

**59th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Cebu, Philippines
14 to 18 October 2024*

**AGENDA ITEM 8: CAPACITY DEVELOPMENT AND
IMPLEMENTATION**

**ASIA AND PACIFIC OUTCOMES FOR INCREASED REGIONAL
INSPECTOR CAPACITIES**

(Presented by the USA)

INFORMATION PAPER

SUMMARY

The ICAO APAC Regional Office partnered with Bangladesh, Thailand, the United States, Singapore, and Boeing to create a Partnership to sponsor high-potential inspectors for the Government Safety Inspector (GSI) courses in South Asia and Southeast Asia. The objectives of this initiative are to: i) enhance inspector competencies in AIR, OPS and PEL areas and ii) build capacity and develop more qualified instructors for such courses in the region by incorporating the ‘Train the Trainer’ concept. This paper outlines the outcomes from the efforts since the last DGCA meeting.

ASIA PACIFIC OUTCOMES FOR INCREASED REGIONAL INSPECTOR CAPACITIES

1. INTRODUCTION

1.1 Asia Pacific is one of the few regions with ICAO Universal Safety Oversight Audit Program (USOAP) Effective Implementation (EI) scores lower than the global average. In terms of Critical Elements (CE), the Asia Pacific region had lower EI scores for all categories as compared to the global average. By CE, Resolution of safety concerns (CE-8) and Technical personnel qualifications and training (CE-4) had the lowest EI scores within RASG-APAC, at 49.53% and 54.98% respectively (see **Figure 1**). The lower-than-average score for CE-4 has been identified as an area of improvement within the Asia Pacific Regional Aviation Safety Plan (AP-RASP).

1.2 To address this area of improvement, the ICAO APAC Regional Office partnered with Bangladesh, Thailand, the United States, and Boeing to sponsor high-potential inspectors for the Government Safety Inspector (GSI) courses in South Asia and Southeast Asia and course fees. The objectives of this effort are to: i) enhance aviation safety inspector competencies in AIR, OPS and PEL areas and ii) build capacity, sustain regulatory oversight competence, and develop more qualified instructors for such courses in the region by incorporating the ‘Train the Trainer’ concept.

1.3

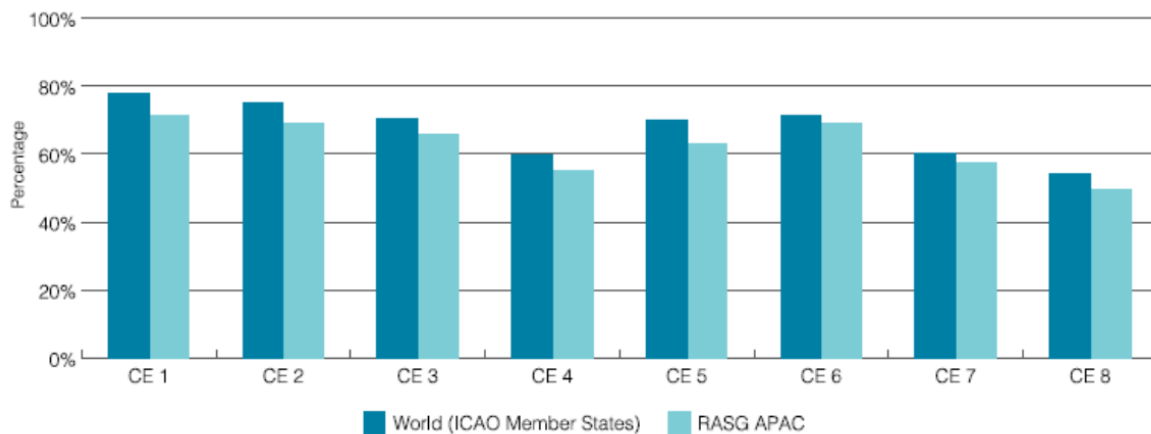


Figure 1. Average EI scores of RASG-APAC States vs global average by Critical Elements

2. DISCUSSION

2.1 Since the 58th Conference of Directors General of Civil Aviation Asia and Pacific regions (DGCA58) in 2023, the FAA is pleased to report that the partnership between the ICAO Asia and Pacific Regional Office, Thailand, Bangladesh, Singapore, the United States, and Boeing conducted seven GSI courses in South Asia, Southeast Asia, and the Pacific Islands. The completed courses consisted of three (3) PEL courses, two (2) AIR courses, and two (2) OPS courses. There were over one hundred students from over fifteen countries that participated in the GSI courses.

2.2 In supporting the theme of DGCA58, “Promoting ICAO Gender Equality Programme in conjunction with the Next Generation of Aviation Professionals (NGAP) Initiative,” States were encouraged to nominate at least one woman per course. This goal was exceeded with over ten percent of the participants being women.

2.3 As we look forward in this effort, the outlined initiative aims to build capacity, sustain regulatory oversight competence, and develop more qualified instructors for such courses in the region by incorporating the ‘Train the Trainer’ concept. The increased availability of locally situated ICAO-approved instructors will help to reduce the costs to provide GSI courses in the region due to a reduction in travel costs. As an ICAO-approved instructor, they have expanded their expertise and can transfer their knowledge to other aviation safety inspectors within the civil aviation authority (CAA) either through formal training, OJT or guidance. This will contribute to the improvement of EI scores and aviation safety inspector competencies as well as contribute to sustainability within the safety oversight

system for the region.

2.4 To become a qualified ICAO Instructor for GSI courses, aviation safety inspectors must successfully complete the respective GSI Course and an ICAO Training Instructors Course (TIC). Upon successful completion of the aforementioned requirements, the candidate instructor will be assigned to complete On the Job Training (OJT) by co-teaching the course with an ICAO Senior instructor. The FAA is expecting to continue work with regional partners to offer the TIC in the APAC region later this calendar year. This is the next step in ‘train the trainer’ effort. The FAA is exploring the possibility of organizing the next phase of GSI training course having an OJT with a Senior Instructor.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to note the information contained in this Paper.

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