

**EVP ASP's Report for 63<sup>rd</sup> IFATCA Annual Conference 2024**

**(Presented by EVP ASP)**

**SUMMARY**

The report summarizes the work that has been done and is in progress within the Asia Pacific Region from June 2023 to March 2024.

**1. The ASP Executive Team and the involvement of ASP in IFATCA's work**

1.1 The IFATCA Asia Pacific Region has four subregions with 19 member associations. Pacific Region has two member associations, New Zealand and Australia. East Asia has 4 MAs: Singapore, Malaysia, Indonesia, and the Philippines. North Asia has 6 MAs: Mongolia, ROK, Japan, Taiwan, Hong Kong and Macau. South West Asia has 7: India, Pakistan, Iran, Sri Lanka, Maldives, Nepal, and Kazakhstan.

1.2 At the regional meeting in Bali, on the 19<sup>th</sup> Oct 2023, the MAs have re-elected RVPs: Nainaa from Mongolia (North East), Greg from NZ (Pacific), De Wei from Singapore (South East), and Saif from India (South West). **The RVP is a two-year term role, however, there is never written rule of how the RVP structure should be run.**

1.3 Apart from the EVP and the four RVPs, the Executive Team of IFATCA Asia Pacific region is joined by Renz (Philippines), Umi (Indonesia), and John Wagstaff (ex-HK ATC, now doing some airport consultancy work in HK). Renz and Umi lead the regional communication team, and John assists the EVP with regional ATFM-related ICAO APAC meetings.

1.4 MAs and several members from ASP are involved with global IFATCA work and Task Force. Tom McRobert (Australia) is holding acting EVPF role and is nominated by his association to run for the EVPF role. For Global ICAO Panels, De Wei (Singapore), David Perks, and Rick Taylor (Australia) are IFATCA's reps in ICAO's panels. Robert Mason is leading the CAC. David Perks is assisting PLC; Japan and Australia are elected PLC members. HK, Singapore, and the Philippines (Corresponding Member) are involved with TOC. Greg (NZ) and Asuka (Japan) represent ASP in EDITF; Nainaa (Mongolia) and De Wei (Singapore) join 2030+ TF. Renz and Umi represent ASP in the World Communication Committee led by Nicola and have helped prepare the IFATCA Tech Talk series. Cheryl and Nainaa also serve 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. Renz, Saif, Asif(Pakistan), MongChieh(Taiwan), Tsolmo and Erganat (both Mongolia) take part in the Training Task Force.

**2. The Asia Pacific Regional Meeting 2023**

- 2.1 The 39th Asia Pacific Regional Meeting was held in Bali, Indonesia. The opening ceremony represented the diverse traditions of the Asia Pacific region. Some big names in aviation were there too as was IFATCA's Industry Partner Baymac, adding to the event's significance.
- 2.2 The first morning focused on safety with two keynote speeches looking at the latest safety strategies in aviation. In the afternoon, the meeting heard internal updates from IFATCA and its committees. This covered everything from technical operations to diversity and future planning, showing their dedication to making air traffic control better.
- 2.3 Day two brought some fascinating talks, like Chris Allan from NATS talking about new air traffic management solutions, and Dr. Sameer Alam diving into how AI can change air traffic control. The meeting also heard from various member associations, sharing their stories and challenges, which highlighted the need for teamwork in this field.
- 2.4 The third day was election day for the regional vice presidents. Everyone was stoked to see all four RVPs get re-elected.
- 2.5 Big thanks to the Indonesia Air Traffic Controllers' Association for a fantastic job hosting. Now, we're all looking forward to the next meeting in India, ready to keep pushing forward for better air traffic control in the Asia-Pacific region.

### **3. ICAO, IO collaboration, and Webinars**

#### **3.1 ICAO**

##### **3.1.1 Meetings**

3.1.1.1 On behalf of IFATCA Asia Pacific Region, John Wagstaff attended the Thirty-Fourth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/34, 11-13 Dec) and Thirteenth Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/13, 18-19 Dec).

