ICAO FRAMEWORK FOR CIVIL AVIATION TRAINING

Ing. Julio Garriga

Regional Officer Technical Assistance

North American, Central American and

the Caribbean Regional Office

Introduction

ICAO Study reveals high demand for qualified aviation personnel 2030

- **It has been foreseen more than two million jobs for pilots, maintenance personnel and air traffic controllers as a result of the retirement of skilled professionals and commercial air transport growth expected for 2030.**

ICAO

Technical Co-operation Supporting

Safety

Security

Environmental Protection & Sustainable Development of Air Transport

World forecasts

the number of commercial aircraft will grow from 61,833 in 2010 to 151, 565 between 2010 and 2030, and

the number of departures of about 26 million to almost 52 million.

ICAO
Technical Co-operation Supporting
Safety
Security
Environmental Protection & Sustainable Development of Air Transport

ICAO Study

Personnel Category	Current population (2010)	Required population (2030)	Training Needs*	Training Capacity*	Deficit *
Pilots (world)	463 386	980 799	52 506	44 360	8 146
Pilots (in Latin America)	24 065	101 301	6 250	1 945	4 305
Maintenance	580 926	1 164 969	70 331	52 260	18 071
Controllers	67 024	139 796	8 718	6 740	1 978

* Estimated annual average.

Results of ICAO Study

Failure to begin to take steps to increase training capacity soon, it will probably have qualified aviation personnel shortfalls.

Thanks to this study, now Member States, industry and stakeholders can understand to what extent and in what places these deficits occur and solve this problem effectively.

Results of ICAO Study

ICAO provides leadership in the development of solutions that help ensure good availability of trained personnel.

During the several symposia on the new Generation of Aviation Professionals (NGAP) ICAO briefly outlined a strategy for recruitment, education, training and retention of aviation professionals.

ICAO
Technical Co-operation
Supporting
Safety
Security
Environmental Protection &
Sustainable Development
of Air Transport

Results of ICAO Study

Based on the results of audits USOAP, many conclusions relate to:

insufficient and inadequate qualified personnel: Experience,

adequate training,

Certification system / licensing, and

authorities that regulate and monitor the performance of service providers.

ICAO
Technical Co-operation
Supporting
Safety
Security
Environmental Protection &
Sustainable Development
of Air Transport

Next Generation of Aviation Professionals

(NGAP)

Next Generation of Aviation Professionals

- **Next Generation of Aviation Professionals (NGAP):**
  - To ensure that there will be sufficient qualified and competent aviation professionals to operate, manage and maintain the future international air transport.

- **Work Program of the NGAP Task Group:**
  - addresses improvements in instruction to crew members, air traffic management and aircraft maintenance personnel to meet the demands of new procedures and with the increasingly complex technologies.

ICAO
Technical Co-operation
Supporting
Safety
Security
Environmental Protection &
Sustainable Development
of Air Transport

Civil aviation training policy and new program ICAO TRAINAIR Plus

Civil Aviation Training Challenges

Civil aviation faces some difficulties in preparing the next generation of aviation professionals, considering:

- multiple retirements in the current generation,
- access to affordable training,
- competition with other industries for skilled employees,
- a lack of harmonization of competencies in some aviation disciplines, and
- a lack of awareness on the part of the "new generation" of the types of jobs available in aviation.

Civil Aviation Training Challenges

To this end, ICAO launched the Next Generation of Aviation Professionals (NGAP).

Additionally, ICAO has revised its policies and procedures and has supported this effort regarding the provision of adequate courses.

Among these activities, there has been a Civil Aviation Instruction Policy and a New ICAO Program TRAINAIR PLUS.

Civil Aviation Training Challenges

🌿 **Survey for the development of Aviation Training Plan in the CAR Region (2012 - 2016).**

🌿 **The Civil Aviation Training Policy and New ICAO Program TRAINAIR PLUS are important elements for consideration in the development of the Regional Plan for Aviation Training and Training Centres in the CAR Region.**

ICAO
Technical Co-operation
Supporting
Safety
Security
Environmental Protection &
Sustainable Development
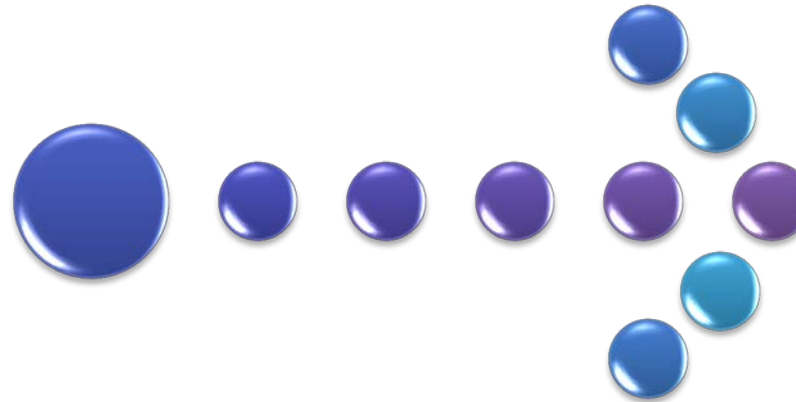of Air Transport

ICAO Civil Aviation Training Policy

- ICAO guidelines set forth in Appendix H to Resolution A37/15.

