



香港學術及職業資歷評審局
Hong Kong Council for Accreditation of
Academic & Vocational Qualifications

ACCREDITATION REPORT

**HONG KONG INTERNATIONAL AVIATION ACADEMY
LIMITED**

AND

ECOLE NATIONALE DE L' AVIATION CIVILE

LEARNING PROGRAMME ACCREDITATION

**ADVANCED MASTER IN AVIATION SAFETY
MANAGEMENT**

APRIL 2025

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Appendix

HKCAAVQ Panel Membership

1. TERMS OF REFERENCE

1.1 Based on the Service Agreement (No.: AA1049), the Hong Kong Council for Accreditation of Academic and Vocational Qualifications (HKCAAVQ), in the capacity of the Accreditation Authority as provided for under the Accreditation of Academic and Vocational Qualifications Ordinance (Cap. 592), was commissioned by Hong Kong International Aviation Academy Limited and Ecole Nationale de l' Aviation Civile (jointly as the Operator) to conduct a learning programme accreditation exercise for Advanced Master in Aviation Safety Management with the following Terms of Reference.

- (a) To conduct an accreditation test as provided for in the AAVQO to determine whether the following programme of Hong Kong International Aviation Academy Limited and Ecole Nationale de l' Aviation Civile (Operator) (with specifications under (c)) meets the stated objectives and HKQF standards and can be offered as an accredited programme;
- (b) To issue to the Operator an accreditation report setting out the results of the determination in relation to (a) by HKCAAVQ; and
- (c) Specifications of the Programme seeking accreditation status:

Programme title (English and Chinese, if any)	Exit award title (English and Chinese, if any)	NCR Registration / Reference Number¹	Mode of study	Programme length	Major(s) leading to distinctive awards	Claimed HKQF level
Advanced Master in Aviation Safety Management 航空安全管理高等碩士	Advanced Master in Aviation Safety Management	273343	Part-time	20 months	N/A	6

¹ NCR Registration / Reference number: the number assigned by the Non-local Courses Registry (NCR) under the Non-local Higher and Professional Education (Regulation) Ordinance, to registered / exempted courses respectively.

2. HKCAAVQ'S DETERMINATION

2.1 HKCAAVQ has determined that the Advanced Master in Aviation Safety Management (AM-ASM/the Programme) meets the stated objectives and HKQF standard at Level 6 and can continue to be offered as an accredited programme with a validity period of three years.

2.2 Validity Period

2.2.1 The validity period will commence on the date specified below. Operators may apply to HKCAAVQ to vary the commencement date of the validity period. Applications will be considered on a case-by-case basis.

2.3 The determinations on the Programme are specified as follows.

Name of Local Operator	Hong Kong International Aviation Academy Limited 香港國際航空學院有限公司
Name of Non-local Operator	Ecole Nationale de l'Aviation Civile
Name of Award Granting Body	Ecole Nationale de l'Aviation Civile
Title of Learning Programme	Advanced Master in Aviation Safety Management 航空安全管理高等碩士
Title of Qualification(s) [Exit Award(s)]	Advanced Master in Aviation Safety Management
Primary Area of Study and Training	Business and Management
Sub-area (Primary Area of Study and Training)	Transports and Logistics
Other Area of Study and Training	Not applicable
Sub-area (Other Area of Study and Training)	Not applicable

HKQF Level	Level 6
HKQF Credits	162
Mode(s) of Delivery and Programme Length	Part-time, 20 months
Start Date of Validity Period	1 September 2025
End Date of Validity Period	31 August 2028
Number of Enrolment(s)	One enrolment per year
Maximum Number of New Students	50 students per year
Address of Teaching / Training Venue(s)	Hong Kong International Aviation Academy Limited 9/F, HKIA Community Building, 13 Cheong Tat Road, Hong Kong International Airport, Lantau, Hong Kong

2.4 Recommendations

HKCAAVQ offers the following recommendations for continuous improvement of the Programme.

