



Summery of Civil Aviation Activities in DPR Korea

Presented by General Administration of
Civil Aviation, DPR Korea(GACA)

(4th MC meeting, Beijing China, 25th April 2019)



2019/4/2
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Vision

Be a world -level service provider in the aviation industry

Mission

Ensure safe, secure and efficient air transportation



OUTLINE

1. OBJECTIVE OF SAFETY OVERSIGHT
2. LEGISLATIVE BASIS
3. ORGANIZATIONAL STRUCTURE
4. SUCCESS
5. CHALLENGE



1. Objective of Safety Oversight



- ⇒ **Implement** CAL(Civil Aviation Law), CASR(Civil Aviation Safety Regulation), SMs(Standards Manual) etc. to ensure flight safety in civil aviation activities
- ⇒ **Embody** ICAO SARPs and procedures in civil aviation activities to ensure safety, regularity and efficiency in intl navigation



2. Legislative basis

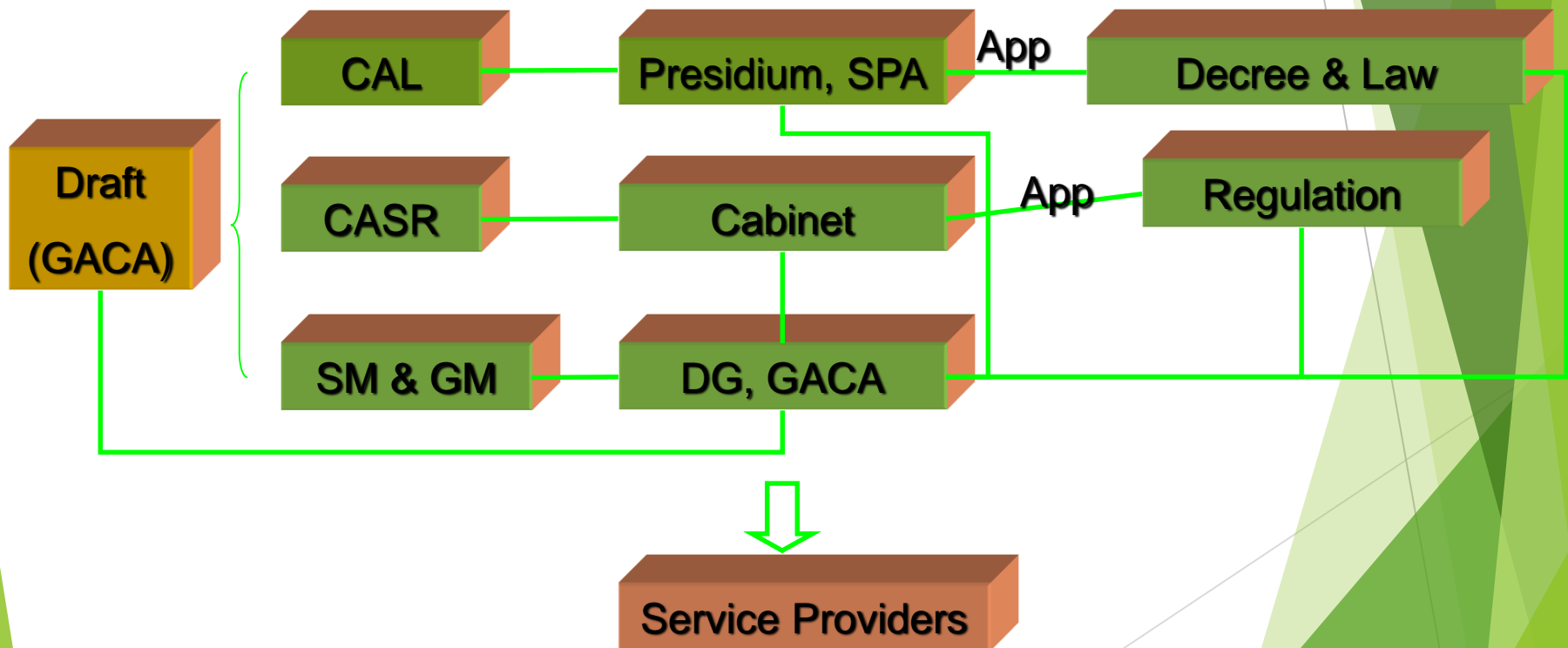


⇒ **Promulgation of CAL & CASR**

- The main task of GACA is to conduct safety oversight activities on service providers based on above legislation .
- This legislation is the most fundamental basis of safety oversight and civil aviation activities.



