

2ND Member Coordinators Meeting
Issue Identification Paper
TRAINING OPPORTUNITIES FOR NORTH ASIA MEMBERS
(Presented by CTA)

SUMMARY

The purpose of this paper is to establish a COSCAP-NA policy regarding the selection of locations for the delivery of courses, workshops, seminars, etc. requested and funded by COSCAP-NA Members.

1) Background

- a) At the 1st Member Coordinators meeting, it was requested that the CTA develop a workshop on the subject of performance based communication and surveillance (PBCS) as referenced in Annex 6 Part I and ICAO Document 9869.
- b) The CTA approached the Regional Office CNS Expert regarding the possibility of a workshop being delivered in the NA sub-region. The CNS Officer referred the CTA to an FAA expert that was considered one of the pre-eminent experts on the issue of PBCS however unfortunately the individual was tragically killed in a vehicle accident. A replacement had yet to be named by the FAA.
- c) The CTA was made aware of an expert who was participating on ICAO's volunteer programme in the APAC ICAO Bangkok Regional Office. The CTA approached the expert and formulated a plan whereby the expert could travel to Beijing to deliver a 2-day workshop to COSCAP-NA Members.
- d) The CTA submitted the required documentation to the Regional Office for "endorsement" including the information related to the workshop being funded by COSCAP-NA for COSCAP-NA Members only.
- e) The CTA learned through a subsequent e-mail exchange between TCB Montreal and APAC ICAO Bangkok that the D/RD had declined to support the COSCAP-NA request and instead indicated that a workshop would be held in Bangkok "supported" by all COSCAPs.
- f) The CTA informed Members of the cancellation of the proposed PBCS Workshop. Subsequently the executive Chairman of COSCAP-NA sent a letter to the RD expressing concern over the cancellation and the fact that 43 participants had expressed an interest in participating in the Beijing Workshop but could not travel to Bangkok to take advantage of the proposed workshop.

2) Current Status

2.1 The hosting of training in the Regional Office using donor funds (Airbus and Boeing) has become the norm. In some cases COSCAP-NA Members are able to attend the training but the majority of cases Members are unable to attend due to costs. In some cases the training is provided only for COSCAP-SEA Members and provided by staff of the Singapore Aviation Academy. (see Attachment I)

2.2 The current Phase III Programme Document contains the following excerpts:

- a. *"The Programme activities are divided between those activities that are Programme Specific and those that are State Specific. Programme Specific Activities which constitute approximately 60% of the activities include training courses, safety teamwork (NARAST, APRAST) development of manuals, safety enhancements, etc. provided to all States. **State Specific Activities constitute the remaining 40% of the activities and include special courses, technical assistance, audits, inspections, on-the-job training, etc. provided to an individual State or its personnel, to meet a specific need.**"*
- b. *"The Steering Committee has assigned a high priority to the training of National Inspectors. Where numbers warrant, training programmes can be provided in all States. More often however, training will be provided at one or two central locations in the region. While COSCAP-NA will provide a large majority of the training, in many cases donors will provide additional training programmes at no cost to the Programme. As the number of inspectors in the Region is not large, air operators and service providers will also be invited to send participants to the training programmes. Attendance by air operator/service provider staff at these programmes ensures a better understanding of regulatory requirements; fosters good working relationships between the regulator and air operator; and expedites the implementation of safety improvements in the Region."*
- c. *"Continuing provision of on-demand technical assistance to Participating States in response to ICAO USOAP CMA activities ICAO Coordinated Validation Mission (ICVM) and audits and in the training of nationals in safety oversight fields;..."*

2.3 Clearly the intent of the COSCAP-NA Programme is to provide training as close to Member organizations as possible whether it be in country or in a centralized location such as the ICAO RSO in Beijing in order to reach the greatest audience for the money spent.

2.4 There is a need to develop a clear COSCAP-NA policy that will be placed in the Institutional Framework and Administrative Procedure Manual (IFAPM) that will define the priority for the scheduling of training, workshops, seminars, etc. requested by COSCAP-NA Members and specifically the location of such events.

3) Options:

Develop a detailed policy that clearly prioritizes training as follows:

A.

- i) **Member specific** – in country training;
- ii) **COSCAP-NA Members specific and funded by COSCAP-NA and/or donors** – an agreed to location within North Asia with preference given to the APAC ICAO Regional Sub-Office in Beijing; and,
- iii) **APAC COSCAP Members and funded by COSCAPs and/or donors** – centralized location including but not limited to the APAC ICAO Regional Office in Bangkok.

B.

- i) **Member specific** – in country training;
- ii) **COSCAP-NA Members specific and funded by COSCAP-NA and/or donors** – the APAC ICAO Regional Sub-Office in Beijing; and,
- iii) **APAC COSCAP Members and funded by COSCAPs and/or donors** – limited to the APAC ICAO Regional Office in Bangkok.

C.

- i) **Member specific** – in country training;
- ii) **COSCAP-NA Members specific and funded by COSCAP-NA and/or donors** – centralized location including but not limited to the APAC ICAO Regional Office in Bangkok.

4) Recommendation:

Option A is recommended to ensure that the Members specific needs are addressed as a priority followed by COSCAP-NA Members requests being addressed in a location convenient for travel and low in cost. For APAC COSCAP events Members would travel to a chosen location including but not limited to the APAC ICAO Bangkok Regional Office.

5) Action of the meeting:

- (1) Review the suggested options and add other options if necessary for consideration by Member Coordinators.
- (2) Recommend a policy statement that will be submitted to the Steering Committee Meeting for consideration for inclusion in the IFAPM.

— END —



The COSCAP-SEA Programme Investigation of Cabin Safety Aspects in Accidents and Incidents

Date: 9 to 13 October 2017

Venue: ICAO APAC Office Bangkok, Thailand

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The COSCAP-SEA Programme ICAO Workshop on Cabin Crew Competency-based Training

Date: 16 to 20 October 2017

Venue: ICAO APAC Office Bangkok, Thailand

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