



Federal Aviation
Administration

FAA International Strategies 2010 to 2014 Asia Pacific Region

The Asia Pacific portfolio includes the Asian continent, Afghanistan, Australia, New Zealand, and all island nations and foreign territories in the Pacific. The FAA regional office is located in Singapore, as is the Flight Standards International Field Office. We have senior FAA representatives in Beijing, New Delhi, Singapore, and Tokyo. In addition, there is an office in Shanghai that focuses on aircraft certification activities.

The Asia Pacific region is extremely diverse in terms of cultures, economic systems, and standards of living. It is also the most populous, accounting for more than 50 percent of the world's population. In terms of economic growth, over the past 25 years, the Asia Pacific region is the fastest-growing region in the world. Industry projects that regional airline passenger traffic will grow at an average annual rate of 7 percent in the next 20 years, making Asia Pacific the fastest-growing aviation region in the world.

The FAA promotes several aviation safety and efficiency initiatives in the region. Many activities are focused on key growth markets, like China and India, where we have entered into numerous agreements supporting the development and implementation of new air traffic management (ATM) procedures and improvements in operational safety, as well as early assistance in aircraft certification programs. FAA is also a strategic U.S. partner in the region working to ensure the compatibility and interoperability of U.S. Position, Navigation and Timing (PNT) services with Japan's Quasi Zenith Satellite System (QZSS), India's Indian Regional Navigational Satellite System (IRNSS) and China's Compass systems, with a goal of creating a robust worldwide Global Navigational Satellite System (GNSS) service for civil aviation. The FAA was instrumental in establishing aviation cooperation programs (ACPs) in both China and India. These two programs improve coordination between government and industry, encourage increased financial support, and improve bilateral partnerships by promoting key safety initiatives. The FAA has entered into agreements with China and Japan to promote NextGen and the future harmonization of aviation systems in the region and has BASAs in place with Australia, China, Malaysia, New Zealand, Singapore and South Korea. Similar to Europe, the Asia South Pacific Initiative to Reduce Emissions (ASPIRE) was developed to promote operational efficiency initiatives across the region to mitigate aviation's impact to the environment.

The FAA has long established technical working relationships with Australia, Japan, New Zealand, Singapore and South Korea and continues to work strategic safety and capacity initiatives with them. We are working with other key aviation authorities to improve safety oversight capabilities in Indonesia, Philippines and Thailand. Lastly, the

FAA continues to provide technical assistance in Afghanistan focused on reconstruction of the civil aviation system.

S t r a t e g i c I n i t i a t i v e s

This document establishes priorities, identifies opportunities to expand successful programs, and underscores the need to seek innovative solutions with our international partners, starting with the following five-year strategic initiatives:

- 1. Promote harmonization and compliance with aviation legislation, regulatory requirements, policies, and procedures.**
- 2. Create and support partnerships to leverage opportunities to develop safety, capacity, and efficiency initiatives.**
- 3. Promote U.S. best practices in safety to enhance consistency and seamless operational practices worldwide.**
- 4. Promote civil/military cooperation to ensure safe, secure, and efficient use of airspace.**
- 5. Improve global interoperability and advance future technologies and procedures.**
- 6. Increase awareness of methods to minimize aviation's impact on the environment.**
- 7. Share FAA best practices to mentor and influence aviation leaders and enhance foreign aviation expertise.**
- 8. Promote U.S. commercial space transportation regulations.**

1. Promote harmonization and compliance with aviation legislation, regulatory requirements, policies, and procedures.

As the number of international passengers and aviation activities increases across the globe, it is imperative for the U.S. to collaborate with international partners. The FAA works with aviation organizations to implement ICAO SARPs. The FAA is also building relationships with industry and government partners to align global safety activities and increase data sharing. In addition, the FAA promotes compliance with international safety standards through technical assistance, training, and sharing best practices.