LEGISLATION MAKING PROCEDURE





1) **Civil Aviation Law (CAL)**

- ▶ Adopted on 23 March, 2000
by Decree No 1419 of Presidium, SPA
Amended on 22 April, 2008
by Decree No 2686
Next amendment on second half
2019
- ▶ Main legislation for civil aviation and
Basis of safety oversight regulations,
SMs & manuals



2) **Civil Aviation Safety Regulations(CASR)**

- Adopted on 19 July, 2006

Cabinet Resolution No 32

Amended on 11 April, 2008

Cabinet Resolution No 18

Next amendment on second half
2019

- Based on Civil Aviation Law

Includes civil aviation regulations
governing national civil aviation
activities



3) International Civil Aviation Organization (ICAO)

⇒ DPR Korea Contracting State on 1977

⇒ Civil Aviation Law Article 9

➤ “International conventions shall be effective as same as this law, which are approved by DPRK regarding civil aviation activities.”



⇒ DPRK CIVIL AVIATION LAW, REGULATION, STANDARDS MANUALS AND OTHER DOCUMENTS ARE DEVELOPED

- In compliance with national law
- Covering the requirements in the Chicago Convention and its Annexes
- Keeping as main tools to ensure aviation safety by fully implementing SARPs
- These requirements are being implemented to ensure safety, regularity and efficiency of civil aviation



3. Organizational Structure



⇒ GACA was organized

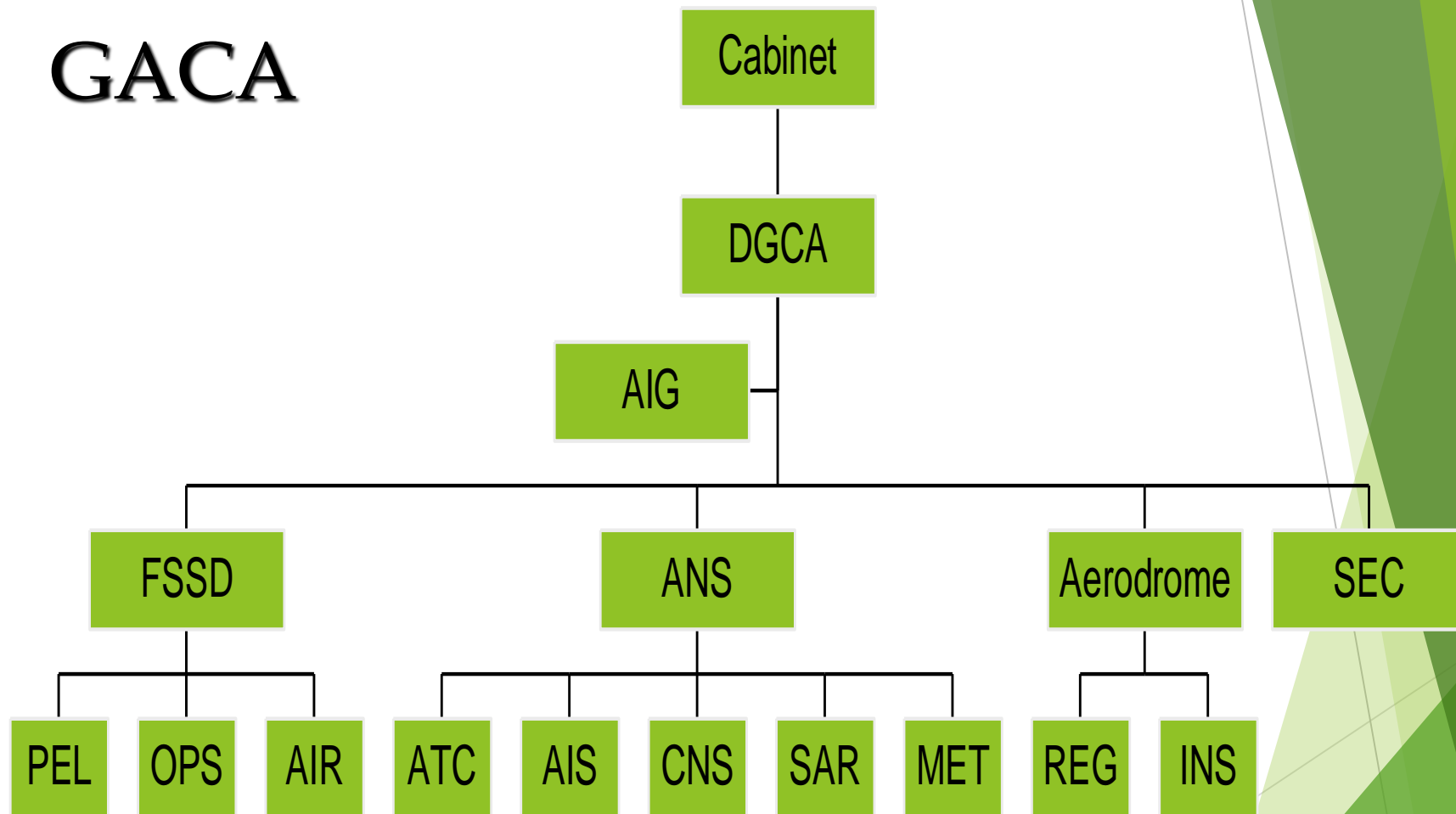
- As an organ in Cabinet in accordance with CAL, Article 89 & CASR Article 2
- It is able to conduct safety oversight on civil aviation activities in a national scale