- 2.4.1 The Operator should review PILO5 to ensure all graduates can achieve the stated PILO. (Para. 4.1.5)
- 2.4.2 The Operator should review every module to ensure the MILOs and PILOs mappings are appropriately demonstrated in the module contents. (Para. 4.1.6)
- 2.4.3 The Operator should put in place a selection process that will ensure the suitability of the applicants and include measures to verify the authenticity of qualifications and assess applicants' English proficiency (Para. 4.2.3)
- 2.4.4 The Operator should closely monitor the adjustment of individual scores for group performance to ensure the validity of the awarded scores, for example by implementing multiple markers, post-evaluation and/or student feedback. (Para. 4.4.5)

- 2.4.5 The Operator should diversify reading references for the Programme modules, including for example publications by other stakeholders (e.g. NTSB/FAA/EASA/CAAC/CAD) and a different range of academic journals. (Para. 4.4.7)
- 2.4.6 The Operator should provide more space to the advanced topics, contemporary industrial technology and research needs in the curriculum, including through simulation of industrial practice and guest lectures from the industry and academia (e.g. Air Accident Investigation Authority). (Para. 4.4.8)
- 2.4.7 The Operator should provide staff development in teaching and learning aspects for all teaching staff without previous higher education experience. (Para. 4.5.4)
- 2.4.8 The Operator should include a declaration of conflict of interest in each module for both teaching staff and students, and ensure appropriate measures are in-place to mitigate the risk of conflict of interest occurring. (Para. 4.5.5)
- 2.4.9 The Operator should consider to appoint more external advisors from both industry and academia to join the External Advisory Committee for continuous Programme development. (Para. 4.7.3)
- 2.5 HKCAAVQ will subsequently satisfy itself on whether the Operator remains competent to achieve the relevant objectives and the Programme continues to meet the standard to achieve the relevant objectives as claimed by the Operator by reference to, amongst other things, the Operator's fulfilment of any conditions and compliance with any restrictions stipulated in this Accreditation Report. For the avoidance of doubt, maintenance of accreditation status is subject to the fulfilment of any condition and compliance with any restriction stipulated in this Accreditation Report.

3. INTRODUCTION

- 3.1 The Hong Kong International Aviation Academy (HKIAA) Limited was established by the Airport Authority of Hong Kong in 2016 with the aim of nurturing local and regional air transport management talent and supporting the sustainable growth of the aviation industry. Partnering with local and overseas educational and vocational institutions, global professional organisations such as the

International Civil Aviation Organization (ICAO), and industry practitioners, HKIAA offers a comprehensive aviation-related curriculum to aviation professionals and industry newcomers. Recently, HKIAA was awarded the prestigious Platinum/Training Centre of Excellence in the TRAINAIR PLUS Programme (TPP) by ICAO in June 2023. In addition, HKIAA is the world's second organisation to have received the Airports Council International (ACI)-ICAO TPP-Airport dual recognition.

- 3.2 Created in 1949 and headquartered in Toulouse, Ecole Nationale de l'Aviation Civile (ENAC, or the National School of Civil Aviation of France) is a national public administrative institution with legal personality and pedagogical and scientific autonomy. It is established under the supervision of the Minister responsible for civil aviation in France to provide initial and continuing education in civil aviation.
- 3.3 HKIAA and ENAC have started collaborating in 2016 for the development and delivery of the Advanced Master in Air Transport Management programme in Hong Kong. This first collaborative programme provides a prominent platform for executives and managers in the industry from Hong Kong, the Mainland, and the Belt and Road countries to acquire air transport management knowledge and exchange their insightful experiences.
- 3.4 The Advanced Master in Air Transport Management programme was first accredited in 2021 to be listed under the Hong Kong Qualifications Register (HKQR) and re-accredited in 2023. The Advanced Master in Aviation Safety Management programme is the second collaborative programme between the two institutions to conduct HKCAAVQ accreditation.
- 3.5 For this Learning Programme Accreditation exercise, HKCAAVQ formed an expert Panel (Panel Membership at **Appendix**). A site visit was conducted at 9/F, Hong Kong International Airport (HKIA) Community Building, Hong Kong on 4-5 February 2025. HKCAAVQ's *Manual for the Four-stage Quality Assurance Process under the Hong Kong Qualifications Framework (Version 1.2, November 2020)* was the guiding document for the Operator and the Panel in conducting this re-accreditation exercise.

4. PANEL'S DELIBERATIONS

The following presents the Panel's deliberations on a range of issues pertinent to its major findings. For aspects of the accreditation standards where no observations are made, they are considered to be appropriately addressed by the Operator.

4.1 Programme Objectives and Learning Outcomes

The learning programme must have objectives that address community, education and/or industry needs, with learning outcomes that meet the relevant HKQF standards, for all exit qualifications from the programme.

