

Activity Report of

KOREA AIR TRAFFIC CONTROLLERS' ASSOCIATION

19 – 22 Oct.

29th IFATCA Asia Pacific Regional Meeting

1. ATS OPERATIONAL SUBJECTS

1.1. Traffic increase

- With the growing of Low Cost Carriers (LLCs), the traffic volume in Incheon FIR's daily traffic volume is reaching around 1600 movements(8.6% increase) compared to that of last year (1300 movements daily).

1.2. Procedures and Airspace Structure

- The newly established airway Y71 (for southbound airway to replace B576) and Y72 (for northbound airway) with a purpose to solve possible conflict on one of the busiest airway is operational with satisfactory result.
- It was found that some fixes in newly established Y71 and Y72 airways have some similar sounding fixes(for example, "TOMIN" and "PONIK"), and because of this, pilots and controllers experienced some confusion. We are now in the process of renaming of them.
- Conference between Korea and China for ATM
: Korea Ministry of Land, Transport and Maritime Affairs had a conference with China Civil Aviation Authority in Hailaer, China from July 18~20. In this conference, two major subjects were discussed, i.e. information exchange on ATFM between two countries and setting up new detouring route when China airway A326 (this route is used for the aircraft bound for Beijing and Europe) is closed, as well as parallel airway on G597 to disperse

on this single airway with short distance where traffic converges at the boundary of both FIRs.

1.3 Problem of similar call sign

- As the traffic volume increases sharply, the possibility to confuse call sign becoming higher. In addition, as the low cost carrier grows rapidly, we are exposed to experience similar call sign frequently than any other times, especially in peak time.
- But these days, the mega carriers too are using similar call sign more often than before.
- Controllers were taught not to confuse call sign in peak time, however, it's not so easy as there are several factors related, such as airlines policy in designating their call sign, slot assignment, fatigue management, risk management, stress, etc.
- Need more systematic counter measures to reduce call sign confusion. Trying to find out best practices.

1.4 New ICAO Flight Plan introduction

- Plan to introduce new ICAO FPL is going as scheduled. Controllers in Korea were informed how FPL will be changed.

1.5 Air accident related investigation in progress

- There had been air accident on Jan., 2011. The place of the accident is a small local airfield where it was setup for the training flights of aviation university pilots. Two student pilots were killed in the mid-air collision. The final air accident investigation report came out at the end of August. The controller involved is now under police investigation.
- There are several factors that caused the accident, but the police seem to be focusing on 'Professional negligence of an air traffic controller involved resulting in the death of two student pilots'.

- We are currently seeking a lawyer who can defend the controller involved, as well as requested assistance to IFATCA Executive Board.
- We hope the final verdict consider the general working environment of ATC as well as Just Culture is understood by all the parties related including the Court (Currently under police re-investigation).
- As this is the first trial in Korea the controller stand in court as a status of defendant, we are doing our best so that our co-worker to be treated in fair way in carrying out his profession.

2. EMPLOYMENT MATTERS

- Same as previous. Still experiencing manpower shortage.

3. FUTURE PLANS

3.1. Upgrade or Improvement Plans

- 2nd ACC and system upgrade plan is still in progress. The new ACC is scheduled to be functional by 2015 according to the plan.

3.2. MA Plans

- Will seek ways how to settle “Just Culture” in Korea ATC environment as we are now dealing with accident case in Korea. It may be a long way to go, but will do our best.
- Want to host 2014 Asia/Pacific Regional Meeting in Korea.

4. Others

Introduction of Aviation Safety Alert system

- This system includes various information that are needed for the airmen, dispatchers, air traffic controllers, maintenance personnel, airport operational personnel to mitigate possible dangerous factors in performing

their tasks. Through this system, it is expected safety culture in aviation field will be enhanced. This alert can be sent through e-mails of related or accessed through internet (<http://atis.casa.go.kr>).

