

APAC NEWSLETTER

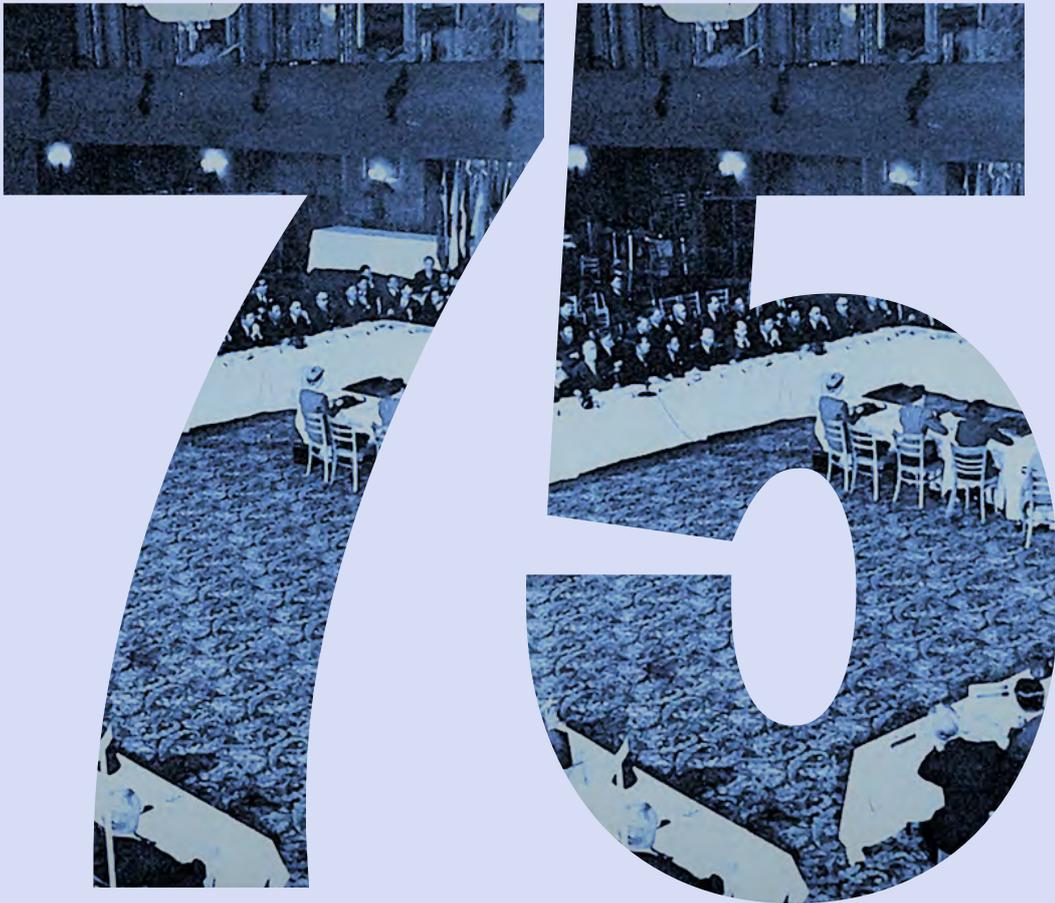


ICAO

VOL.2 - No.2 July 2019

HIGHLIGHTS:

- * NCLB Initiative for KIRIBATI
- * National Air Navigation Plans
- * Interview of Mr. Rajan Pokhrel, New DG of CAA Nepal
- * Aeronautical Spectrum Protection



ICAO 2019

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MESSAGE FROM APAC REGIONAL DIRECTOR



ARUN MISHRA
REGIONAL DIRECTOR

The wider trend of liberalization is likely to provide a further boost to the Asia Pacific region's expanding tourism industry, trade connections, and air connectivity. According to ICAO's long-term traffic forecasts, APAC is expected to be the fastest growing region in terms of passenger traffic, at an annual rate of 6.4 per cent up to 2032. For freight traffic, the region is projected to grow 5.1 per cent annually for the same period, the second highest growth rate among all regions. These positive growth figures, also presents some serious challenges for many of the regions governments to manage the rising demand including having to look into new technologies and innovative solutions to improve capacity and efficiency, and ensure that safety continues to be upheld. It is also critical that adequate resources be dedicated to ensure that our safety regulatory systems keep pace and remain competent, effective and relevant. We must also not forget the need for adequate recruitment and training of the necessary skilled manpower. CAO has been making the point for several years now that - steadily increasing flight and passenger volumes will generate significant risks, and that air transport growth must be effectively managed to mitigate those risks. In this context, each State maintains the primary responsibility for its own aviation development.

This reminds us of the important role of having national development plans and strategies which meaningfully incorporate aviation development priorities, whether for physical infrastructure, system modernization, safety management or human resources development. National priorities must be aligned with the targets and timelines presented in our ICAO Global Plans for Aviation Safety (GASP), Security (GASeP), and Air Navigation Capacity and Efficiency (GANP).

The Asia Pacific region, have demonstrated its commitment to implement the goals and targets of the ICAO GASP and GANP through the Beijing Declaration at the 1st Asia/Pacific Ministerial Conference on Civil Aviation in Jan 2018. The 56th DGCA APAC Conference to be held in Kathmandu, Nepal from 19-23 August 2019 represents an opportunity to review the current status of implementation of the ministerial commitments and discuss how we can better support States to prioritize and accelerate implementation action.

2019 is ICAO's 75th Anniversary year, and an occasion to appreciate the accomplished history of our cooperation in the international civil aviation sector. In APAC we have successfully hoisted a 75th Anniversary ICAO Flag on Mount Everest, our unique way to mark the event signifying that while it is time to celebrate it is also a time to prepare for new challenges. Member States are encouraged to celebrate this significant milestone in the history of ICAO by organizing appropriate events and programs befitting this milestone.

This September, ICAO will be convening its 40th Assembly, in Montreal. A number of pressing regional challenges which are closely related to the APAC Region's air navigation capacity and efficiency would be discussed. Your participation at this Conference will be important, especially in view of the ever-changing and evolving nature of civil aviation. Lastly the APAC Regional Office expresses its gratitude to all Member States for participating and contributing to the various regional events and meetings with a special thanks to host States of some of the events conducted outside Bangkok. Let us continue to work together as the APAC Region continues to grow and prosper. Thank you.



Nepalese Sherpa Mr. Pasang Tendi - Mt Everest
23 May 2019 - 06.03 am

ICAO Asia Pacific Aerodrome Safety Management System Seminar

ICAO Asia/Pacific Aerodrome Safety Management System (SMS) Seminar was held at Grand Hyatt Hotel, Incheon, Republic of Korea on 27 - 28 May 2019. The Seminar was graciously hosted by Ministry of Land, Infrastructure and Transportation (MOLIT) and Incheon International Airport Corporation (IIAC), Republic of Korea. The Seminar was attended by 230 participants from 11 States and four International Organizations (ACI, International Business Aviation Council, IFALPA and ICAO). All presentations and main outcomes of the seminar have been posted on the ICAO APAC Office website and can be accessed at ICAO APAC website: <https://www.icao.int/APAC/Meetings/Pages/2019-SMS-Seminar.aspx>



First Meeting of the Asia/Pacific Wildlife Hazard Management Working Group (AP-WHM/WG/1)

The First Meeting of the Asia/Pacific Wildlife Hazard Management Working Group (AP-WHM WG/1) was held in ICAO APAC Office, Bangkok, Thailand from 8 to 10 May 2019. The Meeting was attended by 43 participants from 11 Member States, Association of Asia Pacific Airlines (AAPA), International Federation of Air Line Pilots' Associations (IFALPA), World Birdstrike Association (WBA), ICAO, Embry Riddle Aeronautical University (Observer) and Mastermark. Mr. Deo Chandra Lal Karn, Director, Civil Aviation Authority of Nepal was elected as Chairperson for AP-WHM/WG.



