

**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 6: ECONOMIC DEVELOPMENT OF  
AIR TRANSPORT**

**TRAINING ON AIR TRANSPORT ECONOMICS AND  
REGULATIONS**

Presented by Bangladesh

**SUMMARY**

Training is a fundamental human resource management practice for any field of aviation that aimed at a competitive advantage in the contemporary Air Transport Management. It enables an organization to cope with technological changes, challenges and effectively adopting new policies and regulations in the aviation context.

This study is an effort to examine the importance of training for the development of Air Transport in Asia Pacific Region.

## TRAINING ON AIR TRANSPORT ECONOMICS AND REGULATIONS

### 1. INTRODUCTION

1.1 ICAO is an international civil aviation forum for 192 Member States. Its vision is to achieve sustainable growth in global civil aviation system. ICAO is continuously developing and implementing various types of methods to fulfill its strategies for achieving sustainable Air Transport system worldwide. 'Training' is one of the most effective and expeditious ways to develop efficient and skill manpower that drives the aviation sector forward. ICAO provides trainings as well as arranges various types of trainings and workshops in its regional offices in various field of aviation especially in Safety, Security, and Environment etc. round the year.

### 2. DISCUSSION

2.1 In 2017, 4.1 billion passengers were carried by the aviation industry on scheduled services, which is new record. This indicates a 7.1% increase over 2016. The number of departures rose to approximately 37 million globally, and world passenger traffic. International scheduled passenger traffic expressed in terms of RPKs grew by 8.0% in 2017, up from the 7.8% recorded in 2016. Asia/Pacific had the second largest share with 29%, and grew by 9.6%, the second strongest growth among all regions. [Source: [www.icao.int](http://www.icao.int)]

2.2 Connectivity among the states plays vital role in the enhancement of the air traffic movement internationally and it directly depends on the Air Services Agreements (ASAs) between/among the states. In the Air Services Agreements, analysis on the routes and capacities for handling the air traffic demands is the main challenge for any state. Most of the time, state like ours make a pull attaching the experts from the airlines, participate in consultations with other state and do the Air Services Agreements. Yes, to assist state, ICAO has provided/developed documents as well model ASAs for the standardization of Air Services Agreements worldwide. But, to create more skilled people in regulators as well as service providers, training has no alternative.

2.3 Economic Analyses and Forecasting is another important topic in Air Transport. The main purpose of the Economic Analyses and Forecasting of air transport is to provide analytical support to the air transport development and efficiency implementation. This task is becoming more complex. Civil Aviation Authority/administration of a state must know the contribution of aviation to the state as well as national economies in terms of Gross Domestic Product (GDP). State's CAA must be aware of its role in the development of other economic sectors such as tourism and trade. Analysis of air transport will provide a foundation to do the long term and short term forecast by which a state can achieve its goal in aviation. As we know, aviation directly impacts on the social welfare of a state. A refined and accurate traffic forecasts can help state to predict the evolution of the civil aviation sector for meeting the future demand. A good forecast can also help to improve suitable air transport infrastructure to meet future requirement.

2.4 ICAO has developed following documents in the field of Air Transport Economics and Regulations, and air traffic forecasting:

- a) Doc 9626, Manual on the Regulation of International Air Transport;
- b) Doc 9587, Policy and Guidance Material on the Economic Regulation of International Air Transport;
- c) Doc 8991, Manual on Air Traffic Forecasting;

2.5 The main purpose of these manuals is to meet an ever-increasing need for a comprehensive knowledge. These manuals are also sources of information about the many facts of the dynamic activities of Air Transport.

2.6 ICAO has also developed on line courses, such as- “Air Transport Economics and Regulations” and “Air Transport Forecasting” which were jointly conducted by ICAO and CAE. “Air Transport Fundamentals” course is jointly conducted by ICAO and University of Waterloo. The mentioned courses have been designed to provide a clear foundation of the underlining principles of airlines and airport economics, air transport forecast as well as to address aviation regulatory and policy issues.

2.7 These courses are useful for initial level experts in their early career development in the CAA or air transport industry or any government regulatory bodies. Professionals working in related fields such as finance, economic development or tourism will find these courses helpful in dealing with air transport policy issues.

2.8 With due regard to the benefit of the above mentioned on line courses, it is required to point out the limitations of on line courses. The basic difference between class room training and on line training lies in the interactive environment. The scope of interaction between the Trainer and a Participant is more in class room training than that in on line training. Moreover, the course participants in the class can share and exchange their views & experience.

2.9 Besides, the online and on sight training programme, Workshops and On the Job Trainings (OJTs) may be introduced by ICAO through which trainees can get the opportunity to develop themselves in the practical field.

2.10 In light with the discussion above ICAO may arrange/organize class room courses side by side with the on line which will benefit the member states. As a first initiative holding class room training for two days prefix to beginning of each ICAN Conference may be thought of.

2.11 In-depth knowledge in Air Transport analysis can help regulator to assist the operator to determine the resources they need to meet their demands and review the ASA’s time to time accordingly.

2.12 In recent years, we are observing various types of initiatives of Air Navigation Bureau’s (ANB) in the enhancement of the capabilities of the state’s Safety issues, such as-implementation of SARPs, establishing State’s Safety Programme (SSP) etc. ICAO has also established different types of groups, such as- RASG, APRAST etc. which are directly contributing the enhancement of aviation safety. In the same way, Air Transport Bureau (ATB) may take initiatives by developing skilled manpower in the field of Air Transport so that all states in Asia Pacific Region can reach to the level of expectation together.

### **3. ACTION BY THE CONFERENCE**

3.1 The Conference is invited to:

- a) discuss the issue presented in the paper;
- b) request ICAO to arrange/organize class room training as well as Workshops/OJTs on Air Transport Economics & Regulations and Air Traffic Forecasting at least once in a year;