

Executive Vice-President Asia Pacific Report**Presented by Cheryl Chen, EVP ASP****SUMMARY**

The report summarizes the work that has been done and is in progress within the Asia Pacific Region from June 2024 to March 2025.

1. The region's involvement in IFATCA's work

1.1 The IFATCA Asia Pacific Region has four subregions with 19 member associations. Originally, Kazakhstan was part of the Southwest region. After the annual conference in Singapore, Kazakhstan requested to be repositioned to the North Asia Region. So now, North Asia has 7 MAs: Mongolia, ROK, Japan, Taiwan, Hong Kong, Macau and Kazakhstan. Southwest Asia has 6: India, Pakistan, Iran, Sri Lanka, Maldives, and Nepal.

1.2 MAs and several members from ASP are involved with global IFATCA work and Task Force. Tom McRobert and David Perks both from Australia, have taken up the role as IFATCA EVP Finance and ANC rep. For Global ICAO Panels, De Wei (Singapore), Rick Taylor (Australia) are IFATCA's reps in ICAO's panels. Robert Mason is leading the CAC. Hong Kong, Singapore, Japan and Australia are elected PLC members. HK, Singapore, the Philippines and Malaysia are engaged with TOC. Greg (NZ) and Asuka (Japan) represent ASP in EDITF; Nainaa (Mongolia) and De Wei (Singapore) join 2030+ TF. Saif (India) participates in the Mental Wellbeing Task Force. Renz and Umi represent ASP in the World Communication Committee led by Nicola and involving more and more of the regional event. Nainaa and myself also serves in the secretariat work for the Speaking English Program, and several facilitators of the program are from this region, including members from Malaysia, New Zealand, Australia, Indonesia, Taiwan, Singapore, and the Philippines.

2. ICAO, IO collaboration, and Webinars**2.1 ICAO****2.1.1 Meetings**

2.1.1.1 On behalf of IFATCA Asia Pacific Region, the EVP ASP has involved with the work on Regional Contingency Planning (Work Stream 3) of the Pacific ANSP committee (AAC) and, together with Pacific Regional VP Greg Okeroa, have been attending the WS 3 Monthly telecon.

2.1.1.2 The EVP ASP attended the upcoming AAC/4 meeting hosted by AeroThai in Bangkok in March, from the 11th to the 12th, with one day meeting on the Work Streams work and one day meeting with all the AAC members. At the

Meeting on the 12th, the modified terms of reference of the Committee was approved and IFATCA has become the official member of the Committee. In the term 2025-2027, IFATCA will continue contributing to the work on User Preferred Route Trial and the edit of the guidance material on Space-ADSB/VHF.

2.1.1.3 The EVP ASP also attended the ICAO APAC Regional Aviation Safety Monitoring and Advisory Group meeting (RASMAG/29) held from 19th to 22nd August 2024 in Bangkok. She encouraged the ICAO member states to speed up the installation of AIDC for reducing the risk of large-scale vertical and horizontal deviation errors caused by human factor and to further remove the hot spots in the region.

2.1.1.4 John Wagstaff, who has been involved with the regional ATFM work, represented IFATCA in attending the 12th South China Sea Traffic Flow Review Group Meeting from 11th to 12th Nov 2024. IFATCA presented a conceptual plan for the introduction of FRA in the SCS to replace the current complex airspace structure and the removal of the non-standard FLAS/FLOS procedures. It was based on the Japan CARATS plan which utilises SWIM and FF-ICE practices with a vertical split of airspace at FL335. This would enable the phased introduction of FRA in the upper area of SCS airspace fully compliant with the Asia/Pacific Seamless ATS Plan and with no requirement for level transitions with adjacent FIRs.

2.1.1.5 John Wagstaff also attended the ICAO APAC Second Workshop on Free Route Airspace Seminar in Bangkok (13th Nov 2024), which the IFATCA EVP Europe Federic Deleau was invited as speaker to share the perspective from European region. The ICAO regional office appreciate the support from

2.1.1.6 The EVP ASP attended the Informal Pacific ATC Coordination Group (IPACG) from 4-5th Dec 2024 in Tokyo, hosted by JCAB and FAA. During the meeting, IFATCA has helped the ATCs in addressing the possible concerns with regard to the operation of CPDLC at the Oceanic airspace and the overcrowded air routes being chosen by the airlines and adding the extra burden to the ATCOs.

2.2 Regional Collaboration amongst International Organizations

2.2.1 GARD program by ACI and DHL

2.2.1.1 ACI and DHL have created a GARD program (Get Airport Ready for Disaster). In 2023, IFATCA has participated in their project in Bhutan.

2.2.1.2 The GARD project team found the participation of IFATCA very beneficial to their project and decided to invite IFATCA to join their new project in Cebu.

