



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY SEVENTH MEETING OF THE ASIA/PACIFIC
AIR NAVIGATION PLANNING AND IMPLEMENTATION
REGIONAL GROUP (APANPIRG/27)**
Bangkok, Thailand, 5 to 8 September 2016
**Agenda Item 3: Performance Framework for Regional Air Navigation Planning and
Implementation**
3.6: Other Air Navigation Matters
UPDATES ON KIRIBATI AIR NAVIGATION INFRASTRUCTURE
(Presented by Kiribati)
SUMMARY

Kiribati has been a Contracting State since 1981. Recently the State, assisted by international agencies, has commenced activity to ensure the responsibilities pursuant to its status as a Contracting State are addressed and applied. This will enable Kiribati to effectively implement regulatory and administrative processes to apply ICAO SARPS, particularly those relative to management of the State's sovereign airspace.

Kiribati acknowledges that there are many steps yet to be concluded to demonstrate to the international aviation community that the State has successfully implemented procedures for the required compliance with SARPS; however, process has commenced and progress is already apparent.

Strategic Objectives:

A: **Safety** – Enhance global civil aviation safety

B: **Air Navigation Capacity and Efficiency**—Increase the capacity and improve the efficiency of the global aviation system.

1. INTRODUCTION

1.1 Kiribati is located in the central tropical Pacific Ocean where the International dateline crosses over the Equator.

1.2 Kiribati is one of the remotest air route destinations within the ICAO Contracting States community; however, remote as it may be, Kiribati attaches great importance to its membership of ICAO and to this end, the State has engaged in the process of implementing procedures and processes to meet its obligations as an ICAO Contracting State in a timely and comprehensive manner. With the assistance of the World Bank's Pacific Aviation Improvement Program and the Pacific Aviation Safety Office the Civil Aviation Directorate Kiribati now has access to specialists and advisors to ensure those procedures and processes are comprehensive, robust, well documented, consistent with ICAO Standards and Recommended Practices and properly implemented.

2. DISCUSSION

2.1 A contract is already in progress to replace the aging navigation aids at Tarawa and Cassidy. It is expected these new aids will be operational by the end of the current year (2016). Under the same project meteorological observing systems and VHF radios will be provided at both airports and the runway and taxiway lighting at Cassidy will be replaced. The project includes technical and operator training.

2.2 The NDB approach procedures at Tarawa are to be redesigned to take account of the relocation of the NDB. At the same time GNSS procedures will be designed and implemented at Tarawa.

2.3 As part of the wider World Bank Project for the Pacific, ADS/B receivers and associated displays are being sited at Christmas Island and Bonriki. The data from the ADS/B receivers will be used to enhance the situational awareness of the AFIS officers and provide a more effective SAR response in the event of a ditching within the coverage area. Additionally, the data will be made available to third party ANSPs, who may have a use for it in the provision of upper airspace management services. The contract includes technical and operator training.

2.4 A refurbished Stryker 6 fire tender has been purchased by the Government of Kiribati and is now in use at Tarawa. Appropriately named “Pride of Tarawa” it replaced the tenders which had gone well beyond their useful life and stands by for all aircraft movements. The contract included training for mechanics and operational firefighting specialists.

2.5 The contract arranged by the Kiribati Aviation Improvement Programme (KAIP) for the provision of two fire tenders at Cassidy and two at Bonriki has been signed and the activity to prepare and deliver the vehicles commenced. The tenders will be delivered progressively over the next ten months. The contract includes training for mechanics and operational firefighting specialists.

2.6 The improvements are not confined to physical infrastructure. Additional regulatory specialists and inspectors have been appointed in the Civil Aviation Authority and are in the process of ensuring the necessary procedures and process are documented and can be implemented. This includes a review of data to be published in the AIP, planned for early 2017.

2.7 To ensure Kiribati adequately fulfils its responsibilities in relation to SARPS and official correspondence, registers for State Letters and Electronic Bulletins have been established and specific responsibility for updating the registers and ensuring timely and appropriate responses are provided has been allocated to a desk officer in the Civil Aviation Authority.

2.8 Security procedures at both Bonriki and Cassidy already include checked baggage screening and airside quarantine and passenger screening. The procedures will be enhanced later this year with promulgation of the National Civil Aviation Security Programme and establishment of the National Aviation Security Committee and Airport Security Committees.

2.9 In the longer term regulatory compliance for the two international airports will be improved. In this regard the KAIP will shortly release an international tender for a team of experienced airport management and operational consultants to spend two years improving the management, operations and regulatory compliance at both airports. Very importantly, this consultancy includes a major component for training of local personnel to take over the management and operations at the consultancy.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) Note the significant progress already underway in the Republic of Kiribati to improve aviation infrastructure; and
- b) Note the activity being undertaken by Kiribati Civil Aviation Authority to ensure effective safety oversight of aviation within the Republic.

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