⇒ GACA has organizational system to fulfill its functions in accordance with CAL and CASR.

- Each department – duties & responsibilities are clearly defined.



GACA





Based on Civil Aviation Law, GACA shall

- ⇒ Implement national civil aviation policies & civil aviation regulation
- ⇒ Develop/amend or supplement regulations, standards manuals & other documents for the implementation of national/international standards
- ⇒ Submit to Presidium, SPA, draft amendment/supplement of CAL, if necessary, to implement ICAO Convention.



GACA shall

- ⇒ Make bilateral/multilateral air service agreement
- ⇒ Organize airspace utilization, air traffic control & aeronautical navigation.
- ⇒ Define and promulgate intl & domestic route and its procedures.
- ⇒ Discuss & approve application for new intl & domestic route.



Main Documents

- ⇒ Civil Aviation Law
- ⇒ Civil Aviation Safety Regulation
- ⇒ Standard Manual
- ⇒ Specific Manuals
- ⇒ Guidance Materials(Advisory circular)



4. SUCCESS



GACA and ICAO Audits

⇒ ICAO Universal Safety Oversight Audit conducted in May 2008

77.13% Effective Implementation Score
(world average >60%)

No significant safety concern was identified.

USOAP Report

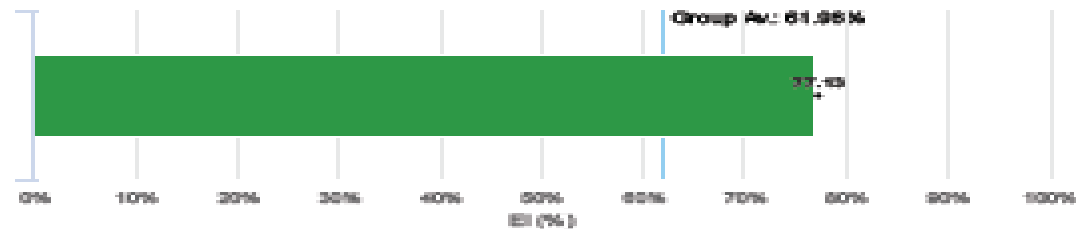
Democratic People's Republic of Korea in APAC group

