Kenya Airports Authority

SETTING OUR SIGHTS HIGH

"Sharing Best Practices ,Challenges And Lessons Learned In International Cooperation "

By :

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SHARING BEST PRACTICES , CHALLENGES AND LESSONS LEARNED IN INTERNATIONAL COOPERATION

- " IF YOU WANT TO WALK FAST , WALK ALONE BUT IF YOU WANT TO WALK FAR WALK WITH OTHERS"

BEST PRACTICES

- A proactive approach to aviation requires that all concerned stakeholders are involved.
- Together with ICAO, the chief shareholders in the civil aviation sector are States,airlines/operator, airports, air navigation service providers, aircraft and equipment manufacturers, maintenance and repair organizations, regional organizations international organizations, and industry representatives.

BEST PRACTICES

- ✓ The commitment of all stakeholders is fundamental for success in improving the aviation industry.
- ✓ Through the appropriate institutions, promote national and international research on aviation related matters.
- ✓ Exchange research findings associated with civil aviation through the appropriate institutions of each State.

BEST PRACTICES

- ✓ Encourage States to promote aviation capacity building efforts,both on a bilateral basis and through the use of multilateral and regional arrangements.
- ✓ Broaden existing cooperation mechanisms among the states and other parties in the civil aviation industry, for information exchange and early detection of security threats to passenger security and the industry's well-being

BEST PRACTICES

- In addition to the standards and recommended practices of ICAO, and in accordance with the work carried out by ICAO, encourage bilateral and regional consultations aimed at strengthening international cooperation in civil aviation.

- ICAO and like-minded states to promote capacity building effort holding of seminars on aviation related matters , inviting of experts from developing countries for exchange of information etc

CHALLENGES

- It is almost certain that challenges will continue to exist, but none that cannot be overcome through concerted dialogue, partnership and action.

CHALLENGES

- The worldwide aviation network has been highly developed.
- However there is an existence of states and regions whose security / safety measures and other standards are not sufficiently developed due to lack of financial and human resources.
- In contrast, many airports are still subject to haphazard and heavy-handed regulation—regulation that is administratively burdensome and unnecessarily costly.

CHALLENGES

- ✓ Reconciling differing perspectives of developed and developing countries
- ✓ The "haves" – States whose programmes are mature, implementation is embedded and enforcement is effective;
- ✓ The "mid-ways" – those who have programmes which need wider implementation and better measurement of performance and enforcement; and
- ✓ The "have-nots" – those with little or nothing in place.

CHALLENGES

- ✓ By 2032, the commercial aviation workforce is expected to be almost double what it is today.
- The aviation industry has been hit with both financial instability and large scale retirements.
- Many aviation businesses are struggling to attract and retain qualified staff.
- Training and development are additional investments for businesses and, beyond the financial investment, they call for added resources, time and effort

LESSONS LEARNED

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- ✓ Specialized training is a necessity in our industry, not only to maintain our stringent operating standards, but also to expand our businesses and produce results.
- ✓ Expecting that each business, region and industry sector will develop its own internal training and development solutions is unrealistic.
- ✓ Cooperation on various industry issues, such as the future of the workforce, is needed.

LESSONS LEARNED

- ✓ To this end, the TRAINAIR PLUS model is being implemented with great success.
- ✓ Within this model, TRAINAIR PLUS members develop course materials known as Standardized Training Packages (STPs), which are then validated by ICAO and made accessible to all members.
- ✓ This is one important step toward consistency because the global recognition of standardized training will certainly benefit the industry .

LESSONS LEARNED

- ✓ The advances made in this key area will turn our challenges into opportunities in the future.

- ✓ While the industry's workforce problems and solutions may be multifaceted, we are making progress by working together.

- ✓ Today, we are seeing a number of partnership and collaboration opportunities that did not exist until a few years ago.

LESSONS LEARNED

- ✓ ICAO's Next Generation of Aviation Professionals (NGAP) programme initiated in 2009 .
- ✓ The NGAP objective is help States implement best practices for attracting and developing the large numbers of pilots, air traffic controllers, aircraft technicians, and other skilled individuals who will be needed to operate, manage, and maintain the growing air transport system

LESSONS LEARNED

- ✓ The NGAP programme is rolling-out new provisions to support implementation with guidance manuals and regional workshops, and create tools to support States to implement human capital best practices

- ✓ ACI programmes for training centers

LESSONS LEARNED

- We want to thank ICAO, ACI, IATA and other bodies in providing distribution platforms, and partnership opportunities and the enhancement of existing frameworks, we see the industry is successfully putting differences and competition aside in order to develop sustainable solutions for the industry as a whole.

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