- 4.1.1 ENAC's Advanced Master (Mastère spécialisé in French) is a post-Master's programme established by the French "Conférence des Grandes Écoles" (CGE), which conferred this collective trademark on courses at engineering or business schools. All ENAC's Advanced Masters are taught entirely in English and accredited by the CGE. The AM-ASM Home Programme was reviewed by the CGE in 2023, obtaining accredited status until 31 August 2029.
- 4.1.2 The use of "Advanced Master in Aviation Safety Management" as the award title for the Hong Kong Programme, was approved by the Education Bureau (EDB) on 14 January 2025.
- 4.1.3 The Programme Objectives (POs) and Programme Intended Learning Outcomes (PILOs) of the AM-ASM Programme are set out below:

Programme Objectives

The Programme aims to:

PO1	provide students with a thorough knowledge of the concepts, processes, methods, operational management, standards and recommended practices applicable to aviation safety; and
PO2	develop their competence for an effective implementation and enhancement of aviation safety plans either cross-domain or specific to aviation organizations.

Programme Intended Learning Outcomes

Upon successful completion of this Programme, students will be able to:

PILO1	evaluate the broad knowledge of the current situation, challenges and perspective of aviation safety worldwide;
PILO2	evaluate the effects of human factors and safety culture in the global safety system;
PILO3	apply a systemic and pro-active approach to anticipate and manage safety risk, and to initiate necessary transformation;
PILO4	critically evaluate the interrelation between the different fields, including aircraft design and production, air operations, aeronautical maintenance, air traffic navigation services, airport and training organizations towards aviation safety; and
PILO5	implement and continuously enhance an effective Safety Management System in their own company, as well as among other aviation operators or at State level.

4.1.4 The Operator provided the following information to the Panel to illustrate that the Programme meet the relevant HKQF standards.

- (a) Mapping of PILOs to the POs;
- (b) Mapping of modules to the PILOs;
- (c) Mapping of Module Intended Learning Outcomes (MILOs) to the PILOs of each module;
- (d) Mapping of the PILOs to the Generic Level Descriptors (GLDs) at HKQF Level 6;
- (e) Mapping of the modules to the GLDs at HKQF Levels 5 and Level 6; and
- (f) Sample teaching materials, assessment materials and their associated assessment rubrics.

4.1.5 The Panel considered that in the way it is currently worded PILO5 might not be achievable. Since most organisations have an existing Safety Management System (SMS), students may not be able to implement the SMS in those organisations as stated. Therefore, the Panel **recommended** that the Operator should review PILO5 to ensure all graduates can achieve the stated PILO.

4.1.6 Reviewing the mapping of MILOs and PILOs of each module, the Panel noted that some of the mappings may not be accurately

reflected in the teaching materials and assessments. For example, module “AVOM6434 Safety Management System in Aircraft Maintenance Organisation” appears to lack the SMS implementation element which is stated in the PILOs. Also, module “AVOM6020 Professional Thesis in Aviation Safety Management” may not allow students to fully achieve PILO5 if they do not choose a topic directly related to SMS. Therefore, the Panel **recommended** that the Operator should review every module to ensure the MILOs and PILOs mappings are appropriately demonstrated in the module contents.

4.1.7 From the *Accreditation Document* and through the discussions during the site visit, the Operator illustrated the market demand for the Programme and the needs of aviation safety personnel in the global aviation industry. The Panel noted the Operator’s intention of addressing the industrial needs of the Asia Pacific region including the “Belt and Road” countries through the AM-ASM Hong Kong Programme.

4.1.8 After considering the above information and notwithstanding the recommendations, the Panel formed the view that the POs and PILOs of the Programme meet the relevant HKQF standards and have been developed to address the education needs of industry.

4.2 **Learner Admission and Selection**

The minimum admission requirements of the learning programme must be clearly outlined for staff and prospective learners. These requirements and the learner selection processes must be effective for recruitment of learners with the necessary skills and knowledge to undertake the programme.

4.2.1 The Panel noted that the target applicants for the Programme are executives and managers from airports, regulatory bodies, airlines, air traffic control service providers and other aviation-related organisations. The minimum admission requirements of the Programme are as follows:

The Minimum Admission Requirements

- A Master degree; or
- A 4-year Bachelor degree; or
- A 3-year Bachelor degree with at least 3 years of professional experience, e.g. work experience in aviation or related industry

Remark: 3-year Bachelor degree with at least 3 years of professional experience holders have a maximum admission of 30% for each cohort.