The AP-WHM/WG/1 developed generic Terms of Reference and Composition of the National Wildlife Hazard Management Committee for approval of the APANPIRG AOP/SG/3 meeting to be held on 24 – 26 June 2019, which would provide necessary guidance to States for the establishment of such Committee.

The report of the AP-WHM/WG/1 Meeting has been posted on the ICAO APAC Office website and can be accessed on the following webpage: <https://www.icao.int/APAC/Meetings/Pages/2019-AP-WHM-WG1.aspx>.

Launching Ceremony of CRV for Asia/Pacific Regions



The Launching ceremony for the Common aeRONautical VPN(CRV) project in APAC Region was conducted on 9 May 2019 at the ICAO Asia and Pacific Office, Bangkok, Thailand, just before the joint session of CRV OG/6 and SWIM TF/3.

Dr. Manjit Singh, Deputy Director of ICAO APAC Office recalled the history of the CRV project and expressed appreciation to CRV pioneer States for their efforts and contribution towards the selection of CRV service provider for the region and to the four Pilot Test States for successfully conducting testing of CRV functions.

Mr. Raymond Luk, Vice President of PCCW Global reviewed the process of CRV project and highlighted the capability of PCCW Global in providing the CRV service. He expressed appreciation for the cooperation of the pioneering States as well as the pilot States/Administration and looked forward to further co-operation from other States and ANSPs for implementation of the CRV Project.

The CRV is provided based on PCCW Global's IP network and fiber infrastructure which is a simple, secure, safe and fully managed network for all States to use in support of today's and future application. The capability of CRV to support SWIM related services was also highlighted in the event.

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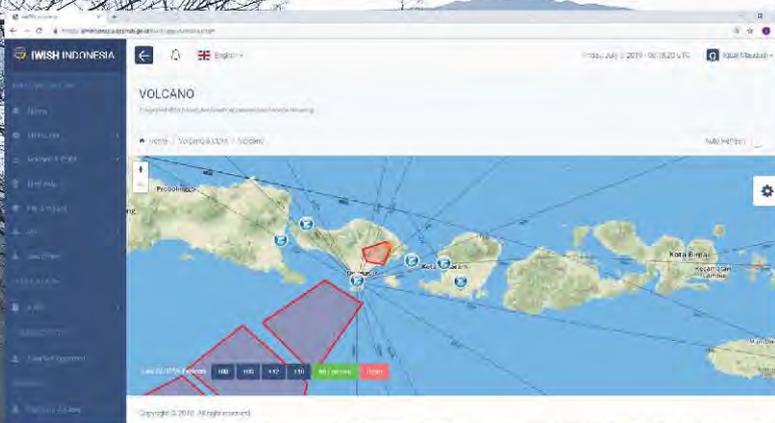


INTEGRATED WEB-BASED AERONAUTICAL INFORMATION SYSTEM HANDLING (IWISH)

A web-based system in Indonesia to support collaborative decision making (CDM) including air traffic management (ATM) contingency planning for volcanic ash events.

Launched by DGCA Indonesia in September 2018

Vaisno	Status	List Update	From/Date
24450	ICAO	2018-08-20 14:00:00	2018-08-20 14:00:00
24740	ICAO	2018-08-20 14:00:00	2018-08-20 14:00:00
24170	ICAO	2018-08-20 14:00:00	2018-08-20 14:00:00
70300	ICAO	2018-08-20 14:00:00	2018-08-20 14:00:00
24030	ICAO	2018-08-20 14:00:00	2018-08-20 14:00:00
24030	ICAO	2018-08-20 14:00:00	2018-08-20 14:00:00
24030	ICAO	2018-08-20 14:00:00	2018-08-20 14:00:00
24030	ICAO	2018-08-20 14:00:00	2018-08-20 14:00:00



The Sixth Meeting of the ICAO APAC Volcanic Ash Exercises Steering Group (VOLCEX/SG/6), 20-21 June 2019, Bangkok, Thailand, congratulated Indonesia on successfully coordinating the volcanic ash exercise, APAC VOLCEX 18/02, including demonstrating the sharing of volcanic ash exercise information in real-time to support the CDM process.

Website: <https://aimindonesia.dephub.go.id/iwish/apps/index.php>

Partnerships: Key to COSCAP-SEA Programme Multiplying its Activities

Cooperative Development of Operational Safety and Continuing Airworthiness Programme - South East Asia (COSCAP SEA) is an ICAO Regional Technical Cooperation Programme with as the main objective to coordinate the provision of assistance to States to implement, improve and harmonize Safety Oversight in all USOAP technical areas and Safety Management, in collaboration with Partners.

COSCAP SEA Technical Assistance missions and training continue to be undertaken in the Member States, focused on supporting States in implementing, improving and maintaining their safety oversight systems, the benefits of which are reflected in the ICAO USOAP CMA Audit and ICVM results.



The 20th COSCAP-SEA Regional Aviation Safety Team and National Coordinators Meeting (SEARAST/20), 18-19 Mar 2019, ICAO APAC Office



During the first half of 2019, the following regional training events have been organised by the COSCAP-SEA Programme, held in the ICAO APAC Regional Office, with the valuable support of Airbus and Boeing:

- ICAO Using the Technical Instructions for the Safe Transport of Dangerous Goods by Air Course, 14 – 18 January 2019
- FAA Air Navigation Services Safety Oversight Workshop, 18 – 22 February 2019
- ICAO Risk Based Surveillance Seminar and Flight Operations Inspectors Workshop, 4 – 7 March 2019
- ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach Workshop, 20 – 22 March 2019
- SAA Resolution of Safety Issues Course, 22 – 26 April 2019
- ICAO Performance Based Navigation Operational Approvals Workshop, 20 – 24 May 2019
- ICAO Seminar on the new Global Reporting System and Format for Runway Condition Reports, 27-28 June 2019
- ICAO Aviation Safety Data Collection and Processing Systems Workshop, 2 – 5 July 2019
- ICAO Safety Management Systems for Practitioners Course, Civil Aviation Training Center, Bangkok, Thailand, 8 – 12 July 2019
- CAAI State Safety Oversight System Competency and Effectiveness Workshop, 17 – 19 July 2019
- ICAO Extended Diversion Time Operations Workshop, 22 to 26 July 2019

In August, the COSCAP SEA - EASA training programme, under the EU-South East Asia Aviation Partnership Project, will kick-off with the first course: State Safety Programme Implementation Course to be held at the ICAO APAC Regional Office, from 12 to 16 August 2019. The joint training programme will deliver 20 regional and in-country courses over an 18 month-period.