2.2.1.3 John Wagstaff took part in the GARD project in Cebu at the end of September. The cost is fully covered by DHL. The press release on the project, in which IFATCA is mentioned, can be found here: <https://www.dhl.com/bt-en/home/press/press-archive/2024/mactan-cebu-international-airport-fortifies-its-capacity-to-respond-during-disaster.html>

2.2.2 Malaysia Aviation Safety Seminar 2024

2.2.2.1 The EVP ASP attended MASS 2024 on the topic of the safety in air traffic control. She shared the latest survey result on the staff shortage issue among the APAC region. Umi from the comm team also join the event and have produced a thorough report of the event.

2.2.3 Positive Safety Culture Course

2.2.3.1 CAAS and IFALPA have jointly organized a two-day course on Positive Safety Culture on the 21 to 22 October in Singapore and invite IFATCA to send participant for the event. Umi attend the course, with the expenses shared by IFATCA and IATCA, and have shared the content of the course at the regional meeting in New Delhi.

2.3 IFATCA events

2.3.1 The 40th APRM

2.3.1.1 The Guild of Air Traffic Controllers, India organized a very successful regional meeting from the 9th to the 11th of Nov in New Delhi. The them of the event is "Safety in Future Air Traffic Management" and brought together Air Traffic Controllers (ATCOs), ICAO, aviation professionals, and key stakeholders from across the Asia Pacific region to discuss critical issues related to aviation safety, the evolving role of ATCOs, and the future of Air Traffic Management (ATM) systems.

2.3.1.2 . The presence of esteemed chief Guest Mr. Vumlunmang Vualnam-Secretary of the Ministry of Civil Aviation (MoCA) India, highlighted the importance of collaborative efforts between governmental bodies and aviation professionals to ensure the safety of Air Traffic in an increasingly complex airspace environment. Also, Mr. Nikhil Kumar Kanodia- IPS CVO AAI; Mr. Vipin Kumar-Chairman AAI, Dr. Manjit Singh-Deputy Regional Director, ICAO APAC Region; Mr. Maneesh Kumar-Jt.DG DGCA , Dr.Sharad Kumar-Member OPS AAI, along with various Executive Directors were present in the meeting.

2.3.1.3 Dr. Manjit Singh, Deputy Regional Director of ICAO's Asia Pacific (APAC) Office, highlighted several crucial aspects of ICAO's work in the region during a key presentation. He emphasized the organization's strategic efforts to ensure safe, efficient, and sustainable aviation growth across APAC. Looking ahead, ICAO's new areas of focus include the integration of unmanned aerial systems (UAS) into controlled airspace, enhancing cybersecurity, and addressing emerging technologies like advanced air mobility (AAM).

2.3.1.4 The Japanese delegates and their lawyer gave a presentation on "Aviation Safety: Japan's Mission to Prevent Future Accidents After the Haneda Crash". A poignant discussion took place on aviation safety and the importance of learning from past accidents, such as the Haneda crash. Japan's comprehensive efforts to review and revise safety standards in response to the crash were presented as a model of how the aviation industry can turn tragedy into a platform for better safety practices. The investigation is still pending and must be resolved.

2.3.1.5 At the MAs report, the members were asked to present the procedure after an incident / accident happens and the information presented will be utilized for producing a discussion paper on independency in event investigation and positive safety culture, which we hope to present at the upcoming APAC DGCA in July.

2.3.1.6 The members have voted Ms Cheryl Chen (ROCATCA) to run another 2-year term of EVP ASP, from May 2025 to April 2027. Ms. Chen thanks the trust and support from the members and welcome any comments for improvement to make the region stronger and better.

2.3.1.7 The APRM 2025 will be hosted by Macau ATCA, from the 20th to 22nd Oct. Venue of the event will be by the mid-March and the webpage of the Event is to be launched in April. The EVP ASP and the Comm Coordinator have had a meeting with the Macau team in January to discuss about the sponsorship opportunities.

2.3.2 Staff Shortage Survey

2.3.2.1 The region has made reference to EUR and AMA region and initiated the staff shortage survey since August. EVP ASP has done the preliminary statistical analysis of the data, have presented the results to the MAs.

2.3.2.2 The EVP ASP has also presented the staff shortage issue at the Malaysia Aviation Safety Summit and have received positive comments and good discussion from the floor.

2.3.2.3 The EVP ASP plan to further elaborate on the topics with more info on MAs' roster plan and fatigues management and raise the issue at the regional DGCA meeting.

3. UPDATES FROM THE MEMBER ASSOCIATIONS

3.1 Iran

3.1.1 For the Annual Conference in Abu Dhabi, Iran requests the CAF from the office as the inflation domestically has made the financial situation of their members as well as the association in a difficult condition. The EVP ASP understand the difficult situation the members from Iran are facing and has promised to support their application on the condition that they follow the rules of received the CAF.

