



Agenda Item 3: Air Navigation Matters
3.1 Global/Regional Air Navigation Developments

NGAP Initiative and results of the Training Centres Meeting in the NAM/CAR Regions

(Presented by the Secretariat)

SUMMARY	
This working paper presents a follow-up on the training and qualification activities that entails the ICAO initiative on the Next Generation of Aviation Professionals (NGAP), ICAO Civil Aviation Training Policy and New TRAINAIR <i>PLUS</i> Programme as elements to be considered for the development of national aviation training plans and the regional activities to guide CAR States in the development of their aeronautical training programmes.	
References:	
• Symposium on the Next Generation of Aviation Professionals (NGAP), Montreal, Canada, 1 to 4 March 2010; • EB/2010/40, ICAO Civil Aviation Training Policy, 28 September 2010; • EB 2010/45 – <i>New Programme TRAINAIR PLUS</i>, 6 October 2010 • EB/2011/2, Schedule of the Next Generation of Aviation Professionals (NGAP)/TRAINAIR <i>PLUS</i> Regional Conferences, 4 February, 2011. • NACC/WG/3 Meeting Report, Guatemala City, Guatemala, 9 to 13 May 2011; • NACC/DCA/4 Meeting Report, San Pedro Sula, Honduras, 20 al 24 de junio de 2011 • Fourth Regional Conference on the New Generation of Aeronautical Professionals (NGAP), Quito, Ecuador, 15 to 16 November 2011 • EB/2012/19 - TRAINAIR <i>PLUS</i> Global Symposium, Singapore, 25 to 28 September 2012	
Strategic Objectives	<i>This working paper is related to Strategic Objectives A, B and C.</i>

1. Introduction

1.1 Based on the results of USOAP audits, many findings are related to insufficient and inadequate qualified personnel with experience, adequate training, certification/ license system, and authorities that regulate and monitor the performance of service providers, making evident the need and priority to work on this aspect by the States.

2. Next Generation Aviation Professionals (NGAP)

2.1 Due to these circumstances, ICAO launched the Next Generation of Aviation Professional (NGAP) initiative seeks to ensure that there are sufficient competent and qualified aviation professionals to operate, manage and maintain the future international air transport system. The NGAP Working Group was created in May 2009 this was crucial to support the preparatory work of the NGAP Symposium. The NGAP Task Force held its second meeting on 5 March 2010, after the Symposium and established a work programme to deal with the training improvements for crew, air traffic management and aircraft maintenance personnel, to meet with the demands of the new procedures and with the increasingly complex technologies. The High Level Safety Conference (HLSC), held in Montreal in March 2010, recommended that States and international organizations should support the work of the NGAP Task Force.

2.2 The second meeting of the NGAP Task Force recognized that several aviation professions deserve attention and that competencies should be developed for them. To develop the material in a timely and efficient manner, it was decided to continue with a phased approach.

3. New ICAO TRAINAIR PLUS Programme

3.1 ICAO informed through its EB 2010/45 dated 6 October 2010, on a thorough review of the TRAINAIR Programme in which the new upgraded programme was released and is called TRAINAIR PLUS.

3.2 The new TRAINAIR PLUS Programme includes a significantly revised course development methodology, a new approach to the sharing network and a self-sustaining budgetary mechanism. The new changes in the programme are in line with the adopted ICAO Training Policy and the NGAP initiatives (EB 2010/40).

3.3 Training Centres located in the CAR Region provide continuous training: For the Central American States, ICCAE (COCESNA), for the Caribbean, CCA (Cuba); ASCA (Dominican Republic) and CIIASA (ASA/Mexico), these last two have recently obtained their membership under the TRAINAIR PLUS Programme and for the E/CAR the School of Air Traffic Services in Barbados and the AVSEC Training Centre (ASTC) in Trinidad and Tobago. Barbados Civil Aviation Training Centre hosted the ICAO TRAINAIR PLUS-Training Developers Course from 27 February to 9 March 2012.

4. Developments in the Guidance material on Staff training and 2011 Training related activities

4.1 Apart from the existence of the Instruction Manual, ICAO Doc 7192, recently during 2011, ICAO issued the first edition of Doc 7192, Part E-2 which provides a good description of the skills and training for technical staff. In other parts of this document there are similar guidelines for the staff of MET and flight dispatchers. Likewise, in other manuals and circulars the information related to air traffic controllers and other human factor considerations can be found.

4.2 The promotion of the NGAP initiative at a regional level has been carried-out through four regional conferences:

- a) Republic of Korea: 30 March – 1 April 2011;
- b) Morocco: 17–19 May 2011;
- c) Rumania: 28–30 June 2011; and
- d) Ecuador: 14-16 November 2011

4.3 The objectives of these conferences were to:

- a) raise awareness at regional level in the States, regional organizations, operators, stakeholders, suppliers and training organizations, and students;
- b) to share the best practices and experiences on NGAP issues;
- c) initiate a dialogue between ICAO, the aviation community and students in order to establish the objectives and better lead the NGAP initiatives;
- d) to prepare for the next NGAP Symposium in 2012, and
- e) to collect regional data to support the work of the NGAP Special Team.

4.4 Electronic Bulletin EB 2012/19 on the TRAINAIR Plus Global Symposium is presented in the **Appendix** to this note.

4.5 Each conference lasted three days. The first two days focused on global and regional initiatives. The third day was devoted to the new TRAINAIR *PLUS* programme and also an interactive workshop with students and organized visits by the host.

4.6 All stakeholders in the air transport system (civil aviation authorities, international agencies, airlines, operators, maintenance centers, airports, air transport service providers, training centers, manufacturers, etc.) benefit from these events. The conferences were at no cost. Information regarding the conferences, which covers the draft programme, is available at <http://www.icao.int/safety/TRAINAIRPLUS/Pages/RegionalConferences.aspx>.

4.7 The meeting of the CAR Region's Training Center requested by Conclusion NACC/DCA/4/8 will be replaced by the participation of the Centers for Civil Aviation Training in the CAR Region and the Regional Office of ICAO NACC in the Twelfth Meeting of Directors of Civil Aviation Training Centers in the CAR / SAM (CIAC/12) to be held during 2012 in Cochabamba, Bolivia.

5. Suggested action

5.1 The Meeting is invited to urge the E/CAR States to:

- a) take note and monitor the development of the NGAP initiative, ICAO Training Policy and TRAINAIR *PLUS* Programme; and
- b) consider within the national human resource planning, the results and current activities of the Task NGAP and ICAO's guidance material and other regional guides related to the generation of competencies and training.