The 2nd ICAO - EASA Forum on Civil Aviation in South East Asia, focused on Safety, and the 19th COSCAP-SEA Steering Committee Meeting, will be held in Ha Long, Viet Nam, from 19 to 21 November 2019.

Further to the 18th COSCAP-SEA Steering Committee Meeting, which requested Member States and Partners to consider offering experts to work in the COSCAP-SEA Programme office, Indonesia DGCA has assigned an expert on a part-time basis for an initial one-year period to support the COSCAP-SEA programme.

ICAO welcomes new Partners which have contributed to COSCAP SEA activities including the Civil Aviation Authority of Bangladesh and the Qatar Civil Aviation Authority.

Exciting Times Ahead For The COSCAP-SA

On January 1, 2019, COSCAP SA has entered into a new Phase VI!! In addition to the traditional areas of OPS, AIR, and PEL the new phase will place more emphasis on AGA and ANS in terms of training and technical assistance. The purpose is to assist Member States in increasing their USOAP CMA effective implementations in those areas too.

In addition, the COSCAP SA has introduced a new Capacity Building tool called the Electronic Capacity Building Matrix (E-CCBM) which enables APAC COSCAP Member States from the three sub regions (South Asia, North Asia and South East Asia) to identify Civil Aviation Inspectors/officers who could provide support in terms of technical expertise including training and technical assistance to other Member States based on pure regional cooperation. This would also allow participating Member States to share their experiences and also learn and develop from other States best practices. The matrix is fully functional for South Asia and is near completion for the other sub regions.



Executive SMS Seminar Participants, Bhutan



Technical Assistance, Nepal

Updates from The COSCAP-NA

The COSCAP-NA Programme instituted in the year 2003, is now into its Phase IV commencing from 1 February 2018 for an additional 5 year-period with the addition of the Administrations of Hong Kong China and Macau China to the membership of the COSCAP-NA programme. As of June 2019, COSCAP-NA has organized the following sub-regional events, parts of them with the valuable support of Airbus and Boeing:

- 21-26 January, DG recurrent TI and Safety Oversight Training in RSO, Beijing;
- 18-23 March, SMS Oversight and HIRM workshop in RSO, Beijing;
- 1-5 April, CAT Mission regarding the validation of certification of UB new international airport by RO Aerodrome Officer and CTAs of COSCAP-NA & SEA in UB, Mongolia;
- 24-25 April, 25th NARAST and 4th MC Meeting in RSO, Beijing
- 13-17 May, PBN Operations Approval Workshop, organized in collaboration with ICAO HQ in RSO, Beijing;
- 17-21 June, SSP Gap analysis and Safety Management System in UB, Mongolia;
- 24-27 June, ICAO Updates and Safety Data Collection and Process System (SDCPS) workshop collaboratively organized with CAMIC of CAAC in CAMIC, Beijing;



Advanced SMS Workshop, 18 - 23 March 2019, Beijing



Dangerous Goods Training 21 - 26 January 2019, Beijing

In the later half year, COSCAP-NA is planning to organize the following events in the sub-region:

- 15-19 July, EDTO Workshop delivered by ICAO HQ in RSO, Beijing;
- 2-6 September, Human Performance/Human Factors Workshop in Seoul, ROK
- 9-13 September, USOAP Gap Analysis for Member States (SARs) in RSO Beijing;
- 17-20 September, HIRM for Operators workshop in Macao, China;
- 7-18 October, Flight operations Inspector Oversight Workshop in UB, Mongolia;
- 22-24 October, 26th NARAST 22 Oct and 19th SCM 23-24 October in RSO, Beijing.



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Fourth ICAO Air Transport Symposium

In the combined Fourth ICAO Air Transport Symposium and Sixth Conference on International Air Transport Cooperation, hosted in Seoul by the Republic of Korea during 8-10 May 2019, Dr. Olumuyiwa Benard Aliu, ICAO Council President, has stated the value of open skies and the need for continuous pursuit of air transport liberalization. The President of ICAO's Governing Council also noted that ICAO's goal is to understand and reconcile the political positions of each State as much as possible on matters concerning the liberalization of market access, air carrier ownership and control, and air cargo services, and that in line with the ICAO Long-Term Vision for International Air Transport Liberalization, the UN agency is also assisting States with the modernization and harmonization of their regulatory regimes on a multilateral level.



SAVE THE DATE!
'Aeronautical Meteorology for Executives'
Information Session at 56th APAC DGCA Conference
19 - 23 Aug 2019

Meteorology and the changing climate has a significant impact on the aviation industry. The Standards and Recommended Practices for meteorological information are contained in ICAO's Annex 3: Meteorological Service for International Air Navigation. At the 56th APAC Conference of Directors General of Civil Aviation, Kathmandu, Nepal, 19-23 August 2019, an executive information Session will help increase awareness of the Director Generals on their responsibilities and role with regard to the provision of meteorological services for international civil aviation.

DGCA56 Conference Website: www.dgca56.com.np



Regional Surveillance Updates



The Surveillance Seminar and Fourth Meeting of the Surveillance Implementation Coordination Group (SURICG/4) were held in Nanjing, China from 9 to 12 April 2019. Participants from 15 States/Administrations, 12 International Organizations and industry partners participated in the events.

The meeting was updated on the status of RTCA-EUROCAE MOPS development, reviewed the regional requirements for Surveillance in the e-ANP, Seamless ATM Plan, 13th Air Navigation Conference as well as regional activities. The meeting adopted the revised Terms of Reference of Mode S DAPs Working Group and Mode S DAPs Implementation and Operation Guidance Document (Version 1.0), and revised the Regional Surveillance Strategy and ADS-B Implementation and Operations Guidance Document (AIGD). The meeting also discussed the draft Terms of Reference for ATM Automation System Working Group (ATMAS/WG) and supported the establishment of this technical body. States are encouraged to consider the application of new surveillance technologies and/or data sharing which can provide surveillance from “departure to destination”, and to monitor potential congestion on 1090 MHz and availability of 24-bit aircraft address due to operation of UAS, or other emerging aircraft types.

Forthcoming Event!