- **Objective:** Identify and provide technical assistance and training to regional aviation safety organizations and countries to strengthen their capability to meet international aviation safety standards.
 - Monitor and support efforts to bring safety oversight systems into compliance with ICAO standards. In addition, the three regional Cooperative Development of Operational Safety and Continuing Airworthiness Projects (COSCAP) groups and Pacific Area Support Office (PASO) offer opportunities for the FAA to leverage resources by reaching out to multiple countries in the region through technical training and seminars: **Bangladesh, Indonesia, Philippines.**
 - Establish an ICAO Government Safety Inspector (GSI) training satellite office by 2010, enabling self-sustained GSI training operations in five years: **Thailand.**
 - Develop and deliver an instructional seminar on requirements for initiating and maintaining air carrier operations to the United States: **Association of Asia Pacific Airlines (AAPA), IATA venues.**
- **Objective:** Work with key countries in the region to maintain their capability to meet ICAO aviation safety standards.
 - Promote technical exchanges and assistance with aviation partners in the region: **Australia, India, Malaysia, Thailand.**
- **Objective:** Expand Bilateral Safety Partnerships.
 - Expand the existing bilateral partnership venues with key partners in the region: **Australia, Indonesia, Japan, Philippines, South Korea, Thailand.**
- **Objective:** Promote the development of BASA Implementation Procedures.
 - Assist efforts to expand the agreement to include the certification of transport category aircraft: **China.**

- **Objective:** Develop strategy for working with future potential BASA partners.
 - Promote the benefits of BASAs: **India.**
- **Objective:** Cooperate with partners in the region in sharing data aimed at increasing safety.
 - Explore possibilities of sharing ramp inspection data: **China, Japan, Singapore, South Korea.**
- **Objective:** Establish ICAO compliant laws and regulations to build the foundation for the reconstruction of civil aviation systems.
 - Facilitate passage of new civil aviation laws and adoption of model civil aviation regulations: **Afghanistan.**

2. Create and support partnerships to leverage opportunities to develop safety, capacity, and efficiency initiatives.

Improving and maintaining safety performance in an increasingly complex global aviation system requires a proactive and innovative approach to improving interoperability, operational efficiency, and advancing future capabilities. The FAA leverages private and government expertise and resources, as well as global assistance programs to assist CAAs to improve safety and implement efficiency enhancing technology and procedures.

- **Objective:** Promote the development and growth of ACPs and continue to identify external funding sources to further strengthen ongoing programs.
 - Define innovative new projects through the ACP and work with U.S. TDA and industry partners to identify funding: **China, India.**
 - Promote U.S. industry membership in the ACP to help prioritize projects and secure the necessary funding to support new projects: **China, India.**
 - Explore the value and feasibility of initiating an ACP: **Thailand.**
- **Objective:** Provide technical assistance and training aimed at increasing safety and efficiency levels.
 - Develop a comprehensive action plan to incorporate assistance in the aircraft certification, aviation safety and air traffic control areas: **South Korea.**

- **Objective:** Identify priority countries for strong bilateral airport relationships.
 - Support airport development and expansion programs through a range of training and technical assistance programs, including safety inspector training, wildlife hazard assessments, and airport planning: **China, India.**
 - Provide technical seminars designed to improve airport safety: **Asia Pacific Economic Cooperation (APEC), COSCAPs, Micronesia, PASO.**

3. Promote U.S. best practices in the provision of air traffic services and safety to enhance consistency and seamless operational practices worldwide.

The FAA promotes seamless operations in cooperation with international aviation partners to meet the challenge of safely expanding global aviation capacity. We work through regional organizations and working groups to influence regional safety and efficiency initiatives and to advance FAA priorities through coordinated U.S. strategies. We work with ICAO to establish a priority list of SARPs in support of NextGen operations and to streamline ICAO processes.

- **Objective:** Work with CAAs, regional organizations and ICAO to promote proficiency in the English language.
 - Work with external funding providers, to provide English language proficiency training for developing CAAs: **Afghanistan.**
- **Objective:** Ensure the development of coordinated FAA positions and participation at major international regional meetings.
 - Work through regional groups to promote the harmonization of air traffic and aviation regulations and procedures: **APEC, COSCAPs, PASO and Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG).**
- **Objective:** Identify needs in the regions for possible seminars on hazardous materials and dangerous goods inspector training, including ICAO updates for developing countries.
 - Leverage resources available to conduct international hazardous materials and dangerous goods training by reaching out to multiple countries through: **APEC, COSCAPs, ICAO.**

4. Promote civil/military cooperation to ensure safe, secure, and efficient use of airspace.

When countries transition from military to civil airspace control as a means to increase efficiency, safety oversight and air navigation operations become primary issues. Areas of focus include technical assistance and training in military to civilian transition.

