



ASSEMBLY — 41ST SESSION

EXECUTIVE COMMITTEE

Agenda Item 26: ICAO Civil Aviation Training and Capacity Building

**COOPERATION TO STRENGTHEN PROFESSIONAL TRAINING FOR AVIATION SAFETY
AND SECURITY OVERSIGHT PERSONNEL**

(Presented by the Republic of Korea)

EXECUTIVE SUMMARY

Since the adoption of Assembly Resolution A32-11, ICAO introduced a Universal Safety Oversight Audit Program (USOAP) and has conducted safety audits on a State Oversight System of contracting States. ICAO has been playing a significant role to improve the safety and security of international civil aviation. Meanwhile, challenges in training cooperation have surfaced with concern about weakening training for technical personnel through pandemic. This information paper emphasize the need of cooperation on the sector of training and support establishment of Korea Aviation Academy (KAA) by the Republic of Korea (ROK).

<i>Strategic Objectives:</i>	This information paper relates to Strategic Objectives Safety and Air Navigation Capacity and Efficiency
<i>Financial implications:</i>	Not applicable
<i>References:</i>	Not applicable

1. INTRODUCTION

1.1 In accordance with Convention on International Civil Aviation and Annexes, civil aviation safety and security depend on the establishment and implementation of State Oversight System, which is mandatory for each signatory. ICAO Assembly Resolution A32-11 introduced a Universal Safety Oversight Audit Program (USOAP) and conducts safety audits on State Oversight System of Contracting States.

1.2 As stated in Annex 19, States are expected to implement and enforce SARPs by establishing provisions related to maintaining safety oversight functions and should conduct initial and recurrent training for the aviation safety inspectors to strengthen their capabilities. According to the 2016 ICAO USOAP CMA results report, CE-4 Qualified Technical Personnel remains the CE with the lowest effective implementation rate at the global level as of 2015.

2. DISCUSSION

2.1 The COVID-19 Pandemic has gripped the world and had an enormous impact on civil aviation. Air traffic volume plummeted which led to massive layoffs, grounding of aircraft, cancellation, postponement of international meetings and events, limitations in training for aviation personnel and safety oversight activities, etc.

2.2 As air travel demand recovers, aviation safety will be directly related to medical aspects for crew, pilot proficiency and recency and the release of preserved aircraft which suspended for a long time.

2.3 During the last two years of COVID-19 pandemic, face-to-face training in aviation safety was replaced by online training which limits understanding of the course and diminishes the effectiveness of training as online courses use text-based training materials, reduce interaction and feedback. This led to concerns about aviation training for aviation safety inspectors.

2.4 With some degree of normalcy, the aviation industry and demand are recovering and expected to go back to the pre-pandemic level by next year, which calls for efforts from the governments to improve the work competency of all related workers, including aviation safety inspectors.

2.5 For the effective operation of State Oversight System, training for aviation personnel must be continuously provided, but in Korea, aviation training functions are distributed to various institutions including Korea Airport Cooperation and Incheon International Airport Corporation etc., thereby limiting the systematic management of training programs.

2.6 Korea has been providing professional training to 2,767 aviation personnel from 135 developing countries since 2011. Although the global aviation industry is experiencing difficulties due to Pandemic, Korea is the 7th largest contributor to the ICAO, making a significant contribution to the struggling international community.

2.7 Korea will establish Korea Aviation Academy (KAA) by the 1st quarter of next year to provide specialized and standardized aviation training by integrating and managing training courses so that aviation personnel can continuously receive systematic and standardized training.

2.8 In accordance with the Aviation Safety Act, the 2nd Aviation Safety Policy Plan (2023-2027) will be established to nurture seasoned global aviation experts. Once the training programs for domestic aviation workers are implemented successfully after the establishment of KAA, Korea will soon start to support developing countries as well.

2.9 ICAO has been making great efforts to improve the safety and security of international civil aviation. In particular, new emphasis is placed on nurturing aviation professionals through “No Country Left Behind Initiative”.

2.10 Due to the advancement of aviation technology, the continuous enactment and revision of international standards, and the increase in the demand for safety oversight activities, it is necessary and important to continuously strengthen training and training of aviation professionals including aviation safety inspectors.

2.11 Through the cooperation among the ICAO, IATA, ACI and advanced aviation countries in the Asia-Pacific region, it is necessary to develop a standard training course, expand training course certification and establish a network in which professional instructors from educational institutions can cooperate.

2.12 In consideration of pandemic experience, emergence of virtual reality, and the digital revolution, training method of aviation safety personnel need transformation and innovation, including new training materials that can improve the capabilities of aviation safety inspectors, new technologies, and new oversight methods to strengthen the expertise of aviation safety inspectors to operate State Oversight System.

2.13 In response, Korea is establishing and developing KAA to be a world-class aviation training academy, providing training to not only for Koreans but also to overseas aviation personnel, offering an opportunity for aviation professionals to strengthen their capabilities and expertise. Korea asks for your support and cooperation as we intend to further strengthen aviation safety and contribute to the international community.

3. CONCLUSION

3.1 The Assembly is invited to:

- a) Note information contained in this paper; and
- b) Encourage State to support and cooperate training for aviation safety and security personnel.

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