3.2 Japan

3.2.1 A Japan Airlines commercial jet collided with a Coast Guard plane on the runway on Tuesday 2nd Jan 2024. Everyone on the Japan Airlines flight survived, but five died on the smaller plane.

3.2.2 The investigation is in progress, and there might be slight possibility that the ATCs on duty during the accident will be legally prosecuted for individual responsibility.

3.2.3 JATCA has been monitoring the development of the investigation, and their legal consultant suggests them to start getting cooperation from international community. Their legal consultant attended the APRM as the delegates of Japan and made a presentation on their commitment to improve the aviation safety.

3.2.4 The midterm report of the event was released on the 24th of December 2024, and the English translation of that report was released about a month later. The report highlights three key directions for further investigation, including

one concerning ATC operations. Our ATC family in Japan needs time and space as this investigation progresses. More detailed information will be shared during the upcoming Annual Conference in Abu Dhabi.

3.3 ROK

- 3.3.1 The recent tragic Jeju Air accident at Muan Airport, Republic of Korea, has deeply affected our aviation community. The EVP ASP have been in contact with our ATC colleagues in the Republic of Korea, and IFATCA has issued a press release outlining our stance on this unfortunate event.
- 3.3.2 Since last year, the ROK has requested to suspend their IFATCA membership, but since the event, a few ATCOs who have established ROK IFATCA Task Force has contact the EVP ASP for some thorough understanding of the work IFATCA is doing for the ATC community.
- 3.3.3 It was to our surprise that the current ATCOs in ROK are not allowed to join the association and therefore have very limited knowledge of what IFATCA is and is doing. They want to know if they can attend the Annual Conference in AD even if they are not the member of the Korean ATCA which is the official registered member of IFATCA.
- 3.3.4 They also wish to get advice on staff and rostering issues from other MAs in the region, since the Muan accident has revealed serious staff shortage issue in ROK.
- 3.3.5 After some thorough discussion, we invite the members from the ROK IFATCA TF who are the current ATCOs in ROK to attend the Annual Conference as observers and to be able to know the work of IFATCA.

3.4 Sri Lanka

- 3.4.1 At the regional meeting, the delegates of SL came up to the EVP ASP to seek information from IFATCA on recommendations of staff level and roster planning, as well as level of salary from other MAs.
- 3.4.2 The EVP ASP has advised them IFATCA does not have “regulation” on working hours or roster pattern as these planning is subject to local conditions. For the salary info, they can refer to the MA’s Information Handbook from website.

3.5 ROCATCA

- 3.5.1 Recently there were two short of separation cases took place at RCTP, with flights on their final approach were short of 3 miles separation. Even on a clear day with the tower controller confirmed the flights were in sight and was applying visual separation to the flights, the CAA does not agree with the usage of visual separation at those cases.
- 3.5.2 The ROCATCA’s company ANWS has approached the EVP ASP on the possibility to have an official letter issued by the TOC or even by the EVPT on the application of visual separation at finally approach in a tower environment.
- 3.5.3 After the discussion at the EBM, the EB agree to have the EVPT replying to the request from ROCATCA.

4. Future Plan for the Region

4.1 Regional restructure plan

- 4.1.1 The region has set up the roles of 4 regional vice presidents in 2019 to help run the events in the region. Later in 2022, the EVP has appointed two more members to be the regional communication coordinators. These six people together with the EVP ASP form an executive team for the region and make collective decisions for the region.
- 4.1.2 However, due to the imbalance of the resources in the four regions, and the need to provide stronger support on professional development to the member associations, a structure of regional vice president based on geographic location is no longer fit for the purpose.
- 4.1.3 The executive team will together come up with a better leader structure for the region and reorganize the team accordingly before the regional meeting coming up this fall.

4.2 Webinars/Workshops planned for 2025/2026

- 4.2.1 Mid Jun -- IFATCA-CANSO-AirLab Webinar on Regional Collaboration Platform
- 4.2.2 Mid Oct (in conjunction with the regional meeting) – IFATCA workshop on Competence-Based Training 1
- 4.2.3 Mid Feb 2026 (in conjunction with the 1st Executive Board Meeting 2026) -
- IFATCA workshop on Competence-Based Training 2

5. Conclusion

Over the past two years, the EVP ASP has been undergoing her enroute radar training and has successfully received her radar rating. She thanks the whole EB team, her regional executive team, and her home association and the MAs in ASP region in supporting her during the very stressful time. Her family has been the strongest support to those times when she needed to giggle around work, IFATCA and private life. She felt very much blessed along the way and will commit to the work for her new term as EVP ASP.

6. ACTION BY THE MEETING

- 6.1 The meeting is invited to:
 - a) Note the information contained in this paper.

--END--