



ICAO

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WORKING PAPER

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**Second NAM/CAR Civil Aviation Training Centres Working Group Meeting
(NAM/CAR/CATC/WG/2)**

ICAO NACC Regional Office, Mexico City, Mexico, 2 to 5 December 2014

**Agenda Item 3 Follow-up on ICAO Training and Human Resources Activities
3.1 TRAINAIR Plus Training Programme**

TRAINAIR PLUS PROGRAMME

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents the <i>TRAINAIR Plus</i> Programme and describes its role within the implementation of the ICAO training policy, its capabilities and specific benefits in support of the States, authorities, and CATCs in the implementation of national, regional, and global plans and strategies.	
Action:	As indicated in paragraph 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Security & Facilitation• Economic Development of Air Transport• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• ICAO civil aviation training policy (1 July 2014)• Doc 9941 <i>TRAINAIR Plus</i> – Training Development Guide – Competency Based Training Methodology• <i>TRAINAIR Plus</i> Programme Operations Manual

1. Background

1.1 As described in the working paper on the ICAO training policy, the *TRAINAIR Plus* Programme was established as one of the four pillars on which the implementation of the ICAO training policy is based.

1.2 The *TRAINAIR Plus* Programme encompasses aviation training on matters related to safety and air navigation capacity and efficiency, and will evolve in due course to include training on matters related to security and facilitation, economic development of air transport, and environmental protection.

1.3 The Programme is composed of four modalities of recognition as follows:

Recognised Training Organisations

1.3.1 Training organisations, upon application, will be assessed by ICAO according to the specific requirements of the *TRAINAIR Plus* Programme. Organisations compliant with such requirements will be recognised as *TRAINAIR Plus* members.

Regional Training Centres of Excellence

1.3.2 In order to have the best possible consideration of regional aspects but also with the intent of saving costs, each ICAO Region will have among its *TRAINAIR Plus* members at least one leading training organisation, which will be assessed by ICAO, according to a set of high-level criteria. Training organisations that comply with those requirements will be recognised as regional training centres of excellence. These centres will serve as coordinators of the implementation of specific initiatives (such as NGAP activities, runway safety, search and rescue, etc.) and enable regional solutions towards specific long-term objectives.

Training Courses

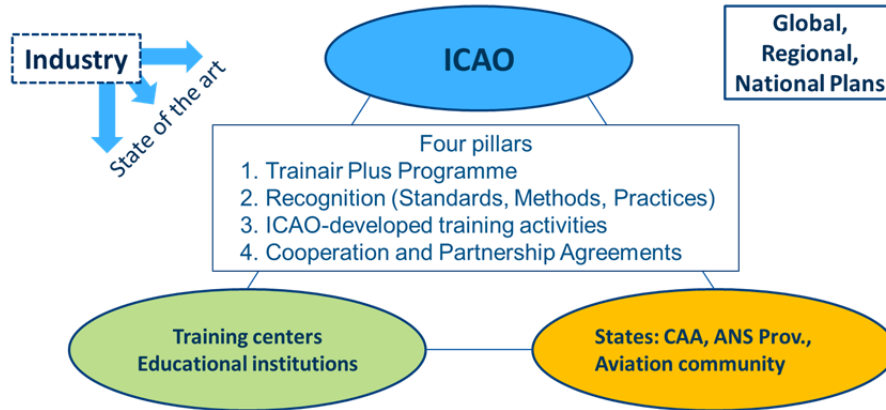
1.3.3 The design and development of training courses will be recognised by ICAO according to the Training Development Guide, Competency-based Training Methodology (Doc 9941).

Trainers

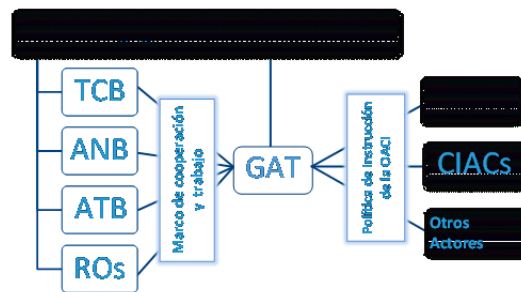
1.3.4 Trainers shall meet the requirements of ICAO's Instructors Training and Qualification Procedure in order to be qualified.

2. Discussion

The big challenge facing the international aeronautical community in terms of human resources training and development calls for joint, collaborative work of its main actors, amongst them: civil aviation authorities, service providers, investigation agencies, private and governmental training centres, industry, international bodies and associations, and academia.



2.2 Such is the approach of the ICAO training policy, as reflected in the creation of the Global Aviation Training (GAT) Office, the body within the ICAO General Secretariat in charge of planning, managing and coordinating all ICAO aviation training activities, implementing ICAO’s training policy, and developing aviation human resources.



2.3 In addition to the policy and interaction with the aforementioned actors, ICAO, as an agency of the United Nations, has the appropriate mechanisms to facilitate and support national, regional, and global strategies, and the interaction and cooperation among States.

2.4 Through the establishment of cooperation and partnership agreements with ICAO, the States can have access to effective global, regional, and national administrative and financial platforms whereby States and ICAO can work together for the development and implementation of training plans, the development of human talent, and capacity building.

2.5 In addition to the aforementioned mechanisms, the *TRAINAIR Plus* programme, through its network of associates and automated systems it has developed in the areas of: networks (for the exchange of best training practices and standardised courses), centre assessment (to assure minimum quality standards at training centres in compliance with ICAO SARPs), course development (to expedite the development of competency-based training programmes using standardised training material and trainer qualification), becomes an effective base platform to support the implementation of the ICAO training policy, by supporting national, regional, and global plans and strategies on aviation training, human resources development, and capacity building.

3. Suggested action

3.1 The States, authorities, and CATCs are invited to:

- a) Make use of the aforementioned mechanisms to facilitate the definition and implementation of national, regional, and global plans and strategies that will permit a more participatory involvement of ICAO.
- b) Consider joining the ICAO *TRAINAIR Plus* programme to facilitate and improve the quality and capacity of CATCs; interact with, access, exchange best practices with, and contribute to the global network of *TRAINAIR Plus* centres; develop competency- and material-based training; and obtain ICAO trainer qualification.

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