

**54th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Ulaanbaatar, Mongolia
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**AGENDA ITEM 6: TECHNICAL AND REGIONAL
COOPERATION**

AIR TRANSPORT MANAGEMENT TRAINING

(Presented by France and Hong Kong China)

SUMMARY

Considering the development of Asian air transport and the recommendations of the ICAO Next Generation of Aviation Professionals initiative; the Hong Kong International Aviation Academy (HKIAA) and Ecole Nationale de l'Aviation Civile (ENAC) have jointly decided to offer an Advanced Master programme in Air Transport Management, specifically designed to fulfil the needs of the Asian aviation industry.

The French and the Hong Kong side have agreed to offer sponsorship to the Northern Southeast Asian Countries to attend this programme. It is part of the ICAO "No Country Left Behind" Program which intends to provide aviation training to countries looking for capacity building in aviation.

For Hong Kong, the sponsorships are also a part of the "Belt and Road" initiative to foster closer co-operation among countries along the Belt and Road routes.

AIR TRANSPORT MANAGEMENT PROGRAM

1. INTRODUCTION

1.1 The Asia-Pacific Region, particularly the Southeast Asian region, is amongst the most dynamic economic zones in the world with GDP growth of approximately 6% per year. Borne by this development, air transport growth in this part of the world is close to 10% per year and will likely to continue the trend in the coming years. The number of aircrafts in the region is expected to triple over the next two decades - this rapid development calls for further improvement and advancement in view of potential new challenges.

1.2 One of the possible challenges is the shortage of skilled aviation professionals around the world which directly impedes the attainment of expected growth in air transport. As a result, there is an imminent need to accelerate technical and management training and certification for these aviation professionals and managers, in order to cater for the future demand and growth.

1.3 Echoing the ICAO “No Country Left Behind” initiative, and in an effort to meet these challenges; ENAC and the HKIAA will jointly develop a new comprehensive air transport programme (Advanced Master in Air Transport Management) which will be delivered in Hong Kong via the HKIAA.

2. DISCUSSION

2.1 The Advanced Master in Air Transport Management Programme (the Programme) offers a systematic and analytical approach to air transport from the viewpoints of economy, operational working methods, financial strategies, safety management, human resources management in air transport companies and organisations, as well as the major issues, challenges and strategies of air transport in the future. It therefore covers all the essential subjects which are crucial for a career in the air transport domain.

2.2 Given the complexity of the operational environment in air transport, the skills for its management are diversified, but also specialised. It is thus essential to have a global understanding of the air transport environment.

2.3 Obtaining the Advanced Master Air Transport Management is a precious asset for those occupying or having the aspiration to occupying executive and management positions in the following domains: air transport safety, airlines, Maintenance, Repair and Overhaul (MRO), civil aviation authorities, etc. As the Programme targets executives and management level practitioners, it will be delivered on a part time basis – one week per month over twelve months, which allows participants enrolling in the Programme to keep their positions in their respective organisations.

2.4 One of the main objectives of the Programme is to provide participants with a management-oriented and global view on air transport. To achieve such purpose, the Programme will cover management issues related to all aviation stakeholders: airlines, airports, aviation authorities, air navigation services provider, MRO, etc. A holistic approach to air transport management viewed from the perspectives of relevant stakeholders not only highlight cross fora implications, but also helps improve each profession’s own systems and processes.

2.5 One of the major advantages of the Programme lies in the fact that it mixes theory and practice. Participants will be provided with the necessary knowledge about ICAO requirements and regulations stated in various Annexes and the regulatory framework. Furthermore, they will also be provided with a global view of the air transport industry. Each module of the Programme contains practical case studies. To ensure participants master the management issues, they will be required to defend their professional thesis on a practical air transport management issue in front of a jury composed of air transport experts.

2.6 With the Programme, ENAC and the HKIAA aim at improving the management of aviation industry in the region, in the context of a fast growing industry and the importance of the region to both France and the HKSAR.

2.7 In order to allow civil aviation staff from northern Southeast Asian Countries, namely Cambodia, Myanmar, Vietnam, Laos, Philippines and Thailand to benefit from the Programme, sponsorships would be provided to those staff nominated by the respective civil aviation authorities for the Programme.

2.8 The sponsorship is provided as part of the ICAO “No Country Left Behind” Program which intends to provide aviation training to countries looking for capacity building in aviation; on behalf of France, DGAC committed to financially support this initiative in its Agreement signed with ICAO on 26th September 2016.

2.9 For Hong Kong, the sponsorships are also a part of the “Belt and Road” initiative to foster closer co-operation among countries along the Belt and Road routes.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to discuss the initiative contained in this Paper.

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