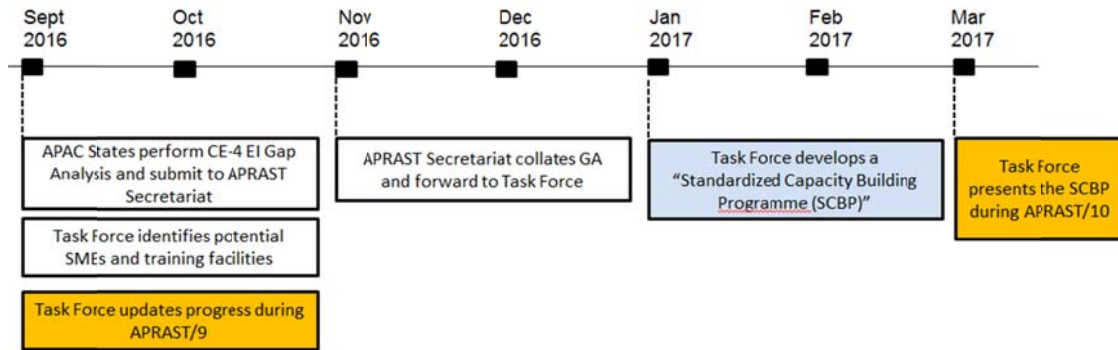
2.4 To better assist APAC Member States/Administrations in implementing the SCBP, the Task Force has also begun to identify training facilities in the APAC region that could potentially provide the necessary recommended training as reflected in the SCBP. The list of potential training facilities can be found in **Attachment D**.

2.5 Apart from identifying potential training facilities, the Task Force will also identify potential subject-matter-experts (SMEs) who could provide expert assistance to APAC Member States/Administrations. Once the specific training requirements have been identified, the Task Force will finalise the list of SMEs according to the areas of training.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to note the update on the progress of the regional capacity building action plan. States/Administrations that have yet to complete the CE-4 gap analysis questionnaire are requested to do and return it to the Task Force and copy the secretariat as soon as possible.

Regional Capacity Building Action Plan





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منظمة الطيران
المدني الدولي

国际民用
航空组织

Ref.: T 6/8.1.1 – AP101/16 (FS)

16 September 2016

Subject: Regional Capacity Building Action Plan
(CE-4 Gap Analysis)

Action required: Reply by 24 October 2016

Sir/Madam,

I have the honour to inform you that at the Sixth Meeting of the Regional Aviation Safety Group-Asia and Pacific Regions (RASG-APAC/6) held in Colombo, Sri Lanka on 1-2 August 2016, the Meeting approved the Regional Capacity Building Action Plan (WP/20) which include a CE-4 Gap Analysis to be performed by APAC Member States/Administrations. Decision RASG-APAC 6/7 refers.

This State Letter is sent on behalf of the Regional Capacity Building Task Force to gather information on USOAP CE-4 implementation. This information will help the Task Force to better understand and identify specific training requirements. Based on this information, the Task Force will develop a Standardized Capacity Building Programme (SCBP) that could help APAC Member States/Administrations raise the effective implementation of CE-4.

To help APAC Member States/Administrations perform this CE-4 Gap Analysis, the Task Force has developed a questionnaire using the ICAO USOAP CMA CE-4 Protocol Questions (PQs) which relate to training and qualified technical personnel. In addition, a reference document CBTF CE-4 Gap Analysis Reference 1.1 is also attached in this State Letter to provide additional information on each CE-4 PQ.

The questionnaires cover relevant PQs of all technical areas under the USOAP CMA Programme. Instructions on how to complete the questionnaire are provided in the survey form.

/ Completed ...

Completed questionnaire should be emailed to the Task Force Champion at michael_pang@caas.gov.sg; and copy the Secretariat at APAC@icao.int; by **24 October 2016**.

Note: If you have any questions or need further clarifications on the attach questionnaire, please direct them to the Task Force Champion.

Your cooperation in completing the questionnaire would be very useful in helping the Task Force to develop a meaningful SCBP.

