

**58th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Dhaka, Bangladesh
15 to 19 October 2023*

AGENDA ITEM 4: AIR NAVIGATION

**NEED FOR ANS TRAINING SUPPORT TO DEAL WITH
UPCOMING ATM INFRASTRUCTURE DEVELOPMENT WITH
CNS-ATM AUTOMATION SYSTEM**

(Presented by Bangladesh)

SUMMARY

Training is the most important aspect of ANS provider as well as aviation industry. It takes years to obtain a rated Air Traffic Controller for any ATS unit. This paper presents the importance of training need on ANS related course especially for the ATM personnel who have a role in operations to run the civil aviation system. Bangladesh is going to experience a transition period while ATM automation will be introduced since there was no automation till date. To meet this challenge, Bangladesh expects guidelines, support and experience sharing from other States. Through this paper, we would like to reach out to the competent States to urge their willingness to sponsor and facilitate the ANS-related training courses to be offered to uphold the strategic concept of ICAO - "No Country Left Behind".

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1. INTRODUCTION

1.1 Air navigation services are manifestly important to the safety and efficiency of air transportation. Safety and security of flight depend upon the proficiency of air navigation. Among the traditional functions of government, air traffic control is provided for the purpose of preventing collisions between aircraft in the air and between aircraft and obstructions on the ground, as well as expediting and maintaining an orderly flow of air traffic as per Annex 11. ICAO DOC States the definition of ATM as the dynamic, integrated management of air traffic and airspace including air traffic services, airspace management and air traffic flow management – safely, economically and efficiently through the provision of facilities and seamless services in collaboration with all parties and involving airborne and ground-based functions. Behind the scene of ATM, ANS personnel, who are our greatest asset, plays a vital role in aviation by keeping our industry safe and secure. Their competencies need continuous development to remain current and to lead in a rapidly changing world of aviation.

2. DISCUSSION

2.1 CAA Bangladesh is a provider of Air Navigation Services (ANS) for over 1,47,570 square kilometres of airspace of Bangladesh. At present, about 78 rated Air Traffic Control Officers (ATCOs) work round the clock to ensure the safe and expeditious flow of air traffic to handle approximately 15,572 commercial movements and 4,741 non-commercial movements (all international and Domestic Aerodromes) per month and 11,100 overflying movements per month within Dhaka FIR. The objective of an ANS Provider (ANSP) is to achieve operational safety, capacity and efficiency of the highest level.

2.2 The current air traffic management system is experiencing growing difficulty as air traffic around the world continues to increase. It has been expected that air traffic in the Asia Pacific will triple by 2030, which is an estimation of ICAO also. With this increase in air traffic and a more complex operating environment, off-the-shelf air traffic management solutions may no longer suffice. To achieve greater capacity, the new ATM technologies and solutions have been developed by most of the States, and they have been maintaining high safety and service standards. Though it is late, Bangladesh has started to adopt new ATM technologies in line with other States.

2.3 During the year 2020, the COVID-19 crisis hit air transport, and the whole aviation sector was affected, including tourism and trade sectors. The massive disruption of aviation activities and its financial impact has far-reaching effects globally. In addition, the economy of the South Asian region is facing a huge negative impact of economic crisis due to present global context. As a consequence, Bangladesh's growth in the industrial and export sectors had started to decline, inflation has been increased, value of local currency in relation to US dollar has fallen significantly. As such, CAA Bangladesh is not in a position to train a huge number of ANS personnel with its own funds due to the economic recession. It would affect the air traffic services to handle the upcoming increased traffic with the opening of the 3rd Terminal operation and new CNS-ATM changes, which has been presented by an Information paper submitted by Bangladesh.

2.4 Considering the future challenges in new automated system, Bangladesh needs to reach an acceptable level of competencies for ANS professionals. Formal Ab-initio training of Air Traffic Controllers is being conducted in CAAB aviation training institution. But, there is limited scope for conducting the advanced training at CAA of CAAB. Presently, the need for advanced training for ATM personnel is a challenge that lies ahead due to current economic impact around the world. For the sake of smooth and efficient operation of air traffic services, Bangladesh would like to express its interest in taking support for the following ANS-related courses as stated below, either through grant or under any favorable scheme:

- Approach Control (Radar) course.

- Area Control (Radar) course.
- AIS/AIM Course (Basic).
- AIM Quality Management Systems Course.
- ATC Supervisor Course.
- ATC OJT Instructor Course.
- Search and Rescue Course.

2.5 Keeping the Aviation safety as one of the core fundamental Objectives, ICAO offers training to empower current and next-generation aviation professionals with the techniques and tools to thrive in today's challenging aviation sector. Some ANS training offered by ICAO Global Aviation Training Section has been provided to States with the most up-to-date and relevant training to support the effective implementation of ICAO safety-oriented Standards and Recommended Practices (SARPs). After the recovery of/from COVID-19 crisis, India, Singapore and Republic of Korea have extended their support to Bangladesh by providing some fellowship training in a few ANS fields. Through this Conference, CAA Bangladesh wishes to extend its sincere gratitude to India, Singapore and Republic of Korea for offering such opportunities. In continuation of this regional cooperation for offering courses free of cost, Bangladesh would like to draw the kind assistance of ICAO, competent States and other relevant organizations in this regard.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) note the training needs and associated challenges related to ANS;
- b) recommend Member States to benefit from the expanded ICAO training portfolio using the latest technology and applications in various learning formats;
- c) encourage States and industry organizations to continue collaborating and developing new and relevant ANS training programs for ANS personnel; and
- d) invite the APAC ANSP Committee (AAC) to consider developing strategies for collaborative support for ANS training

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