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ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 25: ICAO Civil Aviation Training and Capacity Building

TRAINING ON AIR TRANSPORT ECONOMICS AND REGULATIONS

(Presented by Bangladesh)

EXECUTIVE SUMMARY

Training is a fundamental human resource management practice for any field of aviation that is aimed at a competitive advantage in the contemporary air transport management. It enables an organization to cope with technological changes, challenges and effectively adopt new policies and regulations in the aviation context.

This working paper highlights an effort to examine the importance of training for the development of air transport worldwide.

<i>Strategic Objectives:</i>	This working paper relates to the following Strategic Objectives: Safety, Air Navigation Capacity and Efficiency, and Economic Development of Air Transport
<i>Financial implications:</i>	Not Applicable
<i>References:</i>	ICAO <i>Civil Aviation Training Policy</i> , dated 25 May 2016 <i>Manual on the Regulation of International Air Transport</i> (Doc 9626) <i>Policy and Guidance Material on the Economic Regulation of International Air Transport</i> (Doc 9587) <i>Manual on Air Traffic Forecasting</i> (Doc 8991)

1. INTRODUCTION

1.1 The International Civil Aviation Organization (ICAO) is an international civil aviation forum for 193 Member States. Its vision is to achieve sustainable growth in global civil aviation system. ICAO is continuously developing and implementing various types of methods to fulfill its strategies for achieving sustainable air transport system worldwide. 'Training' is one of the most effective and expeditious ways to develop efficient and skill manpower that drives the aviation sector forward. ICAO provides trainings as well as arranges various types of trainings and workshops in its regional offices in various field of aviation, especially in Safety, Security, Environment, etc., round the year.

2. DISCUSSION

2.1 In 2017, 4.1 billion passengers were carried by the aviation industry on scheduled services, which is a new record. This indicates a 7.1% increase over 2016. The number of departures rose to approximately 37 million globally, and world passenger traffic. International scheduled passenger traffic expressed in terms of Revenue Passenger-Kilometres (RPKs) grew by 8.0% in 2017, up from the 7.8% recorded in 2016. Asia Pacific had the second largest share with 29%, and grew by 9.6%, the second strongest growth among all regions. [Source: www.icao.int]

2.2 Connectivity among the States plays a vital role in the enhancement of the air traffic movement internationally and it directly depends on the Air Services Agreements (ASAs) between/among the States. In the ASAs, analysis on the routes and capacities for handling the air traffic demands is the main challenge for any State. Most of the time, a State like ours makes a pull attaching the experts from the airlines, participates in consultations with other States and does ASAs. Yes, to assist a State, ICAO has provided/developed documents as well model ASAs for the standardization of ASAs worldwide. But, to create more skilled people in regulators as well as service providers, training has no alternative.

2.3 Economic analyses and forecasting is another important topic in air transport. The main purpose of the economic analyses and forecasting of air transport is to provide analytical support to the air transport development and efficiency implementation. This task is becoming more complex. The Civil Aviation Authority (CAA) or administration of a State must know the contribution of aviation to the State as well as national economies in terms of Gross Domestic Product (GDP). A State's CAA must be aware of its role in the development of other economic sectors, such as tourism and trade. Analysis of air transport will provide a foundation to do the long-term and short-term forecast by which a State can achieve its goal in aviation. As we know, aviation directly impacts the social welfare of a State. Refined and accurate traffic forecasts can help a State to predict the evolution of the civil aviation sector for meeting the future demand. A good forecast can also help to improve suitable air transport infrastructure to meet future requirement.

2.4 ICAO has developed the following documents in the field of Air Transport Economics and Regulations, and air traffic forecasting:

- a) *Manual on the Regulation of International Air Transport* (Doc 9626);
- b) *Policy and Guidance Material on the Economic Regulation of International Air Transport* (Doc 9587); and
- c) *Manual on Air Traffic Forecasting* (Doc 8991).

2.5 The main purpose of these manuals is to meet an ever-increasing need for a comprehensive knowledge. These manuals are also sources of information about the many facts of the dynamic activities of air transport.

2.6 ICAO has also developed online courses, such as the “Air Transport Economics and Regulations” and “Air Transport Forecasting”, which were jointly conducted by ICAO and CAE. “Air Transport Fundamentals” course is jointly conducted by ICAO and University of Waterloo. The mentioned courses have been designed to provide a clear foundation of the underlining principles of airlines and airport economics, air transport forecast, as well as to address aviation regulatory and policy issues.

2.7 These courses are useful for initial level experts in their early career development in the CAA or air transport industry or any government regulatory bodies. Professionals working in related fields, such as finance, economic development or tourism will find these courses helpful in dealing with air transport policy issues.

2.8 With due regard to the benefit of the above mentioned online courses, it is required to point out the limitations of online courses. The basic difference between classroom training and online training lies in the interactive environment. The scope of interaction between the trainer and a participant is more in classroom training than that in online training. Moreover, the course participants in the class can share and exchange their views and experience.

2.9 Besides, the online and onsite training programme, workshops and On-the-Job trainings (OJTs) may be introduced by ICAO through which trainees can get the opportunity to develop themselves in the practical field.

2.10 In light of the discussion above, ICAO may arrange/organize classroom courses side-by-side with the online, which will benefit the Member States. As a first initiative, holding classroom training for two days prior to the beginning of each ICAO Air Services Negotiation (ICAN) Conference may be thought of.

2.11 In-depth knowledge in air transport analysis can help the regulator to assist the operator to determine the resources they need to meet their demands and review the ASAs time to time accordingly.

2.12 In recent years, we are observing various types of initiatives of Air Navigation Bureau’s (ANB) in the enhancement of the capabilities of the state’s Safety issues, such as implementation of Standards and Recommended Practices (SARPs), establishing State’s Safety Programme (SSP) etc. ICAO has also established different types of groups, such as Regional Aviation Safety Groups (RASGs), the Asia Pacific Regional Aviation Safety Team (APRAST), etc. which are directly contributing to the enhancement of aviation safety. In the same way, Air Transport Bureau (ATB) may take initiatives by developing skilled manpower in the field of air transport so that all States in the Asia Pacific Region can reach the level of expectation together.

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