



A37-WP/369
TE/180
2/10/10

ASSEMBLY — 37TH SESSION
TECHNICAL COMMISSION

DRAFT TEXT FOR THE REPORT
ON
AGENDA ITEM 45

The attached material on Agenda Item 45 is submitted for consideration by the Technical Commission.

Agenda Item 45: Next Generation of Aviation Professionals

45.1 The Commission considered A37-WP/64, presented by the Council, addressing the scope of the next generation of aviation professionals (NGAP) initiatives and the outcomes of the first NGAP Symposium. The Commission expressed its support for the work of the NGAP Task Force and endorsed the need to develop materials for inclusion in the ICAO Standards and Recommended Practices and in guidance material for harmonizing and standardizing training requirements of aviation professionals.

45.2 The Commission considered A37-WP/86, presented by the United States, which emphasized the need for international harmonization of tasks and performance standards for pilots, following a review of global aviation training programmes, the paper proposed that definitions for competency and professionalism were needed, which should also describe the tasks expected from the pilot and should include the associated performance standards for each task.

45.3 The Commission considered A37-WP/110, presented by Belgium, on behalf of the European Union and its Member States, and by the other States Members of the European Civil Aviation Conference, and by EUROCONTROL, discussing the need to adapt current training methods to the new environment given the significant developments of new technologies in aircraft design and manufacturing and in their operational use. The paper also proposed that the Assembly include reference to a requirement for holders of aircraft type-certificates to provide the minimum content of the type-training for pilots and aircraft maintenance certifying staff.

45.4 The Interstate Aviation Committee presented A37-WP/111, discussed new policies for training the next generation of aviation professionals. It proposed that national programmes, compliant with international standards and requirements, should be developed and should include new approaches for the certification of schools and training centres.

45.5 The International Council of Aircraft Owner and Pilot Associations (IAOPA) presented A37-WP/138 which proposed the recognition and certification by ICAO of the next generation of light aircraft (NGLA) (less than 600 kg). It was IAOPA's position that the NGLA category would be more economically viable for pilot training and consequently, more attractive for the promotion of aviation professions to the next generation.

45.6 The International Federation of Air Traffic Safety Electronics Associations (IFATSEA) presented A37-WP/160, discussing the need for harmonized training of ATSEP personnel, and proposed the inclusion of Air Traffic Safety Electronic Personnel (ATSEP) into ICAO Annex 1 — *Personnel Licensing*.

45.7 With respect to a requirement for holders of aircraft type-certificates to provide the minimum content of the type-training for pilots and aircraft maintenance certifying staff, concern was expressed that the responsibility of the type certificate holder should not be extended throughout the life cycle of the aircraft and that training programmes should remain the responsibility of the operator, with oversight provided by the State of the Operator as specified in Annex 6 — *Operation of Aircraft*.

45.8 Other comments shared were: in relation to A37-WP/160, that licensing was not the only means of demonstrating ATSEP competencies; that new provisions developed by the NGAP Task Force should not overly impact developing States and that transition measures be considered in the case of new requirements; and that the scope of the NGAP Task Force be expanded in a timely manner to include the development of competencies for aerodrome professionals.

45.9 Some concern was expressed and clarification sought on the concept of accreditation and endorsement mentioned in A37-WP/64, as it could conflict with States' responsibilities for the approval of training. It was also requested that ICAO pay particular attention to emerging concepts, such as the multi-crew pilot licence (MPL) and the IATA Training and Qualifications Initiative (ITQI), prior to global implementation; although efforts on this issue should not lead to degraded training standards to alleviate projected shortages of personnel.

45.10 Given the far-reaching impacts of the various proposals, it was agreed that they would all be referred to the Council for further consideration and that the Council be encouraged to consider these outcomes on an urgent basis. The Commission was advised that the Secretary General had adopted the ICAO Civil Aviation Training Policy. This policy outlined the scope of ICAO endorsement activities.

45.11 Information papers were provided by the Republic of Korea (A37-WP/232) and by Oman and ACAC (A37-WP/336 and A37-WP/337).

— END —