English Proficiency

Applicants also need to meet one of the following English language proficiency requirements:

- CECRL: B2 or
- TOEFL (Internet-based): 87; or
- TOEIC:785; or
- IELTS: 6.5; or
- HKDSE English Language Subject: Level 4; or
- HKCEE English Language (Syllabus B): Grade B; or
- HKALE Use of English: Grade C.

Remark: Applicants whose previous Bachelor or Master's Degree has been taught and assessed in English would be considered as meeting the English Language Proficiency requirement.

- 4.2.2 All applications, including academic qualifications, English Language proficiency, working experience and other supporting documents are reviewed by the Hong Kong Programme Coordinator. Candidates who meet the minimum admission requirements are then recommended to the ENAC Course Director for final approval, ensuring alignment with the programme standards.
- 4.2.3 From the Operator's Response to Summary of Panel's Initial Comments and the discussions with the Operator during the site visit, the Panel noticed that no specified selection process such as interview or assessment is in place for selecting applicants. The Operator stated that most applicants to the AM-ASM Programme are expected to be aviation professionals, as is the case for the other Advanced Master programme already offered by HKIAA and ENAC. However, the Panel remained concerned about the broad admission requirements and the absence of a selection process such as interview to verify the applicants' competency, including their aviation background and English proficiency. Additionally, in light of recent incidents involving fraudulent qualifications, the Panel noted the lack of a mechanism to verify the authenticity of applicants' qualifications and their English proficiency. Therefore, the Panel **recommended** that the Operator should put in place a selection process that will ensure the suitability of the applicants and include measures to verify

the authenticity of qualifications and assess applicants' English proficiency

- 4.2.4 According to the *Operator's Response to Summary of Panel's Initial Comments*, the Operator would not consider applicants without undergraduate qualifications for the Hong Kong Programme, even though there is a special entry route and exit award in the Home Programme for students without undergraduate qualification who possess substantial working experience. There is also no mechanism for the Recognition of Prior Learning and no module exemption policy in the Hong Kong Programme's admission process.
- 4.2.5 In line with the Government's policy on the yearly quota of non-standard admission for programmes accredited under the Hong Kong Qualifications Framework, non-local degree programmes operating in the 2023/24 academic year and onwards, have the maximum number of non-standard admissions (including mature students) capped at a maximum of 10% of the actual number of new students of the year per programme. The cap is applied in line with the general expectation for self-financed degree-awarding institutions to safeguard teaching and learning quality, thereby upholding the credibility and recognition of the qualifications. The cap percentage is based on the sum of new student numbers across all years of study of the programme.
- 4.2.6 Notwithstanding the above recommendation, the Panel considered that the admission requirements for the AM-ASM Programme are clearly outlined for prospective learners and are appropriate for recruiting applicants with the necessary skills and knowledge to undertake the Programme.

4.3 **Programme Structure and Content**

The structure and content of the learning programme must be up-to-date, coherent, balanced and integrated to facilitate progression in order to enable learners to achieve the stated learning outcomes and to meet the programme objectives.

- 4.3.1 The Programme is a 20-month part-time advanced Master programme with 162 HKQF credits. The Hong Kong Programme follows the same structure as the Home Programme and the curriculum is presented in Para. 4.3.2.

4.3.2 The structure of the AM-ASM Programme to be offered in Hong Kong is summarised in the following table:

Phase	Module Title	Contact Hours		Non-Contact Hours	Total Notional Learning Hours	QF Credit
		Lecture (including online learning) Hours	Tutorial / Supervision Hours			
Phase 1: Overview of SMS	AVOM5420 Introduction to Safety Management System	24	6	60	90	9
	AVOM5421 Implementation of Safety Management System	24	6	60	90	9
	AVOM6420 Safety Risk Management	24	6	60	90	9
	AVOM6422 Audit Techniques	24	6	60	90	9
Phase 2: Safety Management in Different Domains	AVOM6431 Safety Management System in Airline (I)	24	6	60	90	9
	AVOM6432 Safety Management System in Airline (II)	24	6	60	90	9
	AVOM6433 Safety Management System in Airport	24	6	60	90	9
	AVOM6434 Safety Management System in Aircraft Maintenance Organization	24	6	60	90	9
	AVOM6435 Safety Management System in Air Navigation Service Provider	24	6	60	90	9
	AVOM6436 Safety Management System in Approved Training Organization	24	6	60	90	9
Phase 3: Implementation of SMS at State Level	AVOM6423 Air Transport System	24	6	60	90	9
	AVOM6421 State Safety Programme	24	6	60	90	9
	AVOM6020 Professional Thesis in Aviation Safety Management	8	12	520	540	54