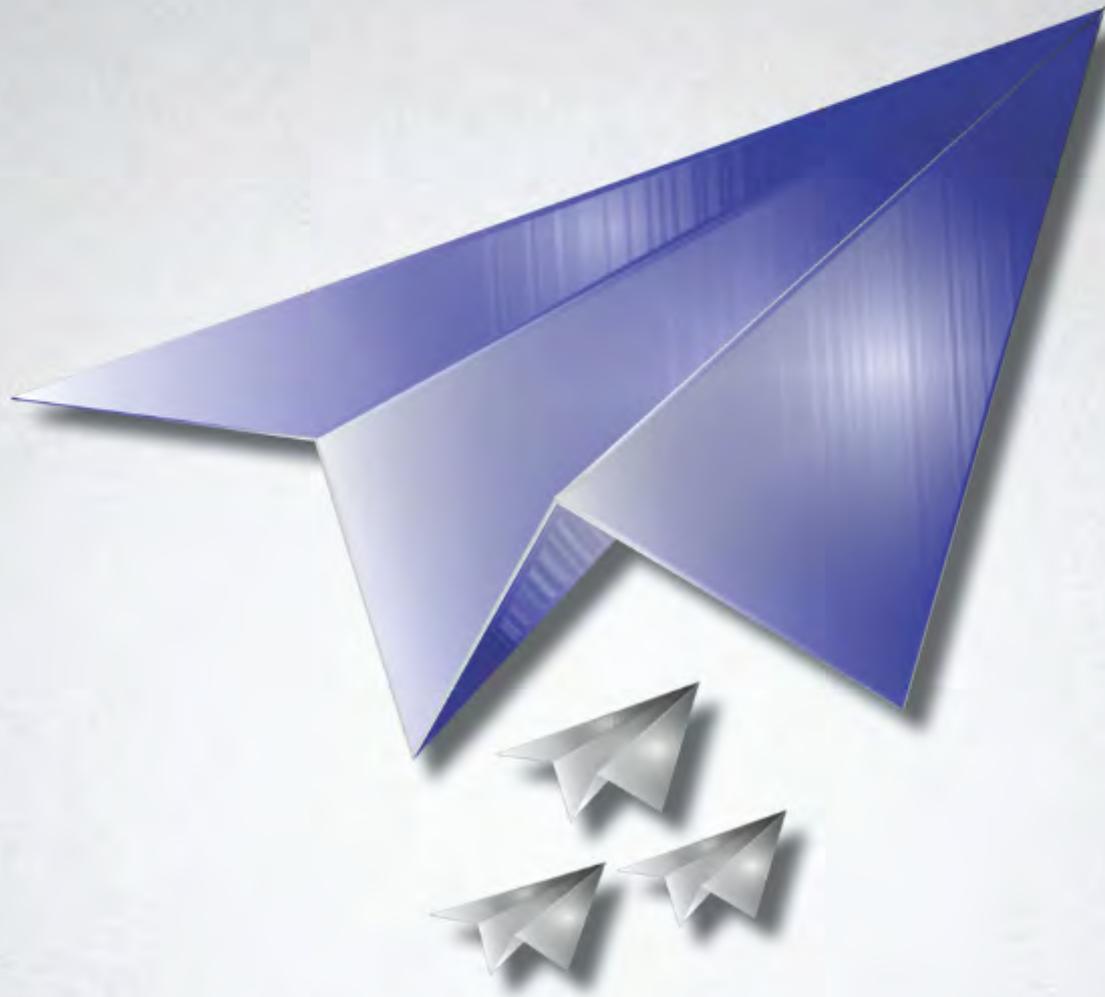
'Seminar on Flight Inspection and Procedure Validation'

Exhibitors/Sponsors are welcome!

A Seminar on Flight Inspection and Procedure Validation is being organized at the ICAO Asia and Pacific Office in Bangkok from 24 to 27 September 2019. The Seminar will be addressed by experts from relevant industries and the States. The service providers listed in the Catalogue of Asia and Pacific Flight Inspection and Flight Validation Service Providers Edition 10 will also be invited to share their experiences gained. The agenda will cover overview of calibration and verification of flight inspection system, technical and operational issues in flight inspection, calibration and operation of ILS, PBN implementation and procedure validation, emerging issues in flight inspection, regulators' perspective and safety oversight of flight inspection/validation activities.



For Participation or to make a technical presentation please contact: Mr Luo Yi , Email: yluo@icao.int;
For Exhibitor/sponsor opportunities please contact Ms. Pornrudee Ruthapichairak,
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SWIM Progressing in the APAC Regions

The ICAO Asia Pacific Region has been active over the past years in promoting Research & Development for System Wide Information Management (SWIM) implementation policies and activities. In accordance with the ICAO global provisions, the Third meeting of APAC SWIM Task Force (SWIM TF/3) held from 7-10 May 2019 endorsed the proposed APAC SWIM Implementation Philosophy and Roadmap highlighting a series of tasks and milestones that needs to be achieved before SWIM becomes a reality in the region and achieved outcomes as follows:

- Reviewed and endorsed the SWIM Education Video developed by the APAC Office in cooperation with member States to promote SWIM Implementation in the APAC Region.
- Developed initial structure of APAC SWIM Implementation Materials which will be the APAC regional implementation guidance on SWIM to be completed before the SWIMTF/4 meeting in 2020.
- agreed on the SWIM ASEAN Demonstration scheduled for November 2019 in both Singapore and Thailand.
- Through a joint meeting with CRV/OG/6, it was reconfirmed that “CRV will be used to support SWIM Implementation in the APAC Region”.
- The SWIM Repository was created initially to retain guidance and policies for reference and future endorsement including guidance for SWIM Service Identifiers (SSID) and SWIM Service Versioning.
- interoperable Registry Model and Asia/Pacific FIXM version 4.1 Extension will be used by States/Administration once adopted by the APAC CNS Sub-Group on behalf of APANPIRG.



The SWIM TF/4 meeting is scheduled for 18-21 May 2020 in conjunction with METP WG-MIE/7 meeting tentatively scheduled for 11-15 May 2020 in Thailand, in order to facilitate close cooperation with METP in the area of meteorological information exchange in IWXXM model in the APAC Region.

ICAO Secretary General at 2019 ACI World Assembly in Hong Kong, 2-4 April 2019



ICAO Secretary General Dr. Fang Liu in her keynote address to the 2019 ACI Asia-Pacific/World Annual General Assembly highlighted that ICAO is focusing global attention on some very exciting and even revolutionary aviation developments presently confronting global air transport, including the need for a trust framework to support aviation digital communications and greater responsiveness from regulators as they engage and accommodate new and non-traditional entrants to the aviation ecosystem.



Maldives Minister Visiting ICAO APAC, March

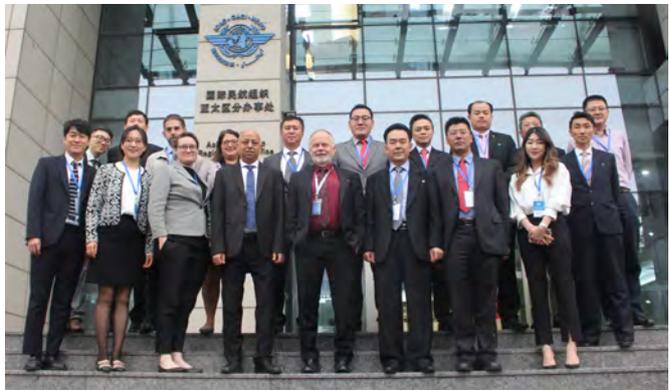


Myanmar Delegates Visiting ICAO APAC, January



ICAO COSCAP SEA
Air Navigation Services (ANS) Safety Oversight Workshop
ICAO Asia and Pacific Regional Office, Bangkok, Thailand, 18-22 February 2019

Air Navigation Services(ANS) Safety Oversight Workshop,
18-22 February, Bangkok



25th NARAST & 4th Member Coordinators Meeting,
COSCAP-NA , 24-25 April, Beijing



CAT Mission with COSCAP-SEA, 13-17 May, Lao PDR



CAT Mission in Timor Leste, July 2019



COSCAP-SA Audit Training in Bhutan



ASBU Workshop, 29-31 January, Bangkok

The Significance of National Air Navigation Plans (NANP)

In 2013 the Asia/Pacific embarked on a visionary process of modernizing the Air Traffic Management (ATM) system, and associated services such as airports, to match the capability of aircraft systems, as the region was facing unprecedented growth. The Asia/Pacific Seamless ATM Plan was a result of the Directors General of Civil Aviation's Kansai Statement; itself a visionary document that set out firm commitments to meet this challenge for Air Navigation Services (ANS). Over the intervening years, a number of subsidiary plans in the areas of Aeronautical Information management (AIM), ATM Contingency, Air Traffic Flow Management (ATFM) and Search and Rescue (SAR) has been developed, that would support the Asia/Pacific Seamless ATM Plan. A monitoring scheme was also introduced, so that we could understand the progress of implementation.

