



International Civil Aviation Organization

**The Sixth Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/6)**

Hong Kong, China, 30 July – 03 August 2018

Agenda Item 4: ATM Systems (Modernisation, Seamless ATM, CNS, ATFM)

AIR NAVIGATION INFRASTRUCTURE IMPROVEMENTS IN KIRIBATI

(Presented by Kiribati)

SUMMARY

Several projects in Kiribati are directed at improvements in the airport infrastructure including the ANS system. This paper details the current status of those projects and highlights the reduction in deficiencies in ANS systems in Kiribati.

1. INTRODUCTION

1.1 Kiribati is located in the central tropical Pacific Ocean where the International dateline crosses over the Equator. Kiribati islands are vastly dispersed over 3.5 million square kilometres of the Pacific Ocean - an area larger than India according to the World Bank. Because of its geographical challenges, the Government of Kiribati has prioritised its strategic plan in developing the Air Transport sector.

1.2 Regardless of its status as one of the remotest air route destinations within the ICAO Contracting States community, Kiribati attaches great importance to its membership of ICAO. To this end, the State has embarked on the process of improving the ANS infrastructure to meet its obligations as an ICAO Contracting State to ensure safe and efficient aviation activities. The Government of Kiribati is engaged in a range of projects aimed at improving the ANS infrastructure. These projects are being conducted using government funds and also with the assistance of the World Bank's Pacific Aviation Improvement Program and regional neighbours.

2. DISCUSSION

2.1 The project to improve the aging navigation aid systems is now well advanced with an expectation of an end of July deadline for all systems to be installed at Bonriki International Airport. The next phase of the project is to upgrade Cassidy Airport with a new tower and fire station currently under construction and civil works for navigation aids and AGL commenced.

2.2 The navigation aid improvements include automatic meteorological observing systems (AWOS), VHF radios and backup power generators and UPS at both airports with the runway and taxiway lighting at Cassidy to be replaced. The project includes technical and operator training.

2.3 Although NDB approach procedures for Bonriki have been redesigned it likely the NDB will be installed at Kanton midway between Tarawa and Kirimati as part of a project to upgrade the Kanton runway and airport infrastructure to support the Phoenix Islands Protected Area as well as enabling Air Kiribati flights between Bonriki and Cassidy.

2.4 The DME replacement for Bonriki Airport has completed FAT and installation and commissioning is expected to be completed by the time of the ATMSG meeting.

2.5 As part of the PAIP/KAIP an ADS/B receiver and associated displays and RCMS has been installed at Bonriki. This system has successfully passed SAT and has been commissioned. A similar system is to be installed at Cassidy before the end of 2018. Neither system has redundancy and they are to be used to provide enhanced situational awareness for the AFIS staff. Under the same project all T3 registered aircraft are to be fitted with TSO145/146 compliant avionics. The avionics are expected to be fitted and certified before the end of July 2018. Discrete 24bit codes have been allocated for all T3 registered aircraft.

2.6 The AGL system at Bonriki was commissioned in June 2018.

2.7 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.

2.8 The majority of obstacles within the runway strip at Bonriki have been mitigated.

2.9 The initial drafts of manuals necessary to support the certification of the international airports at Bonriki and Cassidy have been drafted and are being revised to incorporate CAAK comments prior to formal submission as required for the certification under Kiribati Aviation Rules part 139, 171 and 172. The formal certification process will commence during the latter stages of 2018 and is expected to be completed by mid-2019.

2.10 The State Safety Programme documentation has been drafted and is awaiting Ministerial approval and signing.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.

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