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Current Results

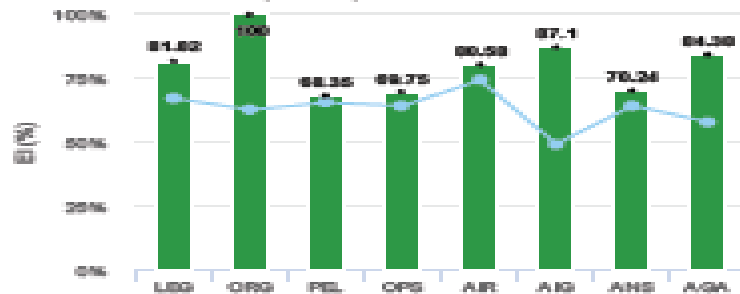
Overall EI

Democratic People's Republic of Korea versus APAC



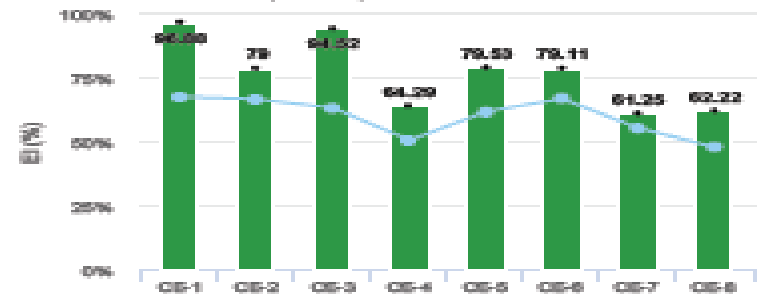
EI by Area

Democratic People's Republic of Korea versus APAC



EI by CE

Democratic People's Republic of Korea versus APAC



Unsatisfactory PQs by Area and CE

	LEG	ORG	AIG	PEL	OPS	AIR	ANS	AGA
CE-1	1							
CE-2	3		1	4	1	3	5	4
CE-3					2		2	
CE-4			5	4	4	1	9	2
CE-5			3	2	3	10	4	4
CE-6				11	10	1	7	10
CE-7				2	5	4	16	4
CE-8			3	2	3	1	7	1