In 2019 we now look back on the first phase of the Asia/Pacific Seamless ATM Plan with some concern. Despite numerous APANPIRG Conclusions and DGCA Action Items urging States to conduct national planning and to mobilise resources to implement the plans, the Asia/Pacific has failed to deliver on its promise. As a whole, the region has only partly-implemented the Aviation System Block Upgrade (ASBU) Block 0 from the Global Air Navigation Plan (Doc 9750). Of the ten priority elements identified by APANPIRG, the Asia/Pacific has failed to implement nine of those. Why has this happened?

There are many complex reasons, which will vary from State to State. However, one main reason is that although Director Generals have previously stated their commitment, the 'buy-in' from all affected stakeholders has not been evident in many States. Even within State Civil Aviation Authorities (CAAs), support may not be uniform when there isn't enough effort to work across CAA Departments and senior management doesn't monitor the progress of implementation at regular intervals.

This is why ICAO, at the direction of the Ministers of Civil Aviation as part of their Beijing Declaration (January 2018), have embarked on a process of formalizing the need for each State to have a National Air Navigation Plan (NANP). This is mainly to achieve a whole-of-government approach that also includes military stakeholders and non-government stakeholders and sets out certain commitments, including monitoring and reporting. The proposed strengthening of NANP requirements was discussed at the ICAO – FAA ASBU Workshop, in Bangkok, Thailand 29- 31 January 2019.



NANPs, as well as other national plans dealing with safety, security and facilitation etc., should all be linked together in a broader national aviation plan to ensure an integrated strategic approach at the State level. This broader plan can be considered as a civil aviation “master plan” addressing all aspects of air transport at the State level. The objective is to provide a clear and comprehensive planning and implementation strategy for the future development of the entire civil aviation sector in terms of policies, legislation, objectives, facilities, equipment, organization and capacity-building, emphasizing the importance of air transport for the economic development of the State. The master plan should be linked to the State's overarching national development plan, in order to mobilize public and private resources and partnerships for the implementation of the plan and to strengthen the civil aviation sector. A clearly defined relationship between NANPs aligned with the GANP, civil aviation master plans and States' national development plans will enable the prioritization and optimum allocation of resources for all planned projects within States and across all sectors of activity.

Note: the 6th Edition of GANP would be presented to the 40th ICAO Assembly for endorsement by Member States. Further reading: <https://www4.icao.int/ganportal>



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Outcomes of the GBAS/SBAS Implementation Workshop



GBAS/SBAS Implementation Workshop was held in Seoul, Republic of Korea, from 3 to 5 June 2019 considering recent progress of GBAS/SBAS implementation by several States in the Asia/Pacific region. The workshop was attended by 123 participants from 16 States, 2 International Organizations and Industry (7 companies)

Ground Based Augmentation System or GBAS uses monitoring stations at airport to process signals from core constellations (currently GPS L1) and broadcasts corrections and approach path data to support precision approach operations while Satellite Based Augmentation System or SBAS uses a wide network of ground stations and provide signals from Geostationary Earth Orbit (GEO) satellites to support operations over a large geographic area, from En-Route down to approaches. Expected benefits from the GBAS/SBAS implementation are the enhancement of safety through the geometric vertical guidance for final approach and improvement of accessibility to regional airports in addition to the general benefits gained from PBN implementation, i.e. improvement of operational efficiency, increase of airspace capacity, reduction of noise and CO2 emission.

The objectives of the workshop were to improve understanding of GBAS/SBAS systems, to listen to States' and Industry's perspectives, and to share experiences on their implementation including system development, certification, safety assessment, flight procedure design and validation. Following a review of the status of the GBAS/SBAS systems in the Asia Pacific region, the workshop addressed the following implementation challenges :

- Definition of target operations (APV, CAT I, CAT II/III);
- Preliminary study on ionosphere study, test bed and simulation;
- Process for performance compliance demonstration to the regulator;
- Need for the SBAS system operator to be a certified CNS provider and demonstration that, during any maintenance/upgrade of the system, performances will be continuously met;
- Safety assessment of the operations for the integration into the ATM environment;
- Validation methodology of the Final Approach Segment (FAS) data block;
- Assignment of SBAS/GBAS channels;
- NOTAM and information to air traffic controllers about GBAS/SBAS outage information; and
- Airbus and Boeing fleet readiness to support GBAS and SBAS.



Many participants showed particular interest in the ionosphere, which affects GNSS signal delay, causing position errors of GNSS system, especially at low latitude regions. Low equipage rate of GBAS/SBAS airborne system among current aircraft and mandate of equipage issued by a few States implying retrofit of many aircraft were of concern too.

The participants appreciated the workshop as it was informative and useful for the planning of their GBAS/SBAS implementation. Overall, the workshop provided a good opportunity to see regional implementation status and compare with other States and regions, i.e. Europe and USA.

GBAS/SBAS Implementation Status in the Region

State	SBAS (LPV, DH 250 ft)	GBAS (GLS, Cat I)
Australia	<ul style="list-style-type: none"> • Test bed • Deployment in 2024-2025 • Potential for 1000 RWY ends 	<ul style="list-style-type: none"> • Published in Sydney and Melbourne • Potentially in Brisbane, Port Hedland and Adelaide
China	<ul style="list-style-type: none"> • Plan to provide Beidou SBAS service by 2030 	<ul style="list-style-type: none"> • Stations installed at Shanghai and Tianjin • Preparation of the operations now
Hong Kong, China		<ul style="list-style-type: none"> • Trial operation has been completed in 2018-2019 at Hong Kong airport • Decision to go for implementation
India	<ul style="list-style-type: none"> • GAGAN service is already available • Publication of flight procedures is expected soon 	<ul style="list-style-type: none"> • Plan to implement at Chennai airport
Japan	<ul style="list-style-type: none"> • MSAS V3 service will be operational by 2023 	<ul style="list-style-type: none"> • Plan to implement at Tokyo Haneda airport by 2020 • Ground systems are under development at Chitose, Sendai and Ishigaki airports
Republic of Korea	<ul style="list-style-type: none"> • KASS service will be available by 2023 	<ul style="list-style-type: none"> • Trial operation has been completed at Gimpo airport
Interested States	<ul style="list-style-type: none"> • GAGAN and MSAS may extend their service coverage upon agreement with neighboring States 	<ul style="list-style-type: none"> • Some feasibility studies are ongoing in Malaysia and Thailand.