3.1.1.2 The EVP ASP attended the APAC Innovation and Capacity Building Symposium in Hong Kong (14-15 Dec 2023).

##### **3.1.2 Webinar and Seminar**

3.1.2.1 IFATCA has contributed to two ICAO APAC Webinars: Enhanced Wake Turbulence Separation Webinar for the APAC Region (IFATCA was represented by Adam Exley, the chair of PLC, and Janus Strom-Tejse, and ATC working in Dubai.) and The Free Route Airspace webinar (FRA webinar) in the APAC Region (Frederic Deleau, the EVP EUR, and Setio Anggoro, from AirNav Indonesia represent IFACA.)

3.1.2.2 IFATCA is invited to contribute to the upcoming ICAO APAM MET/ATM Seminar (22<sup>nd</sup> April, 2024), and Rick Taylor will be representing IFATCA at the event and give a presentation on Old Temperature Correction for Terrain and Obstacle.

#### **3.2 Regional Collaboration amongst International Organizations**

##### **3.2.1 CANSO**

3.2.1.1 The EVP ASP was invited to be the panellist for two panels at CANSO's APAC Conference.

3.2.1.2 For the panel on creating an environment that promotes innovation, EVP ASP raised the issue of keeping creativity within a work environment that highly requires abiding SOP and encouraged the ANSPs to focus on diversity starting from the recruitment process.

3.2.1.3 For the panel on the challenge for regional ATFM, the EVP ASP raised the importance of matching capacity in the air and on the ground and suggested that educating our members about the work and purpose of air traffic flow management is essential.

3.2.1.4 The EVP ASP is invited to be the panellist at CANSO's Airspace World in Geneva, 19-21 March at the panel "Inclusive Skies: Strategies for Diversity in Aviation".

3.2.1.5 The EVP ASP is also invited to be the panellist at CANSO's APAC regional conference in July, in ChengDu. The topic of the panel is to be confirmed.

### **3.2.2 GARD program by ACI and DHL**

3.2.2.1 ACI and DHL have created a GARD program (Get Airport Ready for Disaster). Through ACI's recommendation, the program manager from DHL came to EVP ASP to join their evaluation team in Bhutan.

3.2.2.2 The EVP ASP had sought a few candidates from Indonesia, and the Philippines as the GARD program had carried out a few missions in these two countries. At the end, John Wagstaff was the only candidate who was available to spare the time for the Program and went on the tour.

3.2.2.3 During the period the GARD team was in Bhutan, the team ran workshops with the local airport authority, and provided feedback for improving the airport's capability in reaction to disaster from the perspective of the air traffic controllers. The report of the outcome of this humanitarian mission was made into press release by UNDP and can be read here <https://www.undp.org/bhutan/stories/getting-paro-airport-ready-disasters>.

## **3.3 IFATCA events**

### **3.3.1 ASP CISM Webinar Series**

3.3.1.1 IFATCA Asia Pacific Region Executive Team teamed with Mr. Marc Baumgartner, hosted the IFATCA Asia Pacific CISM Webinar Series fortnightly throughout June and July 2023.

3.3.1.2 The Webinar Series started with three lectures, solely presented by Mr. Baumgartner, on basic knowledge of stress, the influence of anxiety, how to cope with stress, and ATC-related stress and its effects on our work. Throughout these three lectures, the audience gets to learn the sources of stress, the techniques to cope with stressful moments, what critical incident stress management is primarily in the ATC context, the nine steps your MA should take to set up CISM, and the CISM reference resources from IFATCA.

3.3.1.3 Four groups of CISM experts from New Zealand, Japan, South Africa, and Switzerland were invited to the last Webinar to share with the audience how CISM was initiated in their respective countries. Each of them shared a story, most of them sad, as the starting point for setting up CISM, what the

regulation is about having CISM in place, and what challenges they have met along the way of CISM implementation.

3.3.1.4 Around 70-80 audiences attended each session, most of whom were our ATC members. Still, some psychology experts also participated in the event and provided suggestions and comments during the Q&A session. After the Webinar, we have received positive feedback on the benefits of the Webinar series and would love to see follow-up sessions.

### **3.3.2 ASP Executive Team Meeting**

3.3.2.1 The region will most likely plan another webinar series just like the APAC CISM Webinar series last year. The topic is yet to be decided and will coordinate with the EB in advance.

3.3.2.2 As regard to the regional executive structure, the region wishes to restructure its approach to regional work. On the one hand, it hopes the structure can echo more closely with the work IFATCA is doing globally. On the other hand, the region hopes the restructure of the regional executive approach can hopefully attract more local talents from our MAs, as well as higher engagement from our members.