Accept Sir/Madam the assurances of my highest consideration.


Arun Mishra
Regional Director

Enclosures:

- CBTF CE-4 Gap Analysis Reference
- CBTF CE-4 Gap Analysis Checklist

ICAO iSTARS CE-4 – APAC

ICAO USOAP CRITICAL ELEMENT 4 – GAP ANALYSIS [DATA from iStar]

PQ_2014_Rev_H

State / Administration:	APAC	Date of Submission:	Sep 2016
Contact Person:	ICAO iStar	Contact Email:	

No	Aspect to be analysed or question to be answered	Types of Personnel	PQ References	APAC EI (70% as min)
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(A) Training Programme and Training Plan

Q1	Is a formal training programme established that details the type of training that should be provided to personnel? (initial training, regulatory training, OJT, recurrent training, specialized training requirements, minimum duration for each type of training) Note 1 SMS & SSP training requirement covered in Section B. Note 2 In the event where aircraft accident investigators are seconded from other divisions, such personnel should be included in the AIG's training programme plan.	<ul style="list-style-type: none"> Personnel licensing section inspectorate staff Other technical personnel 	<ul style="list-style-type: none"> PEL: PQ 3.113 	34.3%		
		<ul style="list-style-type: none"> Flight operations inspectors, Other operations inspectors eg, ground ops inspectors, cabin safety inspectors, etc, and Dangerous goods inspectors 	<ul style="list-style-type: none"> OPS: PQ 4.051 	31.4%		
		<ul style="list-style-type: none"> Airworthiness inspectors Airworthiness engineers 	<ul style="list-style-type: none"> AIR: PQ 5.047 AIR: PQ 5.485 	40% 50%		
		<ul style="list-style-type: none"> Aerodrome inspectors 	<ul style="list-style-type: none"> AGA: PQ 8.051 	22.9%		
		<ul style="list-style-type: none"> ATS inspectorate personnel PANS-OPS inspectorate AIS inspectorate Cartographic inspectorate CNS inspectorate MET inspectorate SAR inspectorate 	<ul style="list-style-type: none"> ANS: PQ 7.065 ANS: PQ 7.211 ANS: PQ 7.277 ANS: PQ 7.333 ANS: PQ 7.381 ANS: PQ 7.425 ANS: PQ 7.495 	48.6% 45.7% 37.1% 34.3% 57.1% 48.6% 31.4%		
		<ul style="list-style-type: none"> Aircraft accident investigators 	<ul style="list-style-type: none"> AIG: PQ 6.123 	37.1%		
		Q2	Has a periodic training plan been developed detailing and prioritizing the type of training that will be provided to personnel during the established period?	<ul style="list-style-type: none"> Personnel licensing section inspectorate staff and Other technical personnel 	<ul style="list-style-type: none"> PEL: PQ 3.115 	28.6%
				<ul style="list-style-type: none"> Flight operations inspectors, 	<ul style="list-style-type: none"> OPS: PQ 4.053 	23.5%
				<ul style="list-style-type: none"> Other operations inspectors eg, ground ops inspectors, cabin safety inspectors, etc, and Dangerous goods inspectors 		
				<ul style="list-style-type: none"> Airworthiness inspectors Airworthiness engineers 	<ul style="list-style-type: none"> AIR: PQ 5.049 AIR: PQ 5.487 	42.9% 80% (Airworthiness Engineers)
<ul style="list-style-type: none"> Aerodrome inspectors 	<ul style="list-style-type: none"> AGA: PQ 8.053 			28.6%		
<ul style="list-style-type: none"> ATS inspectorate personnel PANS-OPS inspectorate AIS inspectorate Cartographic inspectorate CNS inspectorate MET inspectorate SAR inspectorate 	<ul style="list-style-type: none"> ANS: PQ 7.067 ANS: PQ 7.213 ANS: PQ 7.279 ANS: PQ 7.335 ANS: PQ 7.383 ANS: PQ 7.427 ANS: PQ 7.497 			45.7% 40% 42.9% 34.3% 54.3% 48.6% 34.3%		
<ul style="list-style-type: none"> Aircraft accident investigators 	<ul style="list-style-type: none"> AIG: PQ 6.125 			26.5%		
Q3	Is the training programme appropriately implemented?			<ul style="list-style-type: none"> Personnel licensing section inspectorate staff and Other technical personnel 	<ul style="list-style-type: none"> PEL: PQ 3.117 	26.5%
				<ul style="list-style-type: none"> Flight operations inspectors, Other operations inspectors eg, ground ops inspectors, cabin safety inspectors, etc, and Dangerous goods inspectors 	<ul style="list-style-type: none"> OPS: PQ 4.055 	20.6%
				<ul style="list-style-type: none"> Airworthiness inspectors Airworthiness engineers 	<ul style="list-style-type: none"> AIR: PQ 5.051 AIR: PQ 5.489 	34.3% 50%
		<ul style="list-style-type: none"> Aerodrome inspectors 	<ul style="list-style-type: none"> AGA: PQ 8.055 	17.1%		
		<ul style="list-style-type: none"> ATS inspectorate personnel PANS-OPS inspectorate AIS inspectorate Cartographic inspectorate CNS inspectorate MET inspectorate 	<ul style="list-style-type: none"> ANS: PQ 7.069 ANS: PQ 7.215 ANS: PQ 7.281 ANS: PQ 7.337 ANS: PQ 7.385 ANS: PQ 7.429 ANS: PQ 7.499 	42.9% 45.7% 42.9% 40% 51.4% 48.6% 37.1%		