- The training policy covers all aspects of safety and security of aviation and complements the work of the initiative on the next generation of aviation professionals (NGAP).

- This policy enables the implementation of a comprehensive framework that ensures that all training to provide ICAO or third parties is evaluated to ensure that it meets the stronger design standards and development of training courses.

ICAO Civil Aviation Training Policy

The training policy applies to the training imparted by Directorates and Regional Offices of ICAO and training organizations that issue completion certificates of courses or use certificates bearing the logo of ICAO.

ICAO
Technical Co-operation Supporting
Safety
Security
Environmental Protection & Sustainable Development of Air Transport

Scope of the ICAO Civil Aviation Training Policy

Role of ICAO

ICAO Performance

Application of training policy

What is not considered aviation training activities?

Training activities and exams of ICAO

Basic Principles of the Policy

Training in the field of aviation is the responsibility of States and ICAO should not participate in the management of training centres, but should provide encouragement and advice to those who run such centres.

Basic Principles of the Policy

🌱✈️ **It is considered that teaching courses is a support function and not one of ICAO´s main functions. This function will be performed only when it is determined that:**

🌱✈️ **a) is needed to support States in compliance with SARPs, PANS and the policies and guidelines of ICAO Air Transport in the rectification of deficiencies found in any other activity or ICAO; or**

🌱✈️ **b) can promote and advance the strategic objectives of ICAO and produce an appropriate income to ensure self-sustainability without affecting the ability of the ICAO to carry out its main functions.**

Basic Principles of the Policy

The aviation training activities to carry out third party using the name or logo of ICAO meet the following requirements :

a) directly support the strategic objectives of ICAO;

b) full compliance with the SARPs, PANS and the policies and guidelines of ICAO Air Transport;

c) the use of the logo will fully comply with ICAO policies concerning such use; and

d) be subject to an appropriate mechanism of ICAO endorsement.

ICAO
Technical Co-operation
Supporting

Safety

Security

Environmental Protection &
Sustainable Development
of Air Transport

Basic Principles of the Policy

- **ICAO Intellectual property shall be protected.**

- **It will not damage the reputation of the organization as a result of training activities by a third party using ICAO´s name or logo.**

- **Training activities conducted by ICAO may be charged in accordance with paragraph 7.7 of the ICAO Financial Regulations (Doc 7515).**

- **Training activities conducted by ICAO can be financed with funds provided by Member States or organizations or funds that generate their own ICAO activities.**

ICAO TRAINAIR PLUS

ICAO TRAINAIR PLUS
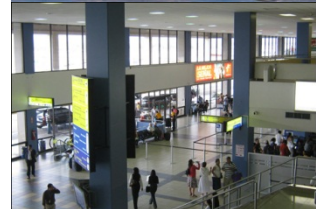
ICAO conducted a thorough review of TRAINAIR Program, which was updated and called TRAINAIR PLUS.

- includes course development methodology with significant changes,

- a new approach to network and exchange of training materials

- self-sustaining budgetary mechanism.

ICAO TRAINAIR PLUS

Training plays a critical role in achieving the safety objectives.

The new TRAINAIR PLUS Program has an updated and more efficient methodology for the preparation of courses and a new membership framework based on revised evaluation protocols.

ICAO Aviation Training Directory (ATD)

el sitio oficial de la OACI: http://www.icao.int/training/atd/Pages/Default.aspx

The ATD is:

- ICAO's authorized tool to facilitate promotion of Aviation Training Centres.
- Used by ICAO's 190 Contracting States as ICAO's official aviation training directory.
- Highly visited. It has been viewed more than 600,000 times since its creation, making it one of the most visited online aviation training directories.
- Free for all visitors, resulting in very high traffic.
- A truly global directory, with listings from more than 182 countries.

The ATD offers:

- Comprehensive aviation courses and programme information
- State of the art and effortless search capabilities
- Complimentary and user friendly navigation features
- ICAO course updates on a timely basis
- Why use ICAO's Aviation Training Directory (ATD) to target your aviation training market ?

The ICAO Training Report:

- Provides the most recent information on aviation safety, security and environmental protection training   expertise and technologies;
- Offers a comprehensive account of emerging trends and agenda-setting developments that impact civil aviation training and education.
- Reaches high-level government officials and offers unmatched access to industry decision-makers concerned with the acquisition of training services and technologies in over 210 countries and territories;

ICAO
Technical Co-operation
Supporting

Safety

Security

Environmental Protection &
Sustainable Development
of Air Transport

Questions

Thank you
www.icao.int/NACC