



ASSEMBLY — 39TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 14: Technical Assistance Programme

Agenda Item 28: No Country Left Behind Initiative

**SUPPORTING IMPLEMENTATION OF AVIATION SAFETY
AND AIR NAVIGATION BY JAPAN**

(Presented by Japan)

EXECUTIVE SUMMARY

This paper presents a support system for implementing aviation safety and air navigation by Japan through the Official Development Assistance (ODA) scheme.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
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<i>Financial implications:</i>	None
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<i>References:</i>	None
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1. INTRODUCTION

1.1 In December 2014, ICAO launched a No Country Left Behind (NCLB) initiative to assist Contracting States in effective implementation of ICAO's and Standards and Recommended Practices (SARPs) policies, plans and programs in a globally-harmonized manner. Japan has implemented various types of cooperation programs in developing countries, such as providing funds and transferring technologies under Official Development Assistance (ODA), thus actively contributing to peace, stability and prosperity of the international community. This paper introduces Japan's efforts in the aviation field in contributing to the success of No Country Left Behind initiative promoted by ICAO under the ODA program.

2. INTERNATIONAL COOPERATION IN AVIATION FIELD

2.1 Over a period of years, Japan has contributed to the improvement of aviation safety and air navigation for many States in Asia, Africa, and Pacific Regions. This was done in response to the requests from each of the States through both technical and funding assistances, such as dispatching

experts of Japan Civil Aviation Bureau (JCAB), and providing supports in upgrading facilities and equipment by way of offering grants and loans. Currently, Japan has undertaken technical projects in six countries in the Asian Region to enhance air transport safety and efficiency.

3. RECENT COOPERATION ACTIVITIES

3.1 Following technical cooperation programs were implemented for modernization of air navigation services and enhancement of safety oversight system in recent years:

a) Design and introduction of performance-based navigation (PBN) flight procedures

PBN is one of the highest priority in Global Air Navigation Plan (GANP). Japan has been providing supports, such as basic training for PBN designers and flight inspection personnel, updating PBN roadmap, developing WGS84 database, developing standards for PBN operational approval, and approval of airlines' PBN operation. Furthermore, the training courses have been conducted in Japan by inviting trainees from several countries in the recent six years.

A number of qualified flight procedure designers and instructors were trained through this technical cooperation. As a result, it became possible for them to design and implement PBN flight procedures in their own country.

b) Development of a training system

For transition to modernization of communications, navigation, and surveillance/air traffic management (CNS/ATM) Systems, it is always necessary to ensure that the air traffic controllers and air traffic safety electronics personnel maintain appropriate competency level in their respective field of operation. Therefore, it is important to establish a training system and a mechanism for continuous fostering of such personnel. Japan has contributed to the development of the training system and programmes, as well as training of instructors in eight countries. As a result, it became possible for them to establish their own training programmes including ones for educating their young employees.

c) Improvement of air traffic management capability

Japan has operated an Air Traffic Flow Management (ATFM) system since 1994 and continuously improved it. Based on long experience, a great deal of knowledge and sophisticated technology, Japan has begun transferring the technology to Southeast Asian countries for the purpose of improving operating competency of air traffic flow management and air space management. Japan has also provided support for improvement of planning ability in modernizing the CNS/ATM system toward realization of a seamless air traffic management (ATM) system.

d) Improvement of operation and maintenance ability of air navigation system

Japan has transferred technology and know-how to establish a systematic spare parts management mechanism for the air navigation equipment and facilities as well as to arrange training to maintain the system and to improve management capability, so

that the necessary parts are managed throughout the country, and in this manner, a sustainable CNS/ATM operation would become possible.

e) Enhancement of safety oversight system

Japan has been supporting countries in the Asia/Pacific Region in enhancing safety oversight. For instance, Japan has been providing support in various fields, such as development of a system to report any situation that may cause a safety problem (Mandatory reporting system), development of a system to collect information that cannot be easily acquired within the framework of Mandatory reporting system (Voluntary reporting system), and improvement of a safety audit for aircraft maintenance by air carriers.

4. **WAY FORWARD**

4.1 Japan believes that technical cooperation should be a form of assistance for building up sustainable and independent capability in each country for dealing with whatever situation might arise there. Accordingly, Japan would like to actively continue the support by providing the necessary knowledge and technology developed in Japan, focusing on communication with each country toward realization of a seamless ATM.

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