



**Agenda Item 2            Civil Aviation Training Centre (CATC) Network in the NAM/CAR Regions**  
**2.1            Establishment of a Civil Aviation Training Centre Network in the  
                 NAM/CAR Regions**

**THE IMPORTANCE OF TRAINING CENTRES AS A SUPPORT TO TRAINING,  
CERTIFICATION AND RECERTIFICATION SYSTEMS OF AIRPORT TECHNICAL  
PERSONNEL WORKING IN AVIATION SECURITY IN THE NAM/CAR REGION STATES**

(Presented by *Centro Internacional de Instrucción de Aeropuertos y Servicios Auxiliares  
[CHIASA], México*)

**SUMMARY**

This paper describes the aspects in which CATCs could support NAM/CAR Regions States and their training, certification and recertification systems of airport technical personnel and personnel dedicated to aviation security.

**References:**

- Requirements to obtain recognition as an ICAO ASTC Centre
- ICAO Civil Aviation Training Policy. EB 2010/40 and EB 2010/4

<b>Strategic Objectives</b>	<i>This working paper is related to Strategic Objectives: B. Security – Enhance global civil aviation security</i>
-----------------------------	--

**1.            Introduction**

1.1            Due to various reasons which will not be discussed in this working paper, States in the Region have to face the challenge to implement, operate and maintain efficient and effective training, certification, recertification and safety and aviation security quality oversight systems.

1.2            These systems, which are destined to prepare and check competencies (knowledge, abilities and skills) of civil aviation technical personnel and personnel dedicated to aviation security operating in their respective territories, as well as the supervision of the operational performance of this human resource, are essentials to an ordered civil aviation development in a safe and protected environment.

1.3            Accepting as a principle that States have the goodwill to implement, operate and maintain the systems, sometimes their origination is disabled or restricted or sometimes they do not have an efficient and effective control.

1.4 The Civil Aviation Training Centres in the NAM/CAR could support States' and civil aviation basic needs in order to accomplish that these systems reach their goals by preparing personnel in a standardized manner, supporting national administrations with training and guidance to install them and to accomplish the necessary proofing level for these competencies (knowledge, abilities and skills), at the pedagogical, administrative and even operational levels, if necessary.

## **2. Background**

2.1 There is no greater background than the purpose to inform and/or remind that CIASA has been recognized by ICAO to support States and the aeronautical industry.

## **3. Discussion**

3.1 There is no discussion foreseen for this working paper. Some ideas and suggestions are hereby included to be considered so they can in turn be considered within the Agenda Items of the working papers for this meeting and for the future.

3.2 ICAO should establish the general policies as guidelines between Centres and States, and commitment limits, as well as the Organization's role to supervise support by the Regional Office.

3.3 Likewise, it is necessary to establish means for communication, coordination and cooperation among States, ICAO and CATCs (it is suggested that they use tools such as MOCs or MoUs).

3.4 In the same context, States and CATCs should establish support details, such as annexes to the MOCs or MoUs tools, in such a way that both methodologies and support scope are specified.

3.5 In connection and considering the need for ordered support the corresponding memorandums should grant the personality and acknowledgement from the State to the supporting CATCs, as well as the activities that are carried out within their territory in connection with the compromised support.

3.6 The compliance with standards and recommended practices to civil aviation international conventions should be established as a general objective of these commitments as a minor limitation and national as intermediate or superior, depending on the case.

3.7 It is also necessary to continue exploring the ICAO relationship between Member States and CATCs in fields such as: research of better practices; technological progress; civil aviation administration consultancies; information exchange and training support.

3.8 CIIASA with its two recognitions as TRAINAIR *Plus* and ASTC is able to support the Mexican government and is currently completing its recognition relationship and mutual support with the *Secretaría de Educación Pública* (Secretariat of Public Education), the *Procuraduría General de la República* (Attorney General of Mexico), the *Dirección de Aeronáutica Naval de la Secretaría de Marina* (Navy Aviation Directorate of the Navy Secretariat= and has assured its liaison and support with the Civil Aviation Directorate and expects in a near future that these relationships and mutual support consolidate the basis for these training, certification and recertification systems for civil aviation personnel.

#### **4. Suggested Action**

4.1 CATCs should act not only as static symbols of aviation technical knowledge, but as an active multidisciplinary part towards States and in their support providing technical knowledge and receive information, better practices and acknowledgement from them in order to serve as catalysts, standardization tools and liaison among them.