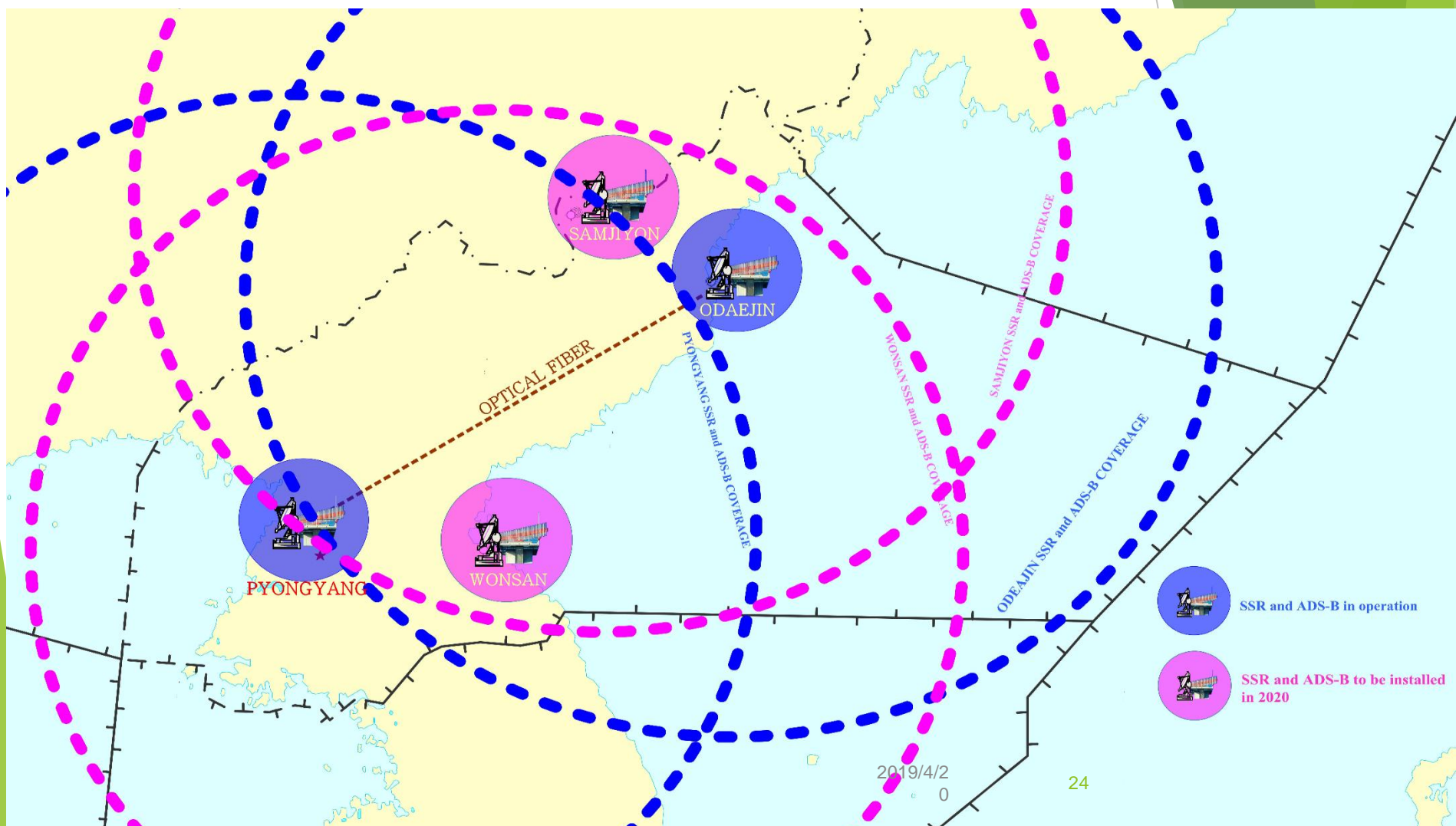
USOAP-CMA activities

Through USOAP-CMA Online framework

- ▶ SAAQ updated by 2018
- ▶ Protocol Questions(Self-assessment was initiated since 2018)
- ▶ CAPs(Implementation status was updated)



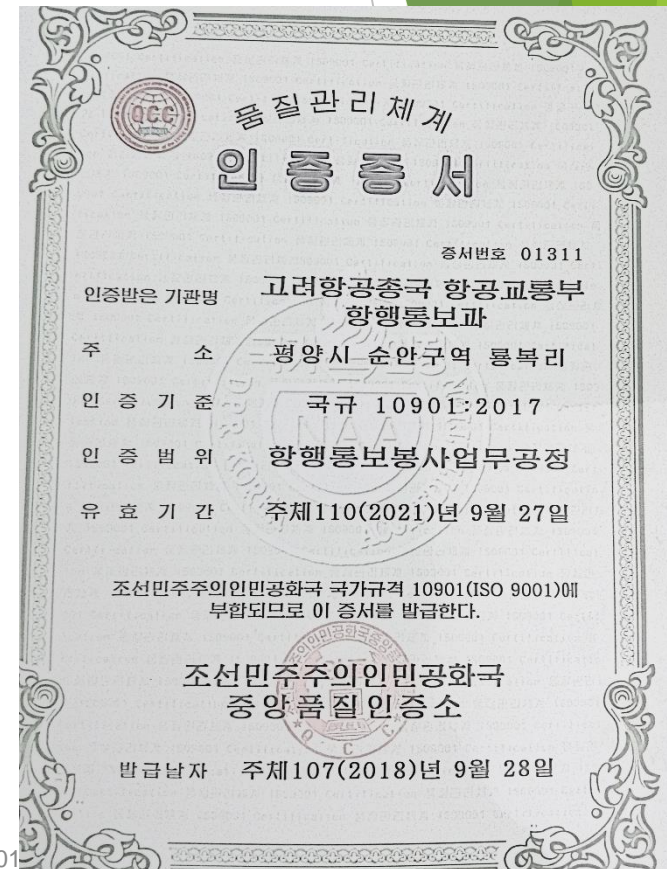
ADS-B implementation status in DPRK





AIS in DPR Korea was accredited by ISO 9001:2015

- ▶ ISO adopted new quality management standard in 2015
- ▶ ICAO requested all contracting states shall implement new QMS for AIS
- ▶ Quality Certification Center of DPR Korea adopted new national standard(KPS10901:2017) in compliance with ISO 9001:2015.



Pyongyang Int' Airport





Cooperation with COSCAP-NA and Member States

- ▶ In 2018/2019
- ▶ ANS/AGA workshop was conducted in Pyongyang under the auspices of COSCAP-NA in 2018.
- ▶ Civil/Military workshop
- ▶ Search and Rescue(SAR)workshop
- ▶ Flight Operations PQ USOAP CMA analysis, Etc. are planned to be held in Pyongyang in 2019.
- ▶ The projects of Language proficiency training/ Aircraft rescue and Fire Fighting Exercise are in progress with CAAC.



5. Challenges@ Threat

- ❑ Limited resources
 - human (lack of qualified personnel)
 - Financial aspects
 - Aging Fleet (Russian aircraft)
 - Language proficiency
- ❑ Political matter
 - UN sanctions affect even to civil aviation activities
 - (Suspended services to DPR Korea which relates to flight operations)



감사합니다!

谢谢!

Thank you !