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

*Denarau Island, Nadi, Fiji*
*22 — 26 October 2018*

AGENDA ITEM 8:          TECHNICAL AND REGIONAL
                        COOPERATION

## ACI'S CAPACITY BUILDING INITIATIVES

Presented by the Airports Council International

**INFORMATION PAPER**

**SUMMARY**

This paper presents ACI's initiatives in Capacity Building through APEX Programmes, Training and Guidance Materials.  The conference will be invited to note ACI's  approaches to Capacity Building for their Airport members, namely Training, APEX Programmes and Guidance Materials; and encourage airport operators to approach ACI for assistance through the APEX in Safety/Security Programmes.

**ACI'S CAPACITY BUILDING INITIATIVES**

1.  **INTRODUCTION**

1.1        At the ICAO's 2018 Asia and Pacific Ministerial Conference early this year. It was states that while there is rapid growth with respect to the Region's traffic, operators, and fleets, there is also quite low corresponding growth in many of regulatory authorities' resources and capabilities. ICAO's APAC Regional Office in Bangkok has been working through the UN aviation agency's No Country Left Behind initiative to drive a range of assistance and capacity building projects regionally.

1.2        On this front, ACI is supportive of ICAO's "No Country Left Behind" initiative. The reason is simple: in a world closely knitted together with a network of international air services, an airport left behind would potentially become the weakest link unravelling the system.

1.3        This paper describes ACI's initiatives for capacity building to airport members.

2.  **DISCUSSION**

2.1        ACI adopted three-pronged approach to help its members in improving standards in airport management, especially in the areas of aerodrome safety and security, they are: Airport Excellence (APEX) Programmes, Training and Guidance Materials.

**APEX Programmes**

2.2        In the pursuit of promoting safer airport operations and cooperation between the International Civil Aviation Organization (ICAO), aviation stakeholders and airports worldwide, ACI has developed the Airport Excellence (APEX) Programmes, which currently includes APEX in Safety (launched in 2012) and APEX in Security (launched in 2017).

2.3        The programmes are based on ICAO standards, national regulations and ACI best practices. APEX Programmes combines the mandate for regulatory compliance with day-to-day operational needs to maximize operational efficiency and safety or security standards. Moreover, APEX Reviews are tailored to the individual needs of airports and APEX Reports propose effective and targeted solutions.

2.4        A typical APEX Review takes one week. The number of ACI APEX Review Team members depends on the complexity of the assessment requested. The team should normally include an ACI Regional Office Safety/Security Assessor, an ICAO-designated Officer, and one or more Safety/Security Partners from other airports, under the supervision of a Team Leader. The Safety/Security Partner does not pursue any commercial interests and acts in the sole interest of the Host Airport during the Review.

2.5        The ACI APEX Review Team conducts a gap analysis and assessment of the Safety/Security standing at the Host Airport, and provides a preliminary draft report within 4 weeks from the end of the visit. A final report with recommendations is forwarded to the Host Airport Senior Management within 8 weeks from the end of the visit, containing the observations made by the ACI APEX Review Team. The Final Report emphasizes the solutions that could be adopted by the Host Airport to enhance the level of Safety/Security. Based on the conclusions from the Final Report, the Host Airport drafts an action plan which contains its short, medium, and long-term safety improvement goals, as well as the means and actions that are deemed most appropriate to achieve these results.

2.6         The Benefits of an APEX Review airports include:
- Enhance levels of safety/security towards regulatory standards, best operational practices and identification of training needs;
- Self-evaluate safety performance;
- Access a network of experts to mitigate any gaps in accordance with operating environment;
- Receive a comprehensive gap analysis on safety/security operational management levels; and
- Develop staff.

2.7         As at August 2018, APEX in Safety programme had benefited more than 93 airports worldwide, 17 of them located in Asia-Pacific States, i.e. China, India, Indonesia and Myanmar. There were 16 APEX in Security reviews worldwide including 4 in Asia-Pacific in Indonesia.

### **Training**

2.8         To provide capacity building initiatives to developing countries, ACI offers various training assistance to eligible member airports, they are: Complimentary ACI-DNA Seminars and Scholarship programmes for ACI courses

2.9         Complimentary ACI-DNA Seminars:

- The ACI Developing Nations Airport (DNA) Assistance Programme's mandate is to engage in the development of ACI member airports in developing countries, delivering meaningful, sustainable results to help them realize their development objectives.
- Complimentary ACI-DNA Seminars are offered to qualified applicants from member airports in developing nations according to The Organization for Economic Co-operation and Development (OECD). Participation in the seminar is complimentary and the costs of accommodation is covered by the ACI-DNA Programme.
- This year, there were 3 DNA seminars successfully carried out in China, Fiji and India on the topics of "Airport Customer Service", "ACI/ICAO Aerodrome Certification" and "Airport Security Operations" respectively.
- The following ACI-DNA seminars will be offered in the remaining months in 2018.

| *ACI-DNA Seminars* | *Date* | *Location* |
|---|---|---|
| *Airport Air Service Development* | *29 - 31 October 2018* | *Nadi, Fiji* |
| *Understanding Annex 14* | *4 - 6 December 2018* | *Phnom Penh, Cambodia* |

2.10        Scholarship Programmes for attending ACI courses are:

- ACI-DNA Classroom Scholarship: a scholarship offered to qualified applicants from member airports of Least Developed Countries (UNCTAD list) to subsidize the course fees for the ACI Global Training courses.
- ACI Airport Management Professional Accreditation Programme (AMPAP) Fellowship: a scholarship to provide financial aid to qualified applicants from member airports of Least Developed Countries (UNCTAD list) and States to register for this programme.
- ACI Asia-Pacific Small Airports Assistance Programme: a scholarship to provide financial assistance to qualified applicants from member airports in developing nations according to The Organization for Economic Co-operation and Development (OECD) with less than 5 million traffic units to subsidize the course fees for the ACI Global

Training courses.
- ACI Online Learning Centre (OLC) Scholarship: a scholarship to provide financial assistance to qualified applicants from member airports in developing nations according to The Organization for Economic Co-operation and Development (OECD) with less than 5 million traffic units to be granted a free online course offered by the OLC.

### Guidance Material

2.11        ACI handbooks and guidance materials are produced by subject matter experts to aid the community at large in developing higher safety and security standards across the globe. Members airports are able to receive one complimentary copy upon publication.

2.12        The recent publications in the field of safety and security are:

- Managing Operations During Construction Handbook – First Edition 2018
- Apron Markings and Signs Handbook – Third Edition 2017
- ACI Safety Management Systems Handbook – First Edition 2016
- Landside Security Handbook – First Edition 2018

## 3.        ACTION BY THE CONFERENCE

3.1        The Conference is invited to:

a) note ACI's  approaches to Capacity Building for their Airport members, namely by way of Training, APEX Programme and Guidance Materials; and

b) encourage airport operators to approach ACI for assistance through the APEX in Safety/Security Programmes.

— END —