- **Objective:** Support states in the transition of airspace from military to civilian control.
 - Work with U.S. Air Force Central Command, NATO, ICAO and the respective national authorities to facilitate the transition from military to civilian control of the airspace: **Afghanistan.**
- **Objective:** Encourage improved civil/military coordination of airspace planning and management.
 - Promote greater coordination among civil/military controllers and assist restructuring civil/military airspace as a means to address aviation growth: **Afghanistan, China, India.**

5. Improve global interoperability and advance future technologies and procedures.

Maintaining and improving safety in an increasingly complex global aviation system requires a proactive and innovative approach to improving interoperability and operational efficiency, as well as advancing future capabilities. Our ultimate goal is seamless operations across as many boundaries as possible. Harmonization and cooperation is essential on air traffic flow management, safety, and environmental issues as is collaboration on research and development programs that can advance capabilities crucial to future air traffic systems.

- **Objective:** Promote NextGen technologies, procedures, and/or concepts with key partners through existing bilaterals, as well as region-wide through support to multilateral forums.
 - Develop roadmap initiatives to harmonize activities associated with future air transportation systems: **China, Japan.**
 - Ensure that aggressive implementation strategies for new ATM systems, particularly satellite-based systems, are compatible with NextGen strategies: **Australia.**
 - Explore potential readiness, value and feasibility for discussion on NextGen cooperation: **India, Singapore, South Korea, Thailand.**

- **Objective:** Identify and target Asian countries with U.S. interests that demonstrate the potential for improving their ATM capabilities to engage in preliminary NextGen discussions.
 - Ensure future plans are compatible with U.S. NextGen system operations: **India, Singapore, Thailand.**

- **Objective:** Promote the use of Air Traffic Flow Management (ATFM) and associated technologies.
 - Provide technical assistance and seminars where operational efficiencies will likely deteriorate in the absence of ATFM systems: **China, India, Thailand.**

- **Objective:** Identify opportunities to facilitate the transfer of runway safety procedures, concepts, and technologies.
 - Promote cooperative exchanges and technical assistance to improve runway safety: **China, Indonesia, Japan.**
 - Leverage resources by providing training and technical seminars through regional groups: **APANPIRG, APEC, COSCAPs.**

- **Objective:** Encourage the use of logistical supply/support practices that enable the global interoperability of aviation infrastructure.
 - Develop long-term logistical supply/support agreements to support FAA installed infrastructure for the Kabul International Airport: **Afghanistan.**

6. Increase awareness of methods to minimize aviation's impact on the environment.

We are committed to improving aviation's environmental performance. Consistent with NextGen, our objective is to achieve environmental protection that allows sustained aviation growth. We work with air navigation service providers, governments, airlines, and aviation manufacturing to develop better scientific understanding of environmental performance interdependencies and impacts, to accelerate more efficient ATM operational procedures, to hasten the uptake of promising improvements in environmental aircraft technologies, and to advance renewable alternative fuels for aviation. While market-based measures may be useful in addressing certain aviation environmental impacts, we respect the prerogative of states to adopt appropriate measures for their circumstances.

