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ASIA AND PACIFIC REGIONS**

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**AGENDA ITEM 6: TECHNICAL AND REGIONAL
COOPERATION**

AVIATION SAFETY PROGRAMS FOR THE ASEAN REGION

(Presented by France)

INFORMATION PAPER

SUMMARY

Considering the continuous development of air transport in the ASEAN Region and the recommendations of the NGAP (Next Generation for Aviation Professional) initiative for the ASEAN air transport system, ENAC (Ecole Nationale de l'Aviation Civile) has developed some Aviation Safety programs for the ASEAN Region.

In the one hand, two full-fledged Master programs in Aviation Safety Management are delivered in Manila and Hanoi in cooperation with Airbus, CAAP (Civil Aviation Authority of Philippines) and CCAV (Civil Aviation Authority of Vietnam).

On the other hand, ENAC has developed with STPI (Sekolah Tinggi Penerbangan Indonesia – the Indonesian State Aviation School under the Human Resource Development for Transportation) another Master program in Aviation Safety Management, specifically designed to fulfil the needs of the Indonesian aviation industry.

AVIATION SAFETY PROGRAMS FOR THE ASEAN REGION

1. INTRODUCTION

1.1 Air Transport is a complex and large system that requires harmonization of different stakeholders with a continuous focus for safety. This is one of the reasons International Civil Aviation Organization (ICAO) provides international standards and recommended practices for safety management system through its Annex 19.

1.2 ASEAN region is now one of the most dynamic economic zones in the world with GDP growth of approximately 6% per year. Borne by this development, air transport growth in ASEAN region 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 faces potential new challenges, particularly in the safety domain.

1.3 Attainment of expected growth will be impeded by shortage of skilled aviation professionals around the world; as a result, there is an imminent need to accelerate technical and management training and certification for these aviation professionals and managers.

1.4 In an effort to meet these challenges and fulfil demand for more highly ASEAN region skilled staff on safety issues and culture; ENAC (Ecole Nationale de l'Aviation Civile), Airbus along with CAAP (Civil Aviation authority of Philippines) and CCAV (Civil Aviation authority of Vietnam) have decided to jointly develop a new comprehensive safety program (Master in Aviation Safety Management) which are delivered respectively in Manila and Hanoi.

1.5 In the same way, a similar Aviation Safety Management Master is delivered in Indonesia in Curug in cooperation between ENAC and STPI (Sekolah Tinggi Penerbangan Indonesia) one of the Indonesian State Aviation School under the Human Resource Development for Transportation Agencies (HRDTA).

2. DISCUSSION

2.1 Those Master in Aviation Safety Management programs, jointly delivered by ENAC, Airbus, CAAP, CCAV and HRDTA are specifically designed to fulfil the needs of aviation operators in this region. Those programs are run in Manila (CAAP), Hanoi (CAAV) and Curug (Indonesia).

2.2 Those programs target young professionals, already holding positions as safety operators or managers in the aviation field, or intending to join the aviation industry. As those programs target young professionals, they are delivered on a part time basis – one week per month over twelve months - which allows participants to enrol in the program while keeping their positions in their respective organisations.

2.3 One of the main objectives of this Advanced Master is to provide participants with a strong safety culture and a global view on aviation safety, as well as awareness of safety issues holistically. For all these reasons, this program will cover safety related issues to all aviation stakeholders: airlines, airports, ANSP (Air Navigation Services Provider), MRO (Maintenance, Repair and Overhaul) and ATO (Approved Training Organisation). A holistic approach to safety viewed from the perspectives of other stakeholders not only enhances awareness of the impact of one's actions, but also helps improve one's own systems and processes.

2.4 At the end of the program, participants will be autonomous to implement, operate and improve the Safety Management System (SMS) of its company and understand how this SMS interacts with the stakeholders' SMS.

2.5 One of the major advantages of those programs lies in the fact that it mixes theory and practice. Not only will they provide the participants with the necessary knowledge about ICAO requirements stated in Annex 19 and the regulatory framework, but they will also provide them with some practical tools to implement a SSP (State Safety Program) or a SMS (Safety Management System) in their organisation. Each module of the program contains case studies. To ensure participants master safety issues, they must defend their professional thesis on a practical safety issue in front of a jury composed of aviation safety experts.

2.6 With this program, ENAC, Airbus, CAAV, CAAP and HRDTA aim at improving the safety level of aviation industry in the region, in the context of a fast growing industry.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to discuss the initiative described in this paper.

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