

**54th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

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AGENDA ITEM 6: TECHNICAL AND REGIONAL
 COOPERATION

JAPAN'S CONTRIBUTION TO NCLB INITIATIVE

(Presented by Japan)

INFORMATION PAPER

SUMMARY

This paper presents JAPAN's efforts through the Official Development Assistance to achieve No Country Left Behind (NCLB) Initiative and it also presents an invitation to Member States to participate in training courses for design and introduction of PBN flight procedures.

JAPAN'S CONTRIBUTION TO NCLB INITIATIVE

1. INTRODUCTION

1.1 ICAO launched the No Country Left Behind (NCLB) initiative in December 2014 in order to support States in the effective implementation of ICAO's Standards and Recommended Practices (SARPs). The implementation of NCLB is assisting States to enhance their air transport systems and is also aligned with the realization of fully-harmonized global air navigation system.

1.2 Japan has implemented cooperation programs via Official Development Assistance (ODA) toward developing countries since 1954 and they have contributed to peace, stability and prosperity of the international community.

1.3 This information paper introduces Japan's efforts in the aviation field in contributing to the success of NCLB initiative under the ODA program, and calls on Member States to participate in our programs.

2. DISCUSSION

The following describes Japanese international cooperation in air traffic fields.

2.1 Japan has offered technical assistance by dispatching experts of Japan Civil Aviation Bureau (JCAB) in order to enhance safety of air transportation in response to the requests from a number of States such as countries in Asia, Africa and Pacific Regions. Moreover, Japan has provided grants and yen loans to these countries with an aim to upgrade aviation security facilities and equipment.

2.2 In Japan, Air Navigation Services Department of JCAB (JANS) provides air navigation services and accordingly JANS has considerable experiences regarding air traffic engineering services such as development, evaluation and maintenance of facilities. JANS has established ATS personnel training systems as well. JANS has undertaken cooperation programs to assist States in implementing SARPs mainly in Southeast Asian countries through full utilization of such experiences and know-how.

2.3 The following technical cooperation programs have been implemented to modernize air navigation services in recent years.

2.4 Capacity development of Air Traffic Flow Management

2.4.1 JANS has been operating the Air Traffic Flow Management (ATFM) since 1994, thus we have more than 20 years of experiences in this field. Based on such abundant experiences, sufficient knowledge and high technology, JANS has been transferring its skills to Southeast Asian countries for the purpose of improving operating competency of ATFM. This contributes to improvement of air traffic flow performance that is called for by ICAO Global Air Navigation Plan (GANP).

2.5 Capacity development to design a modernized CNS/ATM system

2.5.1 JANS established a long-term vision for the future air traffic system, namely "CARATS: Collaborative Actions for Renovation of Air Traffic Systems" in 2010. The CARATS has been successfully achieving various improvements of air navigation services, punctuality, and operational efficiency in response to the growth in air traffic demand. JANS has been collaborating with relevant parties such as research institutes, airlines and aircraft equipment manufacturers to establish the future plan of the air navigation from various angles based on the global trends. As a result, we have acquired a planning capacity to implement the CNS/ATM system toward seamless ATM systems and such know-how is being transferred for capacity building to our staff involved.

2.6 **PBN Instrument Flight Procedure Design Program**

2.6.1 Performance Based Navigation (PBN) is one of the highest priority in GANP in order to correspond to the growth in air traffic demand. Japan has been running basic training programs for PBN designers in designing and implementing PBN flight procedures in their own countries.

2.7 **PBN Instrument Flight Procedure Design Program and Invitation for Participation**

2.7.1 The conventional flight system using radio facilities is now gradually shifting to the operation of PBN. PBN enables flexible setting of routes and allows to shorten the route. This has great effect on reducing fuel consumption and CO₂ emissions. JANS has been a pioneer in the Asia-Pacific Region in this field, and has abundant knowledge, skills and experiences. In this context, we will hold the training course with an aim to improve the route design capacity using procedure design automation tools developed in Japan, and to share Japan's knowledge of PBN procedure design with other countries.

- a) Course Title : PBN Instrument Flight Procedure Design
- b) Target Countries : Countries planning to introduce PBN procedure design method.
- c) Course Capacity : Up to 20 participants (Up to 10 participants per one course) The JICA office (or the embassy of Japan) will conduct screenings in order to confirm qualifications of applicants.
- d) Training Period : About two months (During the period from June to December 2018)
- e) Course Objective : To acquire enough knowledge and expertise to design air traffic service routes and PBN procedures.
- f) Expenses : Japan will bear travel expenses, living expenses during the stay and other expenses pertinent to the course. Please ask detail of cover expenses to the JICA office (or the embassy of Japan).
- g) Application : Contact the JICA office or Embassy of Japan during the period from June to August 2017 in response to questionnaires to be sent to each country.

3. **CONCLUSION**

3.1 Japan will actively continue this support program in accordance with the NCLB initiative. Japan firmly believes that technical cooperation could contribute to buildup of the independent capacity to achieve an improvement of air navigation services in each country and therefore Japan spares no effort in the transfer of our technology including abundant experiences, knowledge and know-how.

4. **ACTION BY THE CONFERENCE**

- 4.1 The Conference is invited to:
- a) take note of the information contained in this paper; and
 - b) discuss any relevant matter as appropriate.