- **Objective:** Explore opportunities to demonstrate U.S. operational air traffic efficiency and environmental best practices to key aviation partners through orientation visits and other outreach activities.
 - Promote the development of a global framework of fuel efficiency goals and measures to help countries meet the goals by participating in the ICAO GIACC process: **Australia, China, India, Japan, Singapore, South Korea.**
 - Engage key countries in the Asia Pacific region, including the four GIACC partners, to promote U.S. policies and practices: **Australia, China, India, Japan, Singapore, South Korea.**
 - Ensure an FAA presence at key regional environmental forums to promote a consistent environmental message and strategies to countries throughout the region: **APEC.**
 - Strengthen the ASPIRE partnership throughout the Pacific Rim and Southeast Asia regions to maximize operational and environmental benefits for providers and users alike: **Japan, Singapore.**

7. Share FAA best practices to mentor and influence aviation leaders and enhance foreign aviation expertise.

Our contribution to the growth of leadership skills in foreign aviation professionals is an integral component of developing civil aviation organizations worldwide. We are committed to investing in people who will drive aviation safety and efficiency improvement within their aviation authorities.

- **Objective:** Promote developmental opportunities for current or potential foreign leaders to mentor and influence aviation leaders and enhance foreign aviation expertise.
 - Focus programs on major aviation partners where aviation management practices and philosophies often differ from those in the U.S: **China, India, Indonesia, South Korea.**

- **Objective:** Share FAA best practices to mentor leaders and enhance aviation safety as called for under the Compact of Free Association.
 - Provide international airport manager training at FAA’s Center for Management Excellence and Leadership (CMEL) for at least one country: **Federated States of Micronesia.**
 - Provide airport rescue and firefighting (ARFF) training for ARFF personnel: **Federated States of Micronesia.**
 - Provide training and workshops on civil aviation and infrastructure development through the annual Pacific Aviation Directors’ Workshop for the Directors of Civil Aviation and their staffs: **Republic of Palau, Federated States of Micronesia, Republic of the Marshall Islands.**

- **Objective:** Share FAA best practices to mentor and influence Ministry of Transportation and civil aviation leaders and enhance foreign aviation expertise.
 - Mentor management and technical personnel: **Afghanistan.**
 - Enhance capacity building efforts by other donor organizations: **Afghanistan.**

8. Promote U.S. Commercial Space Transportation Regulations.

As more countries become interested in the commercial operation of space transportation, the FAA can provide information on how the U.S. regulates commercial space transportation vehicles and spaceports. Some countries today are privatizing government operations in space for expendable launch vehicles while others are interested in building or attracting new space transportation vehicles through the development of spaceports or other incentives. In each case, governments will develop new regulatory structures.

In the future, the FAA envisions commercially operated space vehicles that carry people will grow beyond suborbital flights in individual nations and into point-to-point regional and intercontinental travel that will require coordination between nations on safety. Orbital space flights by commercial operators are also possible and may need similar coordination. By establishing a foundation today, safety regulations in the future will proceed more smoothly.

There are technology transfer limitations in space transportation that will limit the level of FAA cooperation with other nations including International Traffic in Arms Regulations (ITAR). In addition, under Congressional direction, the FAA plans to phase in certain regulations on the human space flight industry as the industry grows and matures. At this time it is too early to seek adoption of international standards in human space flight safety.

- **Objective:** Promote FAA Office of Commercial Space Transportation (AST) regulations worldwide through outreach in order to build a common understanding to prepare for future interconnected global space transportation and growth of commercial space transportation.
 - Distribute promotional materials to other countries through FAA senior representatives;
 - Attend conferences, air and space shows, and international forums;
 - Participate in the United Nations Committee on Peaceful Uses of Outer Space;
 - Develop regulatory workshops;
 - Conduct bilateral discussions with interested countries;
 - Identify countries with emerging commercial space transportation interests;
 - Identify future international issues such as space and air traffic integration;
 - Evaluate with API other areas and methods of outreach: **All countries, all regions.**

- **Objective:** Develop a commercial space transportation strategy for the Asia Pacific region to identify and perform outreach activities.
 - Work on common regulations and licensing practices: **Australia, Japan, Singapore.**

- **Objective:** Develop a commercial space transportation strategy for the European Union to identify and perform outreach activities.

- Work on common regulations and licensing practices: **European Union states.**

Conclusion

The greatest benefits of a strategic plan of action for FAA international priorities are in the areas of resource planning and organizational collaboration. It is the intention that this document encourages global aviation interests to quantify and qualify the type of assistance needed with the understanding that their requests will become part of an annual assessment of priorities.

We welcome your comments and recommendations.