Please find the presentations of the workshop at:
<https://www.icao.int/APAC/Meetings/Pages/2019-GBAS-SBAS.aspx>

APRAST/14



The Fourteenth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/14) was held at the ICAO Asia and Pacific Office in Bangkok, Thailand from 27 to 31 May 2019; co-chaired by Mr. Xinming LYU, Deputy Director General, CAAC East China Regional Administration and Mr. Gerardo Hueto, Assistant Director, Safety and Flight Operations-ASPAC from International Air Transport Association.

93 participants from 17 States/ Administrations and 7 International Organizations and Industry Partners attended the Meeting. In addition to discussing the proposed way forward in developing the AP-RASP the APRAST/14 Meeting adopted 10 Decisions and one conclusion. The report for the Meeting can be found at <https://www.icao.int/APAC/Meetings/Pages/2019-APRAST14.aspx>.

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Strengthening ICAO-CANSO Partnership in the Asia Pacific Regions



Mr Chiang Hai Eng, Director Asia Pacific Affairs CANSO; Dr Manjit Singh, Deputy Regional Director ICAO APAC Office; Mr. Kevin Shum, Chairman Asia Pacific CANSO CEO Committee; Mr Hiroaki Mitsuyama, Deputy Mayor Fukuoka City; H.E. Mr. Kozo Fujita, Vice-Minister, Ministry of Land, Infrastructure, Transport and Tourism of Japan; Mr. Jeff Poole, Director General CANSO; Mr. Yasuhiro Iijima, Director General Japan Air Navigation Services (JANS); Mr Simon Hocquard, Deputy Director General CANSO ; Ms. Teri Bristol, Chief Operating Officer Air Traffic Organization FAA

Recognizing that aviation safety and security is a collective responsibility of all the aviation stakeholders, ICAO has maintained a steady partnership and collaboration with CANSO. The 2019 CANSO Asia Pacific Conference was hosted by the Japan Air Navigation Services (JANS) in Fukuoka, Japan from 22-24 May 2019. The conference examined how ANSPs in the region can navigate a rapidly changing ATM landscape arising from strong traffic growth, technological disruption and new airspace users. The ICAO Asia Pacific Office participated in the panel on 'Navigating the changing ATM landscape in APAC'. The ICAO presentation emphasized that the 6th Edition of the ICAO Global Air Navigation Plan which includes the evolved Aviation System Block Upgrades framework, provides directions, a vision, a conceptual roadmap with some performance ambitions to navigate an ever changing aviation landscape. A Global Aviation Trust Framework is necessary to exchange safety and non-safety critical information, reduce the threat surface for cyber-attacks, guarantee resilience for the air navigation system and enable global interoperability and a single digital sky.

Also, 'Management of Change' provisions in ICAO Annex 19 denote the key risk management process to manage safety risks and provide the link between changes/innovations initiated for the improvement of capacity and efficiency and safety management. A change management process would ensure the desired efficiency and capacity outcomes are achieved without compromising safety performance.

ICAO Council President at Singapore's World Civil Aviation Chief Executive's Forum, 8-10 April 2019

Joining air transport and government leaders for one of aviation's pre-eminent leadership gatherings, ICAO Council President Dr. Olumuyiwa Benard Aliu in his keynote address stressed the historic benefits achieved for air transport and global prosperity by States' adoption of global civil aviation standards, policies, and strategic Global Plans through ICAO, while focusing his key points on why ICAO's role in realizing globally interoperable aviation systems will be critical to the exciting and innovative future of air transport as well.



ICAO APAC – FAA Collaboration Meeting - 21 March

On March 21, 2019, a team of the Federal Aviation Administration Asia Pacific group led by Ms. Carey Fagan, Director (Asia Pacific), visited the ICAO APAC Office. They were provided a briefing on the ICAO priorities for the Region by the ICAO APAC Team led by Regional Director, Mr. Arun Mishra. In addition to sharing information on their 2019 annual work plans, the ICAO and FAA teams had fruitful discussions on possible future collaboration programs. Some recent examples of ICAO/FAA collaboration include - the ICAO/FAA ASBU Workshop, ICAO COSCAP SEA/FAA ANS Safety Oversight Workshop as well as contributing an Aerodrome Expert to the PSIDS Aviation Needs Analysis study.



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Durian, King of the Fruits, Party - May 2019



Farewell to Ms. Hannah, June 2019



Thai Costumes



Chinese New Year 2019



APAC Staff Meeting, 22 March 2019



ICAO-APAC Fire Drill, June 2019

ICAO APAC NCLB INITIATIVE "Supporting KIRIBATI for USOAP Audit"

Kiribati is one of the Pacific Small Islands Developing State (PSIDS). Like most PSIDS, air transportation is vital and most effective to remain connected with the international community and also between the islands.

An ICAO Combined Action Team (CAT) Technical Assistance Mission visited Kiribati from 3-10 June 2019 as part of ICAO's No Country Left Behind (NCLB) initiative. The CAT team consisted of an ICAO Flight Safety Expert and an OPS SME from Australia. As Kiribati has not been audited before the missions objective was to familiarize Kiribati CAA (CAAK) with the process of an ICAO on-site audit activity and to provide technical assistance towards preparation for the upcoming ICAO USOAP CMA audit in December 2019.

Under the ICAO NCLB initiative, ICAO APAC Regional Office has also conducted APAC CAT technical assistance missions to Solomon Islands, PNG, Tonga, Fiji, Samoa and Vanuatu over the past two years.



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Airports Authority of India to get a standalone telecom network for Air Navigation Services

India joins the league of select few countries having a dedicated telecommunication network for air navigation services.

Airports Authority of India (AAI), the sole custodian of the Indian civilian airspace has started new programs and technologies required to aid the Air Traffic Services. In order to operate correctly, these modern programs demand higher bandwidth and highly reliable communications links. It is not possible to provide the reliability and service monitoring needed for these systems using current standalone circuit technology.

AAI has awarded Harris Corporation a 15-year contract to provide Futuristic Telecommunications Infrastructure (FTI). It is a nationwide telecom network to support air traffic management (ATM) operations, with emphasis on safety, reliability and the ability to expand for growth. This \$135 million project will provide Service Level Agreement based Telecom links with availability parameters ranging from 99.9% to 99.999%. Network Operation Control Centres (NOCC) and Security Operation Control Centres (SOCC) will monitor the performance of all telecom links 24/7 for immediate response to fix outages and to protect the network from cyber threats. All service connections and equipment will be



Network Operations Control Centre (NOCC)

security hardened and safeguarded 24/7 against intrusions and security threats by continuous system updates. The NOCC/SOCC facilities were established in February this year and the telecom services are expected to be gradually delivered from September-October, 2019.

FTI implementation would result in enhanced airspace safety and capacity allowing for more economical and environment-friendly flight levels thereby reducing overall carbon footprint.

Meet RAJAN POKHREL, Recently Appointed Director General of Civil Aviation Authority of Nepal



Q: As a DGCA of CAA, Nepal, what are your significant challenges for CAAN and the future initiatives that CAAN is embarking upon over the next few years?

