

ELEVENTH AIR NAVIGATION CONFERENCE

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Agenda Item 2 Safety and security in air traffic management : (ATM)

AIR TRAFFIC SERVICES AND AIRSPACE IN THE REPUBLIC OF KOREA

(Presented by the Republic of Korea)

SUMMARY

This paper presents air traffic control services of the Republic of Korea. The Korean Civil Aviation Safety Authority (KCASA) is preparing itself to introduce RVSM in Incheon FIR. KCASA has a plan to start RVSM in the first half of the year 2005. The Republic of Korea and Japan agreed on a plan to implement their domestic RVSM at the same time. KCASA has been operating the Airspace Committee in order to manage national airspace efficiently and to promote air safety between civil and military aircraft.

1. INTRODUCTION

1.1 The Korean Civil Aviation Safety Authority (KCASA) is a governmental organization under the direct jurisdiction of the Ministry of Construction and Transportation (MOCT). KCASA is responsible for overall Korean air traffic services. There are three working-level Regional Bureaus located in Seoul, Busan Regional Aviation Administration and Incheon ACC. Also, there is a flight check office, which is responsible for flight check of NAVAIDs and related duties.

1.2 KCASA is composed of two major Bureaus, the Flight Operations & Airworthiness Standards Bureau and the Airport Development Bureau, one Associate D.G. for ATS and CNS System and ten (10) divisions. There are one hundred and eleven (111) staffs including the head of CASA.

1.3 KCASA superseded the Korean Civil Aviation Bureau (KCAB) on 12 August 2002 though a governmental reorganization.

1.4 There are 148 people (101 for ATC, 20 for AIS and 27 people for administrative support) at the Seoul Regional Aviation Administration, 95 people (29 for ATC, 20 for AIS and 21 people for administrative support) at the Busan Regional Aviation Administration, and 154 people (110 for ATC, 29 for AIS and 15 people for administrative support) at ACC. A total of 398 members are working for the Korean ATS.

1.5 The major duties of KCASA are as follows: the designation and classification of airspace, the management of national airspace, flight safety operations, licensing for crew members, aviation security, ATC, AIS, ATN, installation of NAVAIDs, developing airport and CNS System, and air-noise abatement.

1.6 The jurisdiction airspace of the Republic of Korea is the Incheon FIR and it covers approximately 125 000 square nautical miles, consisting of a control area, airways, TMA and a control zone. Incheon FIR adjoins Tokyo, Naha, Shanghai and Pyongyang FIRs.

1.7 Incheon FIR is classified by controlled airspace, uncontrolled airspace, prohibited airspace and alerting airspace.

- a) Controlled airspace is classified and designated as A, B, C, D, and E.
- b) Uncontrolled Airspace is classified and designated as UFA and Advisory Area.
- c) Prohibited airspace is classified as Prohibited Area and Restricted Area.
- d) Alerting airspace is classified and designated as CATA, MOA and Danger Area.

1.8 ATS Facilities within Incheon FIR are one ACC, 14 approaches and 33 towers.

2. AIRSPACE COMMITTEE

2.1 To manage National Airspace efficiently, the Airspace Committee has been set up and operated under the control of KCASA.

2.2 The head of KCASA assumes the post of committee chairman, the Ministry of Defense's representative assumes vice chairman and the other thirteen (13) committee members from MOFAT, USAF, Korea Aviation University, Korea Aviation Development Association, etc. are responsible for the establishment, adjustment and management of airspace and constitution or revision of procedures and regulations. The committee deliberates on the installation, alteration or closing of NAVAIDs, and makes efforts to facilitate reasonable use of airspace between civil and military operators and to build air safety.

3. CONFERENCE FOR RVSM BETWEEN THE REPUBLIC OF KOREA AND JAPAN

3.1 We have actively taken part in the ICAO Asia Pacific RVSM task force, and run a domestic RVSM task force to prepare the implementation of RVSM from the first half of 2001. We attended the meeting for RVSM of the Asia Pacific sub-committee on ICAO to implement the plan, which could carry out the rule of RVSM in our FIR within the first half of 2005 and we created a special working group, which consists of the Korea Pilots' Association, the Ministry of Defense, airline companies, etc.

3.2 Also, we are maintaining close coordination between the Republic of Korea and Japan for the joint RVSM implementation. A technical coordination meeting will be held in March 2003 CNS/ATM as well as a RVSM working level meeting in May 2003.

3.3 KCASA will coordinate with the People's Republic of China and DPR of Korea for the efficient RVSM operation in the Northeast Asia Region.

4. LAWS AND REGULATIONS FOR ATC

4.1 KCASA applies the FAA Order 7110.65, ICAO Doc 4444 (PANS-ATM) and Standard Air Traffic Control Procedures to provide air traffic services within Incheon FIR.

5. INTERRELATION WITH THE REGULATIONS OF ICAO

5.1 Even though we have already introduced and complied with ICAO Documents and Annexes, we are continually verifying them to align our national civil aviation law in conformity with the standards.

6. MAJOR ISSUES

6.1 In order to insure that the best service will be offered, we must complement or improve the following items:

- a) establishment of regulations for national airspace management;
- b) improvement of controllers' knowledge in English;
- c) conformities between international regulations and our national regulations;
- d) sufficient regulations; and
- e) unification of control units within the same airspace.

7. STATUS OF PROGRESS

7.1 KCASA is improving the efficiency of its management system through the establishment of national airspace management regulation and training specialists in airspace management.

7.2 KCASA will hire a new air traffic controller with proper certification and having achieved higher scores than prescribed from the authorized agency. Also, it will train the existing controllers at least once every year to improve their English proficiency for providing the best air traffic services within.

7.3 KCASA will make national regulation meet the international standards and regulations and reduce the differences between the two through the reinforcement of national regulation.

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