	Total:	296	84	1240	1620	162
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4.3.3 The Panel noted the Programme will be delivered in the form of 12 monthly modules according to the above stated phases. The first phase is designed to give students an “Overview of Safety Management Systems”, provide a thorough understanding of aviation safety, and explore the current state of aviation safety, highlighting critical challenges and global perspectives. The second phase, which covers “Safety Management in Different Domains”, is designed to address the critical components of safety risk management and the relationships among aviation stakeholders. In the third phase, the module “Implementation of Safety Management System at State Level”, provides students with an overview of the responsibilities of stakeholders within the airport system, and how their interactions develop an efficient and effective air transport system. The 12 modules are delivered with 30 contact teaching hours each. Students submit their assignments two weeks after finishing the classes of each module. There are no prerequisites and no predefined sequencing of the modules. The delivery sequence is planned and shared with students during the programme orientation before the commencement of the Programme.

4.3.4 Upon completion of the 12 modules, students are required to carry out an individual professional thesis within a 6-month period, based on a topic related to the aviation field and approved by ENAC. Three thesis seminars on “Thesis Topic Selection”, “Project Proposals”, and “Project Report Writing” are delivered to the students to support them in their thesis process. Students are required to submit two progress reports to their thesis supervisor in the first and third months.

4.3.5 The Panel noted that two modules “AVOM5420 Introduction to Safety Management System” and “AVOM5421 Implementation of Safety Management System” are pitched at HKQF Level 5, while the rest of the modules and the professional thesis module are all pitched at HKQF Level 6.

4.3.6 The Panel also reviewed the following information provided by the Operator.

- (a) Programme and Modules Registry;
- (b) Overview of teaching and learning methods;
- (c) Overview of assessment methods and corresponding weightings; and
- (d) The set of information mentioned in Para. 4.1.4

- 4.3.7 The Panel observed that there is no standalone module for human factor content and there also seems to be a lack of human factor element in the MILOs of SMS modules. According to the *Operator's Response to Summary of Panel's Initial Comments*, the Operator clarified that human factor contents are covered in "AVOM5420 Introduction to Safety Management System", while the impact of human factors is widely discussed across the different SMS modules in various domains. Based on the review of the "AVOM5420 Introduction to Safety Management System" module content, the Panel was able to confirm that about half of the module contents are related to human factors. To emphasise the importance of human factors as one of the key pillars in SMS, the Panel **advised** that the Operator should consider including a standalone human factor module in the curriculum.
- 4.3.8 Through the review of the tabled documents of teaching materials from the Home Programme, the Panel also observed that some of the contents in the teaching materials tabled were not most up-to-date and contained typographical errors. To ensure the teaching materials for the Hong Kong Programme should be up-to-date with most recent industry standard, the Panel **advised** the Operator to ensure the recency and accuracy of the modules' contents.
- 4.3.9 In spite of the above recommendation and advice, the Panel formed the view that the structure and content of the Programme are appropriately designed to facilitate progression and enable learners to achieve the stated learning outcomes and meet the programme objectives.

4.4 **Learning, Teaching and Assessment**

The learning, teaching and assessment activities designed for the learning programme must be effective in delivering the programme content and assessing the attainment of the intended learning outcomes.

- 4.4.1 The medium of instruction of the Programme is English. The Panel noted that the Programme will be delivered in consecutive 3-day classes and will adopt a blended mode of face-to-face and online teaching for all modules. Pre-class recordings are uploaded to the learning portal one week prior to the 3-day classes for every module, which allows students to have sufficient time to prepare in advance. As mentioned in Para. 4.3.3, the Programme is delivered in monthly module and with the stated blended mode, allowing students to

concentrate on studying one module at a time. The Panel was also informed that the staff-student ratio for the modules is expected to be 1:30.