A: Civil aviation in Nepal has been expanding rapidly since last few years. The rate of growth of air traveller has increased by 13.85 in international sector and 15.45 in domestic sector in year 2018 compared to previous year. CAA Nepal has the responsibility of regulation of civil aviation sector as well as operations of aerodromes and air navigation services. In this context the major challenges facing us are the continuous improvement of aviation safety, increase capacity and develop aviation infrastructure to cope with this growth. Capacity constraint in the area of safety oversight, especially the hiring and retention of qualified safety oversight Inspectors, is a major challenge being faced by many developing countries, and we are not an exception. We have been working together with the industry partners and regional and international organizations to overcome this constraint.

At present, there is only one international airport and 32 operational domestic airports. However, air transport activities in Nepal are mainly concentrated in Tribhuvan International Airport, located at capital city Kathmandu.

Due to the surrounding topography of Kathmandu valley there is a limitation in number of air traffic that can be handled here. Therefore, two additional international airports namely – Gautam Buddha International Airport (GBIA) and Pokhara International Airport are being constructed.

To increase the ATC capacity, satellite based RNAV flight procedures have been established and two new MSSR Mode-S have been installed bringing about two third of Nepalese sky under ATC surveillance.

Most of the domestic airports are very small and located in high altitude mountainous terrain where small twin-engine aircraft are operating passenger flights. It is not practicable to install required navigation facilities in these "altiports". Some of these altiports even do not provide option of missed approach thus requiring pilots to be highly alert all the time. So, we have implemented some specific requirements regarding qualification of pilots to operate in these altiports.

Q: Since the last ICAO USOAP audit, are you satisfied with the EI result? What are the key safety issues need to be resolved in your view? What are your near time and mid-term priorities?

A: The ICAO ICVM 2017 covered four areas namely LEG, ORG, OPS and AIR and Nepal has performed reasonably well in LEG, OPS and AIR. Nepal's overall EI level has increased to above the ICAO Global Aviation Safety Plan target. The improvement in safety performance is really encouraging. We are confident that once all the areas, are audited again, our EI level will be much higher. As regards to the question on satisfaction with the results, 'satisfaction' is a relative term. There can never be an absolute satisfaction otherwise the result will be only stagnation. Maintaining or increasing the pace of improvement is what we aspire for. Our past performance together with its recognition in the form of an ICAO President of Council Certificate has boosted up our vigor, encouraging us to do better. We definitely shall achieve more overcoming all the existing and upcoming challenges.

In my opinion, the key safety issue that needs to be resolved is the number of accidents with small aeroplane and helicopters that mostly operate in logistic and rescue operations in mountainous region. We have been working closely with industry since last five years to reduce these accidents and our collaborative efforts have produced some positive results. Fatality rate in accidents of small aeroplane with MTOW 5700 kg or less has been significantly dropped during the period of last five years. Whereas the fatality rate in helicopter operations, which is still in average 5 fatalities per year is the area of our concern. Compared to the annual traffic growth, the continuous drop in fatality rate indicates the overall improvement of aviation safety in Nepal.

Q: What would be your expectations from the 56th Conference of Directors General of Civil Aviation with the theme of 'Harmonizing Efforts to Meet the Capacity Challenges' for the Asia Pacific region in general and, for Nepalese aviation in particular. To that end, what roles can CAA Nepal and other States play to support this theme?

A: As is the theme, the DGCA Conference will definitely be a platform opening up avenues of collaborative and cooperative efforts to meet the capacity constraints being experienced in aviation sector. This conference will also be pivotal in shaping up the concepts of Regional Safety Oversight Organizations as an endeavor of strengthening oversight capability throughout the APAC region. No doubt, we have been seeking regional solutions through various regional teams related to specific topics. The regional guidance covering issues of common concerns is the demand generated by the global nature of aviation and the need to go in harmonization as no country can singularly address the global issue of safety and capacity. We firmly believe that no contracting State should be deprived of exercising its right granted by the Convention on International Civil Aviation as long as it is in compliance with the SARPs and guidance of ICAO.



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2019 Events on the horizon

Updated on 06 June 2019

Fifteenth Symposium and Exhibition on the ICAO Traveller Identification Programme (TRIP)	Montréal, ICAO HQ	25 – 28 June 2019
ICAO Global Aviation Cooperation Symposium	Thailand	22 – 24 July 2019
56th APAC DGCA Conference	Kathmandu, Nepal	19 – 23 August 2019
ICAO Global Aviation Security Symposium (AVSEC2019)	Montréal, ICAO HQ	18 – 20 September 2019
Innovation Fair	Montréal, ICAO HQ	22 – 23 September 2019
Fifth ICAO World Aviation Forum (IWAF 2019)	Montréal, ICAO HQ	23 September 2019
40th Session of the Assembly	Montréal, ICAO HQ	24 September – 4 October 2019
Cyber Security & Resilience Seminar	Cairo, Egypt	8 – 10 October 2019
APANPIRG30 – 30th Asia/Pacific Air Navigation Planning and Implementation Group	Bangkok, Thailand	4 – 6 November 2019
RASG-APAC/9 – 9th Regional Aviation Safety Group Meeting – Asia/Pacific Region	Bangkok, Thailand	7 – 8 November 2019
Third UAS DRONE ENABLE Symposium (UAS2019)	Montréal, ICAO HQ	12 – 14 November 2019
Tenth ICAO ATFM Global Symposium (ATFMS/10)	Region (TBD)	Q4
Global Aviation Training and TRAINAIR PLUS Symposium	Region (TBD)	2019

For a full list of upcoming events visit: [icao.int/meetings](https://www.icao.int/meetings)

* All event dates are subject to change

For more information regarding sponsorships and exhibitions, please contact mcr@icao.int