		<ul style="list-style-type: none"> SAR inspectorate 		
		<ul style="list-style-type: none"> AIG: <ul style="list-style-type: none"> Aircraft accident investigators 	AIG: PQ 6.127	23.5%
Q4	Are inspectors required to satisfactorily complete OJT before being assigned their tasks and responsibilities?	<ul style="list-style-type: none"> OPS: <ul style="list-style-type: none"> Flight operations inspectors, Other operations inspectors eg. ground ops inspectors, cabin safety inspectors, etc. and Dangerous goods inspectors AIR: <ul style="list-style-type: none"> Airworthiness inspectors Airworthiness engineers ANS: <ul style="list-style-type: none"> ATS inspectorate personnel PANS-OPS inspectorate AIS inspectorate Cartographic inspectorate CNS inspectorate MET inspectorate SAR inspectorate 	OPS: PQ 4.057	35.3%
			AIR: PQ 5.053 AIR: PQ 5.491	54.3% 70% (Airworthiness Engineer)
			ANS: PQ 7.071 ANS: PQ 7.217 ANS: PQ 7.283 ANS: PQ 7.339 ANS: PQ 7.387 ANS: PQ 7.431 ANS: PQ 7.501	54.3% 42.9% 45.7% 45.7% 60% 60% 34.3%
Q5	Does the investigation authority provide investigators with initial and recurrent training related to safety at the accident site?	<ul style="list-style-type: none"> AIG: <ul style="list-style-type: none"> Aircraft accident investigators 	AIG: PQ 6.131	31.4%
Q6	Does the State ensure that designated medical examiners (DMEs) receive training in aviation medicine and have practical knowledge and experience of the conditions in which the holders of licences and ratings carry out their duties?	<ul style="list-style-type: none"> PEL: <ul style="list-style-type: none"> Designated medical examiners (DMEs) 	PEL: PQ 3.453	65.6%
Q7	Does the State ensure that designated medical examiners (DMEs) attend refresher training in aviation medicine at regular intervals?	<ul style="list-style-type: none"> PEL: <ul style="list-style-type: none"> Designated medical examiners (DMEs) 	PEL: PQ 3.455	59.38%
Q8	Does the State require designated medical examiners (DMEs) to demonstrate their competency in aviation medicine before designation?	<ul style="list-style-type: none"> PEL: <ul style="list-style-type: none"> Designated medical examiners (DMEs) 	PEL: PQ 3.457	71.9% (DMEs)