### **3.3.3 APRM 2024**

3.3.3.1 The host of APRM 2024, the Guild of India Air Traffic Controllers has set 9-11<sup>th</sup> Nov as the date for the event. The venue will be New Delhi. The theme of the meeting will be **Safety in future ATM**, to echo the theme of the IFATCA AC 2024. Details will follow in the coming months.

## **4. UPDATES FROM THE MEMBER ASSOCIATIONS**

### **4.1 Mongolia**

4.1.1 Due to Ukraine's Russian War, the by-passing flights through Mongolia have significantly decreased, affecting the income of their ANSPs. The ATCs are not paid for overtime.

4.1.2 The Mongolia ANSP is looking for opportunities to do ATCO exchange programs with other MAs in the region.

### **4.2 Japan**

4.2.1 Mr. Naoto Ishi and Mrs. Asuka Nii have been very active in getting JATCA involved with IFATCA's work. Japan was elected into PLC at Jamaica AC and presented at the IFATCA ASP CISM Webinar on their practices of CISM.

4.2.2 Japan will be holding an EXPO in the Kansai area in 2025 and is, therefore, undergoing a large-scale restructure of airspace. They plan to host APRM in 2026.

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

4.2.4 JCAB published the transcript of the radio communication between the ATCOs at Haneda Control Tower and the pilots. The transcript showed that no runway entering clearance was issued to the Coast Guard plane pilots,

but the ambiguous use of number 1 and the non-standard phraseologies used during control was criticized.

**4.2.5** The EVP ASP was immediately in close contact with JANS, JFATC, and ATCAJ to offer IFATCA's support and be ready to make any immediate reaction to the event if needed.

**4.2.6** With the help of PCX and the EB, and with the request and consent from JFATC, a press release regarding the tragic event was issued on the 4<sup>th</sup> January, to remind the public and media not to make immature conclusion based on incomplete information.

**4.2.7** JFATC is seeking feedback from IFATCA's members on the following topics: the usage of aerodrome ground surface surveillance radar, the operation of stop-bar, and the implementation of FRMS. The EVPP and the chair of PLC and EVP ASP have been coordinating with JFATC on the content of the survey. The outcome of the survey will be used for supporting the official investigation of the clash on the 2<sup>nd</sup> Jan and hopefully developed into a Working Paper for PLC.

### **4.3 India**

**4.3.1** On the 19th June 2023, the CAA India issued a letter to combine the recency and proficiency rating for ACC procedural and surveillance rating. For all India, the government has suddenly decided the procedural control cannot keep up to the traffic volume in the airspace, and therefore has stopped all the training and recency for ATCs holding only ACC procedural rating. No proficiency check and new rating was carried out.

**4.3.2** However, ATCs' radar training speed is too slow (max. surveillance training for 96 ATCs can be done per year) and cannot digest more than 2500 ATCs waiting in the queue for their surveillance training.

**4.3.3** The ATC Guild is waiting for the Authority to make a final decision on what should be done to the recency and proficiency training for their ATCs but has yet to receive any firm answer.

**4.3.4** The ATC Guild waited from 2022 December and was forced to write a letter on the 3th August 2023 to ask their ANSP to issue an NOTAM to downgrade the airspace capacity in some areas in order for their ATCs to conduct proficiency check in order to comply with the rating renewal requirement for carrying out ATC duties. This was doomed impractical and was declined.

**4.3.5** Until the end of 2023, no future conclusion was reached between CAA India and their ANSP AAI, and the recurrency training of the controllers' procedural rating is kept suspended.

**4.3.6** The EVP ASP has been in contact with IATA, as IATA also shared the same concern over this safety issue regarding ATCO's training and rating.

**4.3.7** The EVP ASP discussed several times with the president of the India Guild and agree that a letter to their CAA from IFATCA is probably the most suitable approach to this issue.

**4.3.8** The EVP ASP has drafted a supporting letter to the India ATC Guild with the following content:

- a) The appraisal for your government in implementation of reduced separation and leading the BOB area in terms of the implementation of PBN based ATS.
- b) the training of the ATCs on providing radar separation is ongoing, and is delayed, which will need time to catch up with the workforce needed for implementing the separation required .
- c) for areas which non-radar procedure separation is provided, the training and recurrence training for procedure rating is required.
- d) before the surveillance coverages is fully ensured and the backup system is fully in place, training and recurrence training for procedural rating for the ATCs at the five areas you mentioned should continue.