- 4.4.2 To be awarded the Advanced Master in Aviation Safety Management, students must complete and pass the assessments of 12 modules and an individual professional thesis. The pass mark of the modules is 60, and the attendance requirement of each module is 75%. Students are allowed to re-submit the assignment, after individual consultation with the module lecturer. For students re-taking a module, the new mark will replace the previous failed mark. Students failing a module or not meeting the attendance requirement have to re-take the module in the next offering.
- 4.4.3 With regard to the assessment of the Programme, in addition to the information mentioned in Para 4.1.4 and Para 4.3.6, the Operator also provided to the Panel the following.
 - (a) Assessment Policy of the Programme;
 - (b) Mechanism of Marks Moderation, Re-assessment and Re-study; and
 - (c) Template of External Examiner's Report.
- 4.4.4 For each module, students are required to submit one individual assignment, contributing 40% of the module grade and a group assignment contributing the remaining 60%. The Panel noted that some of the group assessments would be further divided into a group project (e.g. presentation) contributing 36% of the grade and an individual follow-up assessment (e.g. individual write-up), contributing 24% of the grade
- 4.4.5 According to the *Accreditation Document*, students are also individually assessed for the group assessment based on their participation and involvement, including their presentation skills and the content of their presentation, as well as their contribution to problem-solving. The Panel noted module lecturers would adjust the marks of individuals based on the lecturers' observation and judgement. Through the discussions with different stakeholders during the site visit, the Operator clarified that students would be required to put their names on the presentation slides they were responsible for, helping lecturers in assessing individual contribution to group presentations. The individual follow-up assessment could also facilitate the mark adjustment process. The Panel was concerned that the mark adjustment for students' individual scores in group assessment might be susceptible to subjective judgements.

Therefore, the Panel **recommended** that the Operator should closely monitor the adjustment of individual scores for group performance to ensure the validity of the awarded scores, for example by implementing multiple markers, post evaluation and/or student feedback.

- 4.4.6 To maintain assessment standards, all scripts are sent to ENAC Course Director for record, review, approval and retention. At least 30% of the assessments marked by HKIAA teaching staff will be moderated by ENAC Course Director or relevant subject experts. To seek further external input on the programme development and management, the Operator appointed an External Examiner to review a sample of marked scripts of four modules every year and provide external input for programme enhancement. The Panel was provided with the profile of the External Examiner and met the External Examiner via online conferencing during the site visit.
- 4.4.7 Based on a review of the programme content, the Panel noticed that the suggested reading lists in most modules only include ICAO publications. The Panel **recommended** that the Operator should diversify reading references for the Programme modules, including for example publications by other stakeholders (e.g. NTSB/FAA/EASA/CAAC/CAD) and a different range of academic journals.
- 4.4.8 From the *Accreditation Document* and discussions during the site visit, the Panel noted that industrial knowledge and advanced topics of aviation safety are integrated in the tutorials and case studies in the Programme. However, some important elements are missing such as the latest industrial artificial intelligence technological developments and the proactive approach in aviation safety management. To further enhance the Programme, the Panel **recommended** that the Operator should provide more space to advanced topics, contemporary industrial technology and research needs in the curriculum, including through simulation of industrial practice and guest lectures from the industry and academia (e.g. Air Accident Investigation Authority).
- 4.4.9 In consideration of the above information and notwithstanding the recommendations, the Panel formed the view that the learning, teaching and assessment activities designed for the Programme effectively deliver the programme content.

4.5 Programme Leadership and Staffing

The Operator must have adequate programme leader(s), teaching/training and support staff with the qualities, competence, qualifications and experience necessary for effective programme management, i.e. planning, development, delivery and monitoring of the programme. There must be an adequate staff development scheme and activities to ensure that staff are kept updated for the quality delivery of the programme.