SMS & SSP Training

Q9		<ul style="list-style-type: none"> PEL: <ul style="list-style-type: none"> Personnel licensing staff 	PEL: PQ 3.116	
	<p>Have the personnel who are involved in SSP implementation and its operation completed appropriate SSP and SMS training, as applicable?</p> <p>Notes 1: In the event where aircraft accident investigators are seconded from other divisions, such personnel should be considered for the above PQ.</p>	<ul style="list-style-type: none"> OPS: <ul style="list-style-type: none"> Flight operations inspectors, Other operations inspectors eg. ground ops inspectors, cabin safety inspectors, etc. and Dangerous goods inspectors AIR: <ul style="list-style-type: none"> Airworthiness inspectors Airworthiness engineers AGA: <ul style="list-style-type: none"> Aerodrome inspectors ANS: <ul style="list-style-type: none"> ATS inspectorate personnel AIG: <ul style="list-style-type: none"> Aircraft accident investigators 	OPS: PQ 4.052	
			AIR: PQ 5.048 AIR: PQ 5.486	
			AGA: PQ 8.052	
			ANS: PQ 7.066	
			AIG: PQ 6.124	
Q10	Is the regulatory technical staff trained in the acceptance and oversight of SMS including aeronautical studies and risk assessments?	<ul style="list-style-type: none"> AGA: <ul style="list-style-type: none"> Aerodrome inspectors 	AGA: PQ 8.371	
Q11	Does the State ensure that personnel involved in SSP implementation and its operation have undergone appropriate SSP training or familiarization?	<ul style="list-style-type: none"> ALL 	ORG: PQ 2.107	

Training Records

Q12	Has a system been established to maintain the training records of personnel?	<ul style="list-style-type: none"> PEL: <ul style="list-style-type: none"> Personnel licensing staff 	PEL: PQ 3.119	57.1%
		<ul style="list-style-type: none"> OPS: <ul style="list-style-type: none"> Flight operations inspectors, Other operations inspectors eg. ground ops inspectors, cabin safety inspectors, etc. and Dangerous goods inspectors 	OPS: PQ 4.059	50%
		<ul style="list-style-type: none"> AIR: <ul style="list-style-type: none"> Airworthiness inspectors Airworthiness engineers 	AIR: PQ 5.055 AIR: PQ 5.493	54.3% 80% (Airworthiness Engineer)
		<ul style="list-style-type: none"> AGA: <ul style="list-style-type: none"> Aerodrome inspectors 	AGA: PQ 8.057	54.3%
		<ul style="list-style-type: none"> ANS: <ul style="list-style-type: none"> ATS inspectorate personnel PANS-OPS inspectorate AIS inspectorate Cartographic inspectorate 	ANS: PQ 7.073 ANS: PQ 7.219 ANS: PQ 7.285 ANS: PQ 7.341 ANS: PQ 7.389 ANS: PQ 7.433	57.1% 54.3% 57.1% 57.1% 65.7% 62.9%
		<ul style="list-style-type: none"> CNS inspectorate MET inspectorate SAR inspectorate 	ANS: PQ 7.503	48.6%
		<ul style="list-style-type: none"> AIG: <ul style="list-style-type: none"> Aircraft accident investigators 	AIG: PQ 6.129	37.1%

List of Potential Training Facilities

	Proposed Training Facilities	Areas of Training Available								
		OPS	AIR	AGA	ANS	PEL	AIG	SMS	SSP	Others
1	FAA Academy									
2	Civil Aviation Management Institute of China									
3	Malaysia Aviation Academy (MAVA)									
4	Singapore Aviation Academy (SAA)									
5	Incheon Airport Aviation Academy (IAAA)									
6	Indian Aviation Academy (IAA)									
7	Bangladesh Civil Aviation Training Centre (CATC)									
8	Civil Aviation Academy of Nepal (CAAN)									
9	Pakistan Civil Aviation Training Institute (CATI)									
10	Philippines Civil Aviation Training Center CAA									

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