

**58th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Dhaka, Bangladesh
15 to 19 October 2023*

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

**REGIONAL REGULATOR-INDUSTRY COLLABORATION TO
ENHANCE INSPECTOR CAPABILITY IN ASIA PACIFIC**

(Presented by ICAO Secretariat, Bangladesh, Thailand and USA)

SUMMARY

Competent aviation safety inspectors play an important role in reducing operational safety risks within the country. However, 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, of which Technical Personnel Qualifications and Training (CE-4) had the lowest EI scores within RASG-APAC. To address this area of improvement, the ICAO APAC Regional Office partnered with Bangladesh, Thailand, the United States 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.

The Conference is invited to note the importance of working collaboratively to enhance the safety capabilities and the USOAP EI scores in Asia Pacific and encourage States to collaborate with ICAO and the industry to pool resources and optimize the use of these resources to implement safety enhancement initiatives.

REGIONAL REGULATOR-INDUSTRY COLLABORATION TO ENHANCE INSPECTOR CAPABILITY IN ASIA PACIFIC

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. Hence, resource and personnel investments are needed to improve aviation safety capabilities in this region. This is especially critical in view of the ICAO Global Aviation Safety Plan (GASP) 2023 - 2025 target of achieving an EI level of 75% by 2025. Crucial action items to gain progress towards this target were outlined in the Safety Implementation Support Road Map 2023 - 2025 (SISRM 23-25) presented by the ICAO Asia and Pacific Regional Office at the Nineteenth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/19) held in Bangkok on 6-10 February 2023.

1.2 Competent aviation safety inspectors play an important role in reducing operational safety risks within each aviation system through effective regulatory oversight. 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).

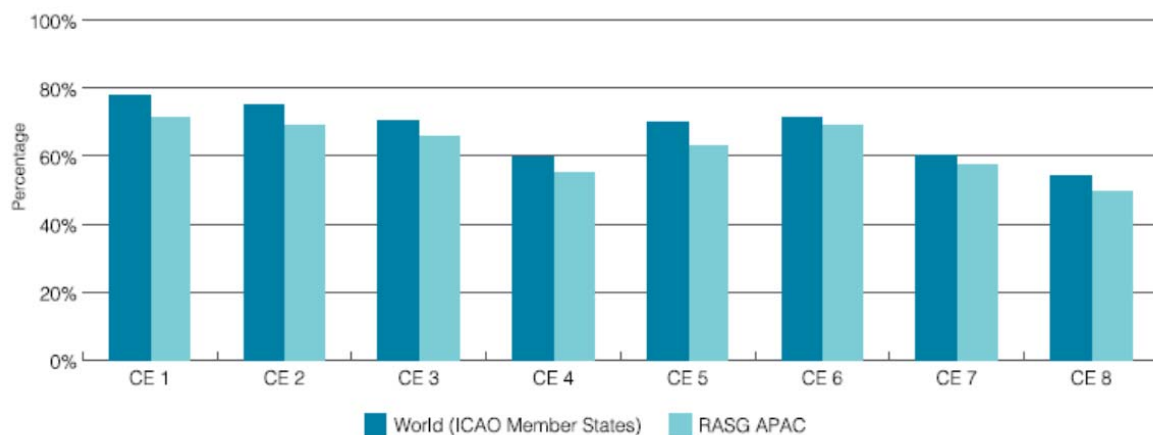


Figure 1. Average EI scores of RASG-APAC States vs global average by Critical Elements

2. DISCUSSION

ENHANCING AVIATION SAFETY INSPECTOR CAPABILITY

2.1 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.

2.2 Starting with the delivery of the GSI-AIR courses, on 23 October 2023 to 10 November 2023 the Civil Aviation Training Center (CATC) Thailand will host the Southeast Asia region followed by the CATC of the Civil Aviation Authority of Bangladesh (CAAB) on 5 November 2023 to 23 November 2023 for the South Asia region. The OPS and PEL courses will be held in 2024.

2.3 Sixteen (16) inspectors, who are nominated by their States and screened by ICAO, are expected to benefit from each course delivery. In support of the DGCA58 theme of “Promoting ICAO Gender Equality Programme in conjunction with the Next Generation of Aviation Professionals (NGAP) Initiative,” and acknowledging the continued effort needed to support the theme, it is encouraged that in 2024 participating States strive to nominate at least one woman per course and that each course has a minimum of two female participants.

DEVELOPING INSTRUCTORS THROUGH ‘TRAIN-THE-TRAINER’ MODEL

2.4 In addition to training aviation safety inspectors, the 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. For the first delivery of the GSI-AIR courses, States were encouraged to nominate their most experienced inspectors who have the potential to become ICAO qualified course instructors for the GSI courses. A final determination is made about their eligibility based upon their ability to meet the requirements specified in the ICAO Instructor Qualification process.

2.5 To become a qualified ICAO Instructor for GSI courses, these aviation safety inspectors must successfully complete the respective GSI Course and an ICAO Training Instructors Course. 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.

BENEFITTING THE REGION THROUGH EFFECTIVE COLLABORATION

2.6 This collaboration was done in the spirit of the RASG-APAC and its subsidiary bodies, which aims to guide States and industry partners in mobilizing resources to address strategic objectives in an efficient and effective manner. This initiative also aligns with the efforts of the Task Force for strengthening and evolving existing regional mechanism for regional cooperation, towards capability and capacity building and technical assistance (RCM TF), particularly with the train-the-trainer efforts to support capacity building within the region.

2.7 The Asia Pacific region will benefit from increasing the number of local, ICAO-approved instructors available to teach GSI courses. 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 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. Further, the efforts to include more women in training initiatives will advance the DGCA/58 theme as well as the NGAP through both the inclusion of female participants and with the training to assist in the retention of inspectors.

2.8 This initiative would have not been possible without the collaboration of multiple partners as the cost would be too high for a single State or industry partner. The alignment of mutual interests and the contributions, both financial and in-kind, provided by all collaboration partners has allowed this initiative to come to fruition. The collaboration partners of this initiatives hope that this highly successful collaboration can serve to inspire more regulator-industry partnerships that will enhance safety and capacity in the region.

ADDITIONAL ENGAGEMENT IN THE APAC REGION

2.9 In addition to the partnership with ICAO and Boeing, the FAA is conducting Training Program Assessments (TPAs) within the Asia Pacific region. These comprehensive, risk-based assessments identify strengths, opportunities for improvement, and make recommendations on best practices and mitigation strategies as well as identify areas for which the FAA can strengthen bilateral and

multilateral collaboration in the region. The expected outcome is a set of recommendations for the CAA training organization to help the CAA in their capacity building efforts and for the CAA to understand how to structure regulatory organizations to support and utilize their training programs. Once applied, outcomes can result in increased offerings and instructor cadres as well as a path forward to becoming an ICAO training center of excellence for the region or enhance existing capacity.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) Note the contents of the paper and the importance of working collaboratively to enhance the regulatory aviation safety capabilities and the USOAP EI scores in Asia Pacific;
- b) Consider how to build upon this effort to further enhance and sustain aviation safety oversight in the region and individual aviation safety systems;
- c) Urge States to support regional capacity building efforts included under the RASG-APAC and its subsidiary bodies and the RCM TF;
- d) Encourage States to nominate candidates following the ‘Train the Trainer’ concept and ICAO Gender Equality spirit; and
- e) Encourage States to collaborate with ICAO and industry to pool resources and optimize the use of these resources to implement safety enhancement initiatives.

— END —