- 4.5.1 The Programme is managed by the Executive Board, composed of ENAC Executive Manager, HKAA Executive Manager, ENAC Course Director and HKIAA Programme Coordinator, to oversee the overall Programme delivery.
- 4.5.2 The HKIAA Programme Coordinator is responsible for managing programme development and monitoring the quality of programme delivery and acts as the main liaison with the ENAC Course Director. The ENAC Course Director is responsible for defining the programme content, and monitoring the delivery and quality assurance of the Programme to report to the Executive Board.
- 4.5.3 The Programme is delivered jointly by ENAC and HKIAA teaching staff. The ENAC teaching staff contributes 50% of teaching and 100% of the supervision of professional theses for the Programme. The definitive teaching arrangement for the 12 modules between HKIAA and ENAC involves HKIAA delivering six modules, while the other six modules will be taught by ENAC's teaching staff. For the first three years of the Programme's delivery, ENAC will provide coverage for more modules, and this arrangement will be reviewed afterward. The Panel was provided with the minimum appointment criteria and the profiles of the potential teaching staff from ENAC and HKIAA. Through the discussion with the teaching team during the site visit, the Panel noted most of the module lecturers are industry practitioners, and some of them also possessed higher education teaching experiences.
- 4.5.4 Regarding staff development, from the *Operator's Response to Summary of Panel's Initial Comments*, the Panel noted that the Operator provides continuous development activities for current and new full-time staff through ICAO training courses, internal workshops on Outcomes-Based Teaching and Learning, and guest talks. Considering the appointment criteria and ENAC approval of staff appointment, these mainly focus on professional experience and achievements in aviation or related industry relevant to specific

modules. Although higher education teaching experience is not required, staff development activities covering teaching and learning aspects seem to be limited. The Panel therefore **recommended** the Operator should provide staff development in teaching and learning aspects for all teaching staff without previous higher education experience.

4.5.5 The Panel observed there could be potential conflict of interests between the teaching staff and students since both work in the aviation industry. This could lead to a scenario where both the teaching staff and students are from the same organisation or engage in collaborative relationships. From the *Operator's Response to Summary of Panel's Initial Comments* and discussions during the site visit, the Panel noted there is a mechanism for the declaration of conflict of interests, but actions for such scenario remain unclear. Thus, the Panel **recommended** that the Operator should include a declaration of conflict of interest in each module for both teaching staff and students, and ensure appropriate measures are in place to mitigate the risk of conflict of interest occurring,

4.5.6 In consideration of the above information and notwithstanding the recommendations, the Panel was of the view that the Operator has adequate staff with appropriate qualifications, experience and expertise necessary for the effective management and delivery of the Programme.

4.6 **Learning, Teaching and Enabling Resources/Services**

The Operator must be able to provide learning, teaching and enabling resources/services that are appropriate and sufficient for the learning, teaching and assessment activities of the learning programme, regardless of location and mode of delivery.

4.6.1 The Operator provided the Panel with information on teaching and learning resources for the programme-specific facilities, such as specifications of training venues and a list of services provided to students. During the site visit, a tour of the facilities at the 9/F HKIA Community Building was arranged by the Operator for the Panel. The Operator also demonstrated to have access to the ENAC e-library and e-resources relevant to the Programme. The Panel noted all students are provided with access to the ENAC library and the Operator employs Moodle as their e-learning portal. Furthermore, all module learning and teaching materials, and student assignment submissions have to go through the Moodle site. The Panel regarded

the programme-specific facilities appropriate for the successful delivery of the Programme.

4.6.2 As stated in Para. 4.2.3, the Panel noticed that no specified selection process such as interview or assessment is in place for selecting applicants for the Programme. Students without aviation/transport safety background but still eligible for the Programme may require further support. The Panel **advised** the Operator should provide adequate support to the students without aviation/transport safety background in the Programme.

4.6.3 In consideration of the above information, the Panel was of the view that the Operator provides appropriate and necessary resources to support the delivery of the Programme.

4.7 **Programme Approval, Review and Quality Assurance**

The Operator must monitor and review the development and performance of the learning programme on an on-going basis to ensure that the programme remains current and valid and that the learning outcomes, learning and teaching activities and learner assessments are effective to meet the programme objectives.

4.7.1 Regarding the monitoring and review of the Programme, the Operator provided the following information:

- (a) HKIAA QA Manual for Academic Programmes;
- (b) HKIAA – ENAC QA Procedures Manual;
- (c) Documentary Evidence of the Approval for Home and Hong Kong Programmes;
- (d) PILOs Assessment Plan for the Programme;
- (e) Extracts of the Minutes of the following Committees/Meetings of the Programme:
 - Academic Board
 - Executive Board (HKIAA-ENAC)
 - Programme Development Committee
 - Quality Assurance and Monitoring Committee
 - Quality Assurance Meeting (HKIAA-ENAC)

4.7.2 The Panel reviewed the information and documents submitted by the Operator including the references of the QA records from the other Advanced Master programme. Based on documents review and discussion with different stakeholders of the Programme, the Panel

formed the view that a quality assurance system is in place to monitor and review the Programme.