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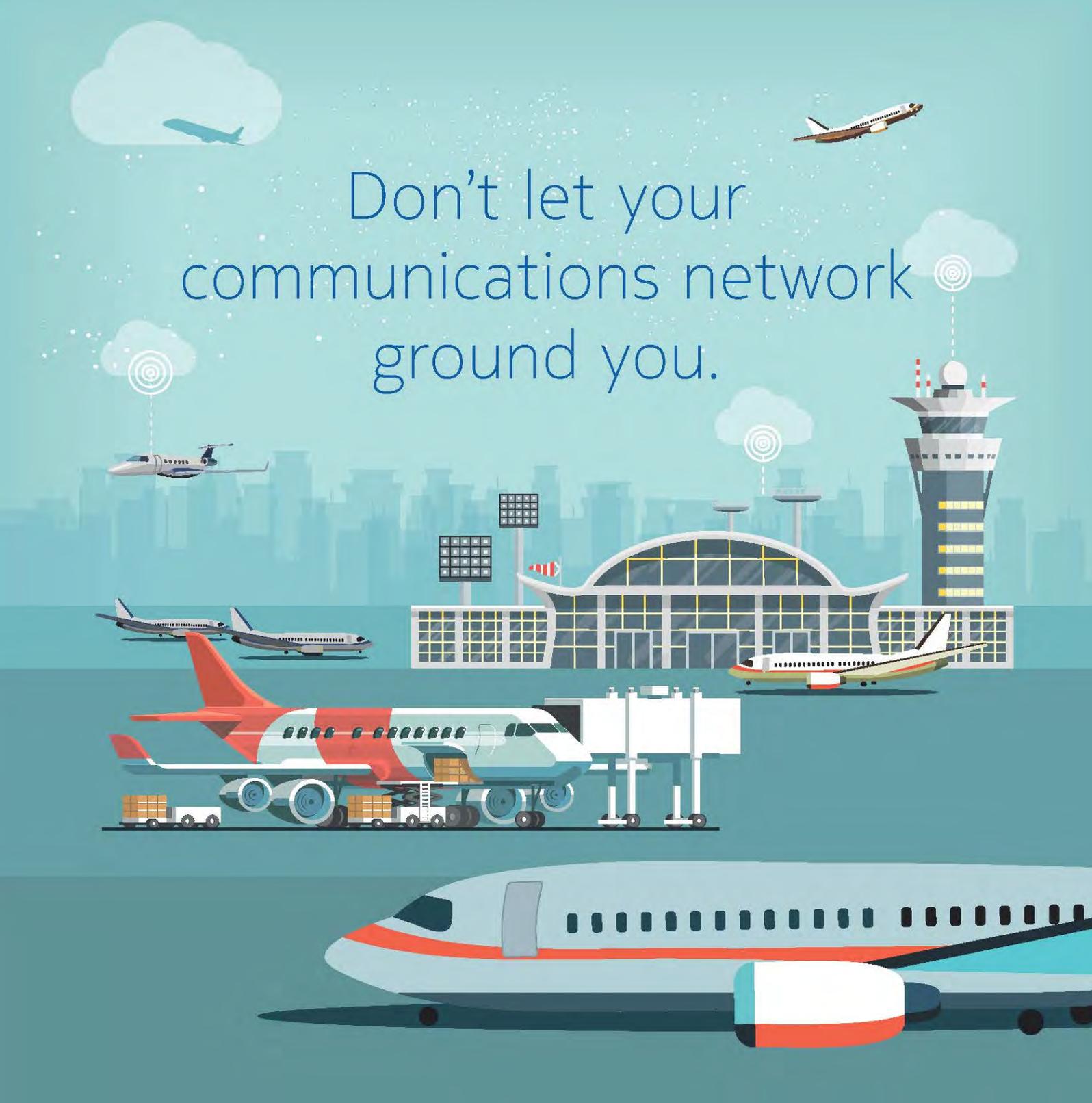
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ICAO APAC SCHEDULE OF MEETINGS, WORKSHOPS AND SEMINARS 2019

DATES	MEETINGS, WORKSHOPS AND SEMINARS	VENUE
July		
1 - 5 Jul	Ninth Meeting of the FANS Interoperability Team - Asia (FIT-Asia/9)	Makassar, Indonesia
9-12 Jul	Twenty-fourth Meeting of the Regional Air Space Monitoring Advisory Group of APANPIRG (RASMAG/24)	Bangkok, Thailand
8 – 9 Jul	Sixteenth CASP-AP Steering Committee Meeting *	Pattaya, Thailand
10 - 11 Jul	Seventh Meeting of the Regional Aviation Security Coordination Forum (RASCF/7)	Pattaya, Thailand
9 - 26 Jul	FPP PBN Procedure Design Course No. 15 *	Beijing, China
17 – 19 Jul	State Safety Oversight System Competency and Effectiveness Workshop *	Bangkok, Thailand
22 – 23 Jul	Seventh Meeting of the Asia Pacific Accident Investigation Group (APAC-AIG/7)	Putrajaya, Malaysia
24 - 25 Jul	ICAO Regional Accident Investigation Workshop, Asia and Pacific Regions	Putrajaya, Malaysia
22 – 25 Jul	Extended Diversion Time Operations (EDTO) Workshop	Bangkok, Thailand
22 - 30 Jul	Aviation Security National Inspectors Course	Aviation Security Training Centre (ASTC), Singapore
24 – 25 Jul	Afghanistan, People's Republic of China and Pakistan COM Co-ordination Meeting	Beijing, China
August		
5 – 7 Aug	Fourth Meeting of Advanced Inter Regional ATS Route Development Task Force (AIRARD/TF/4)	Bangkok, Thailand
5 – 9 Aug	Seventh Meeting of Air Traffic Management Sub-Group (ATM/SG/7) of APANPIRG	Bangkok, Thailand
13 - 16 Aug	PBN Workshop for Air Traffic Controllers *	Bangkok, Thailand
15 – 16 Aug	IATA Safety Audit for Ground Operations (ISAGO) Workshop *	Bangkok, Thailand
19 – 23 Aug	Fifty-sixth Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Kathmandu, Nepal
September		
2 - 6 Sep	Twenty third Meeting of the Communications/ Navigation and Surveillance Sub-group (CNS SG/23) of the Asia and Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG)	Bangkok, Thailand
3 – 5 Sep	Eighth Meeting of the South China Sea Traffic Flow Review Group (SCSTFRG/8)*	Bangkok, Thailand
3 – 11 Sep	Aviation Security National Inspectors Course Aviation Security Training Centre (ASTC)	Kunming, China
24 - 27 Sep	Seminar on Flight Inspection and Procedure Validation	Bangkok, Thailand
25 – 27 Sep	1 st Meeting of Asia/Pacific Aerodrome Design and Operations Task Force (AP-ADO/TF/1) and 1 st Meeting of Asia/Pacific Aerodrome Assistance Working Group (AP-AAWG/1)	Bangkok, Thailand
October		
8 - 10 Oct	Second meeting of the Bay of Bengal Air Traffic Flow Review Group (BOBTFRG/2) *	Bangkok, Thailand
15 – 17 Oct (TBC)	Performance Based Navigation (PBN) Safety Assessment Workshop*	Beijing, China
October	Fourth Meeting of the Air Traffic Flow Management Information Requirement Small Working Group (ATFM/IR/SWG/4) *	TBD
October (TBC)	Ninth Meeting of the South China Sea Traffic Flow Review Group (SCSTFRG/9) *	TBD
November		
4 – 6 Nov	Thirtieth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Group (APANPIRG/30)	Bangkok, Thailand
7 – 8 Nov	Ninth Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/9)	Bangkok, Thailand
19 Nov	Second ICAO-EASA Forum on Civil Aviation in South East Asia	Ha Long, Viet Nam
20 – 21 Nov	Nineteenth COSCAP-SEA Steering Committee Meeting *	Ha Long, Viet Nam
November (TBC)	Civil-Military Cooperation's Workshop	Bangladesh
November (Week of 18 Nov)	A-CDM integration with ATFM workshop	TBD
December		
3-5 Dec	Fifteenth Meeting of the South East Asia and Bay of Bengal Sub-regional ADS-B Implementation Working Group (SEA/BOB ADS-B WG/15)	Singapore
December (Week of 2 Dec)	ATFM workshop on Capacity/Demand Assessment	TBD

* Note: Meetings organized by the Regional Sub-Office or COSCAPs, CASP-AP, CAPSCA-AP & FPP

Participation by Invitation Only. For more information, please contact: APAC@icao.int



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