#### **4.4 Pakistan**

- 4.4.1 Pakistan Civil Aviation Authority Bill 2023 Chapter XIV Rule 114 is proposing punitive action against aviation document holders (which may include but are not limited to Pilots, Air Traffic Controllers, Licensed Engineers, etc.) who may endanger or are likely to jeopardize the safety of an aircraft, other person or property by an act or inaction by sentencing them to one-year imprisonment and five hundred thousand fine, or both.
- 4.4.2 The Association has written to the Director General Pakistan Civil Aviation Authority, highlighting their concerns. I will follow up with their president on the situation at APRM.
- 4.4.3 IFATCA office received a letter from a Pakistan ATC for assistance for the injustice against him by the local civil Authority. After checking with the president of PATCA, President Asif said he would take care of the event. As the person requesting assistance from IFATCA is not a fee-paying member of their ATC association, IFATCA, although regretful about the situation, cannot assist his case.

#### **4.5 Maldives**

- 4.5.1 The president of the local ATC association, Shamih, contacted the EVP ASP on 14<sup>th</sup> September to announce that an independent ANSP is to be established, and his team needed reference documents on the organization of an ANSP. Several MAs have sent in the documents from their countries, and hopefully, MATCA will be able to draft a copy for their government to sign before the presidential election.
- 4.5.2 A company was created under the name Maldives National Air Traffic Services (MNATS) they assigned one of the ATCOS suggested by the ATC association as the Managing Director of the company and one of the ATCOs as the COO of the company. But so far, everything is controlled and done by MACL, their previous ANSP.
- 4.5.3 The local has no knowledge on how to run an independent ANSP and is in urgent need of expertise from abroad or consultant to help them establish this company properly.
- 4.5.4 The EVP ASP has connected the Association with NATS's APAC manager for further collaboration and consultancy work.

## **4.6 Sri Lanka**

- 4.6.1 The local ATCs are well-educated and have good command of the language. Due to comparatively less attractive working conditions, many ATCs have sought job opportunities overseas. The brain drain has caused severe staff shortages problem in the country.
- 4.6.2 From my understanding, the government has deployed less well-trained military ATCs to fill the shortage.
- 4.6.3 The EVP has used the regional budget to subsidize the registration fees for 2 delegates from Sri Lanka, in order to encourage their participation in the Regional Meeting.
- 4.6.4 The 4 delegates from Sri Lanka at the regional meeting appreciate very much the support and warmth from the MAs of the region.

## **4.7 Nepal**

- 4.7.1 NATCA held its General Meeting on 30<sup>th</sup> August; the EVP ASP recorded a short video to greet the members of NATCA.
- 4.7.2 The NATCA has recently elected a new president of the Association, Mr. Bipin Bajracharya, who takes over the role from Mr. Shyam. The list of the newly elected committee of NATCA was sent to the IFATCA office.
- 4.7.3 The EVP has used the regional budget to subsidize the registration fees for 1 delegate from Nepal, in order to encourage their participation in the Regional Meeting.

## **4.8 Iran**

- 4.8.1 Mr. Sabet Amin liaises with international affairs with IFATCA. A few members from Iran are very active in IFATCA SEP.
- 4.8.2 Due to geo-political tensions domestically and internationally, it is always challenging and expensive for their members to get a visa to travel for meetings.
- 4.8.3 A few ATCs from Iran have consulted me about job opportunities in other countries and have asked me to write them a recommendation letter for jobs overseas.

- 5. The EVP ASP is currently taking up her enroute radar training and therefore her schedule is rather constrained by the training arrangement and can only carry out limited amount of travel before the mid Oct 2024. She wishes to apologize for not being able to physically attend several IFATCA related events and meetings but appreciate the collaboration and the synergy within the EB family and the Executive Team in ASP region, and the support for her employers, her home association, and her family. She will try her best to attend to the need of the members in ASP region, and make sure the role of EVP ASP is fulfilled satisfyingly.

## **6. ACTION BY THE MEETING**

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

-END-