- 4.7.3 The Panel noted that an External Advisory Committee would be set up to collect independent views and advice for the Programme. According to the *Accreditation Document*, the External Advisory Committee should consist at least two external advisors who hold senior management positions in aviation companies. In order to further enhance the Programme, the Panel **recommended** the Operator should consider appointing more external advisors from both industry and academia to join the External Advisory Committee for continuous Programme development.
- 4.7.4 In conclusion, notwithstanding the recommendation above, the Panel considered that the development and performance of the Programme have been monitored and reviewed on an ongoing basis to ensure that the Programme remains current and valid and that the learning outcomes, learning and teaching activities and learner assessments are effective to meet the programme objectives.

5. IMPORTANT INFORMATION REGARDING THIS ACCREDITATION REPORT

5.1 Variation and withdrawal of this Accreditation Report

- 5.1.1 This Accreditation Report is issued pursuant to section 5 of the AAVQO, and contains HKCAAVQ's substantive determination regarding the accreditation, including the validity period as well as any conditions and restrictions subject to which the determination is to have effect.
- 5.1.2 HKCAAVQ may subsequently decide to vary or withdraw this Accreditation Report if it is satisfied that any of the grounds set out in section 5 (2) of the AAVQO apply. This includes where HKCAAVQ is satisfied that the Operator is no longer competent to achieve the relevant objectives and/or the Programme no longer meets the standard to achieve the relevant objectives as claimed by the Operator (whether by reference to the Operator's failure to fulfil any conditions and/or comply with any restrictions stipulated in this Accreditation Report or otherwise) or where at any time during the validity period there has / have been substantial change(s) introduced by the Operator after HKCAAVQ has issued the accreditation report(s) to the Operator and which has / have not been

approved by HKCAAVQ. Please refer to the '*Guidance Notes on Substantial Change to Accreditation Status*' in seeking approval for proposed changes. These Guidance Notes can be downloaded from the HKCAAVQ website.

- 5.1.3 If HKCAAVQ decides to vary or withdraw this Accreditation Report, it will give the Operator notice of such variation or withdrawal pursuant to section 5(4) of the AAVQO.
- 5.1.4 The accreditation status of Operator and/or Programme will lapse immediately upon the expiry of the validity period or upon the issuance of a notice of withdrawal of this Accreditation Report.

5.2 Appeals

- 5.2.1 If the Operator is aggrieved by the determination made in this Accreditation Report, then pursuant to Part 3 of the AAVQO the Operator has a right of appeal to the Appeal Board. Any appeal must be lodged within 30 days of the receipt of this Accreditation Report.
- 5.2.2 If the Operator is aggrieved by a decision to vary or withdraw this Accreditation Report, then pursuant to Part 3 of the AAVQO the Operator has a right of appeal to the Appeal Board. Any appeal must be lodged within 30 days of the receipt of the Notice of Withdrawal.
- 5.2.3 The Operator should be aware that a notice of variation or withdrawal of this Accreditation Report is not itself an accreditation report and the right to appeal against HKCAAVQ's substantive determination regarding accreditation arises only from this Accreditation Report.
- 5.2.4 Please refer to Cap. 592A (<https://www.legislation.gov.hk>) for the appeal rules. Details of the appeal procedure are contained in section 13 of the AAVQO and can be accessed from the HKQF website at <https://www.hkqf.gov.hk>.

5.3 Qualifications Register

- 5.3.1 Qualifications accredited by HKCAAVQ are eligible for entry into the Qualifications Register ("QR") at <https://www.hkqr.gov.hk> for recognition under the HKQF. The Operator should apply separately to have their quality-assured qualifications entered into the QR.

- 5.3.2 Only learners who commence the study of the named accredited learning programme during the validity period and who have graduated with the named qualification listed in the QR will be considered to have acquired a qualification recognised under the HKQF.

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**Hong Kong International Aviation Academy Limited
and
Ecole Nationale de l' Aviation Civile**

**Learning Programme Accreditation for
Advanced Master in Aviation Safety Management**

4 – 5 February 2025

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