

**55<sup>th</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS**

*Denarau Island, Nadi, Fiji  
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AGENDA ITEM 1:      THEME TOPIC

**COLLABORATION AND HARMONISATION FOR A SAFE,  
SECURE AND SUSTAINABLE AVIATION IN THE ASIA  
PACIFIC REGION**

Presented by France

**SUMMARY**

This paper presents the collaboration and harmonization project conducted by the Civil Aviation Authority of New Caledonia (DAC New Caledonia, France) and the Civil Aviation Authority of Vanuatu (CAAV).

## **COLLABORATION AND HARMONISATION FOR A SAFE, SECURE AND SUSTAINABLE AVIATION IN THE ASIA PACIFIC REGION**

### **1. INTRODUCTION**

1.1 In 2016, the Civil Aviation Authority of New Caledonia (DAC-NC, France) started a cooperation program with its neighbor country of Vanuatu. This cooperation program was initiated by a strong will from both governments who wanted increased cooperation between the 2 neighbours.

1.2 The aim of this cooperation program was to create contacts between the 2 authorities in order to be able to exchange best practices and improve resolution of issues involving both states.

1.3 The cooperation program has lead so far to the 2 following actions:

1.3.1 The implementation of an annual meeting between the DAC-NC and CAAV authorities.

1.3.2 A training program launched in 2018 in order to exchange best practices and improve collaboration between staff members of the 2 CAAs.

The objective of this paper is to describe the training program that has been put in place, the benefits as well as the difficulties met to do so.

### **2. DESCRIPTION OF THE TRAINING**

Following first exchanges initiated in 2016 and 2017, it was decided in 2017 that DAC-NC would organize and conduct a practical ongoing training for 2 ramp inspectors of CAAV.

From July 9th to July the 11th 2018, M. Paul Lennis and M. Manfred Veremaito came to New Caledonia for a practical ramp inspection training complemented by a theoretical presentation pertaining to the procedures and processes implemented by DAC-NC for ramp inspections of national (SANA) and foreign (SAFA) airlines as well as for the technical oversight of foreign air carriers.

During these 3 days, they among others assisted their counterparts from New Caledonia, Mrs Carole Tanti and Mr Marc Breitenstein for the carrying-out of 4 ramp inspections on local and foreign airlines.

In comparison, CAAV conducts about 14 ramp inspections per year and DAC-NC has a yearly objective of roughly 40 (contributing to the average 2500 inspections performed by the French DGAC).

### **3. BENEFITS OF REGIONAL COOPERATION:**

#### **3.1 An effective solution:**

- The first benefit is that it enabled CAAV inspectors to work in a similar environment to the operational environment in Vanuatu: for example DHC 6 and ATR 72 aircraft are operated by air carriers in both territories and therefore the experience acquired is directly applicable to the safety oversight functions implemented by the CAAV in Vanuatu.
- Practical training enables inspectors to share best practices and to consolidate experiences.

- Serve as a relevant benchmark: this joint action enabled both Authorities to realize that their way of conducting inspections were very similar. The main difference that appeared was that New Caledonia was using French DGAC and European procedures, processes and databases to support their operations.
- Finally, it enabled the participants to communicate in English and as such contributed to maintaining English language proficiency in particular for New Caledonia's personnel.

### 3.2 **A cost effective solution:**

Recurrent training is a challenge to organize for small countries of the south pacific region and regional cooperation is an efficient way to get expertise without having to travel far. Instead of separately sending trainees to a training centre, cooperation in the domain of training enable to reduce costs: either one staff member from one authority can deliver the training to the other authorities, or if a trainer from overseas is required, all costs associated (days worked, flights and accommodation) can be shared between authorities.

### 3.3 **Facilitate future communication and exchanges between Authorities:**

Now that staff members from CAAV and DAC-NC know each other, communication is facilitated. Issues that could have taken weeks or months to be solved can now be sorted out by an email or phone call to their counterpart in the other country.

### 3.4 **Source of motivation for personnel:**

Sharing experiences has proven to be a mutually beneficial solution: even though the training was conducted by DAC-NC, there has been a both ways exchange. Inspectors have communicated an increase pride in their daily work, as well as an increased motivation.

## **4. LESSONS LEARNT FROM REGIONAL COOPERATION**

Organizing such an event, though relatively small in scope, is time consuming for small organizations. To ensure a lasting cooperation, it must:

### 4.1 **Be a long term commitment of the 2 (or more) organizations**

It took more than 2 years from first contacts to the realization of this training: after an initial meeting during which both organizations agreed on the principle of collaboration, another meeting to better understand the needs of each other.

### 4.2 **Be mutually beneficial for each organization**

A mutually beneficial approach is the guarantee that the collaboration will be pursued in the future: otherwise it is likely that one of the 2 organizations will decide to stop at some point. For that matter, it is important that the needs of both organizations are assessed and fulfilled by the action of cooperation.

### 4.3 **Be ensured that logistical matters (transportation, housing...) have been properly addressed to guarantee a smooth on-site organization of the cooperation activity.**

## **5. WAY FORWARD**

How could evolve regional cooperation between New Caledonia and Vanuatu?

New Caledonia and Vanuatu are very close neighbours (less than 1 hour flight between the 2 territories) and sharing operational experiences is very beneficial. For instance, an agreement between the 2 Authorities could be signed (MOU) in order to enable for ramp inspectors to participate in field work and oversight activities in both countries.

Other fields of cooperation can be envisaged. In 2019, training will be put in place with a joint airport surveillance training organized for both countries.

## **6. CONCLUSION**

The action of regional cooperation between New Caledonia and Vanuatu is successful in many ways and will be continued in the future. Even though there are many hurdles in organizing such action, the benefits have exceeded the difficulties.

## **7. ACTION BY THE CONFERENCE**

7.1 The Conference is invited to:

- a) note the information contained in this paper;
- b) discuss the relevance of the concept and its potential for transposition in the APAC region.

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