



*INTERNATIONAL CIVIL AVIATION ORGANIZATION*

**TWENTY FIFTH MEETING OF THE  
ASIA/PACIFIC AIR NAVIGATION PLANNING AND  
IMPLEMENTATION REGIONAL GROUP (APANPIRG/25)**

*Kuala Lumpur, Malaysia, 8 – 11 September 2014*

**Agenda Item 3:** **Performance Framework for Regional Air Navigation Planning and Implementation**

**3.1:** **AOP**

**REPORT ON THE SECOND MEETING OF AOP WORKING-GROUP**

(Presented by Chairman AOPWG)

**SUMMARY**

This paper presents the report of the Second Meeting of the AOP Working-Group (AOPWG/2) held in Yogyakarta, Indonesia from 3 to 5 June 2014 which was reviewed by ATMSG/2 (4<sup>th</sup> to 8<sup>th</sup> August 2014, Hong Kong China). APANPIRG is invited to review and adopt the draft conclusions proposed by AOPWG/2 and agreed by ATMSG/2.

This paper relates to –

*Strategic Objectives:*

A: *Safety – Enhance global civil aviation safety*

B: *Air Navigation Capacity and Efficiency — Increase the capacity and improve the efficiency of the global aviation system*

E: *Environmental Protection — Minimize the adverse environment effects of civil aviation activities*

**1. AOPWG/2 OUTCOMES**

1.1 The Second Meeting of the Aerodrome Operations and Planning Working Group (AOPWG/2) of APANPIRG was held at Yogyakarta, Indonesia from 03 to 05 June 2014. The meeting was attended by 51 participants from 14 Administrations and two International Organizations. The AOPWG/2 Meeting considered 22 WPs and six IPs. The Final Report of AOPWG/2 Meeting is available at <http://www.icao.int/APAC/Meetings/Pages/2014AOP-WP2.aspx>.

1.2 The AOPWG/2 Meeting noted that the Asia/Pacific Seamless ATM Plan incorporated the Block Zero ('0') ASBU elements that are now part of the Global Air Navigation Plan (Doc 9750) and that APANPIRG/24 in conclusion 24/54 endorsed the *Asia/Pacific Seamless ATM Plan Version 1.0*. The meeting also noted that Regional priorities and targets, along with the supporting Air Navigation Reporting Forms, will be proposed for endorsement at the APANPIRG/25.

1.3 The AOPWG/2 reviewed the two ANRF related to AOP – B0-ACDM and B0-SURF and recognized that the main objectives and targets to meet for these two modules were already discussed as part of the Asia/Pacific Seamless ATM Plan V1.0. Furthermore, it was noted that the B0-ACDM ANRF would also be reviewed by ATM/SG and B0-SURF by CNS/SG and ATM/SG respectively.

1.4 The AOPWG recognized that aerodrome operations were a key component for Seamless ATM, especially in regard to infrastructure and operational efficiencies. Hong Kong China, Indonesia, and Maldives suggested that ICAO be invited to organize additional seminars/workshop on the seamless ATM which would be helpful in promoting, better understanding and active involvement of the State/Administration in taking forward this regional initiative with a focus on aerodrome elements. The ATM/SG/2 agreed to the following Draft Conclusion that had been formulated by the AOPWG, for APANPIRG's consideration:

**Draft Conclusion ATM/SG/2-6: Seminar/Workshop on Seamless ATM Planning**

That, recognizing the need for promoting, understanding and active involvement of the APAC States Administration in taking forward this regional initiative, ICAO be invited to organize a seminar/workshop on Seamless ATM Plan with a focus on aerodrome elements.

1.5 The AOPWG meeting noted that the ICAO 38<sup>th</sup> Assembly in resolution 38/12 resolved that States should place greater emphasis on the management of aerodrome operations with runway safety given a high priority. The meeting also noted that Australia, Bangladesh, China, Hong Kong China, India, Indonesia, Japan, Malaysia, Maldives, Republic of Korea, Singapore, Thailand and Vietnam had confirmed establishment of Runway Safety Teams (RSTs) and that the monitoring of the establishment of RSTs will be through the Regional Aviation Safety Group (RASG).

1.6 The AOPWG meeting noted that 158 international airports out of 205 international airports listed in the Asia/Pacific Air Navigation Plan had been certified.

1.7 The AOPWG meeting noted that APANPIRG/24 had recognized the importance of developing seaplane bases (Water Aerodromes) which could be the best mode of transportation in geographical isolation in addition to providing recreational access and evacuation in emergencies. The meeting recognised the need for a model regulation on water aerodromes considering the growth in sea plane operations in the Asia/Pacific Region and formulated a draft conclusion for endorsement by APANPIRG. Bangladesh, Indonesia, Maldives, New Zealand, Sri Lanka and USA supported the proposal. The meeting noted that the body would submit the draft model regulations to AOPWG/3 for consideration and then to APANPIRG/26 for endorsement. The ATM/SG/2 agreed to the following Decision as a result of input from the AOP/WG:

**Decision ATM/SG/2-7: Establishment of Water Aerodromes Small Working Group**

That, the Water Aerodromes Small Working Group be established and comprising of experts from Indonesia, Maldives, New Zealand, Sri Lanka, and USA in order to develop a model regulation for water aerodromes for use as a reference document in the Asia/Pacific Region.

1.8 The AOPWG noted the inconsistencies in Paragraphs 3.1.22, 3.2.21 and Figure 3-1 of Annex 14, Volume II related to the provision of safety area surrounding the Final Approach and Take-Off (FATO) area of heliports. The meeting had discussed the provisions of Annex 14; Volume II related to FATO, safety area and Figure 3-1 at length and concluded that irrespective of the FATO dimension, the safety area surrounding the FATO must be a minimum of 2D. The ATM/SG agreed to the following AOPWG Draft Conclusion, for APANPIRG's consideration:

**Draft Conclusion ATM/SG/2-8: Amendment to Figure 3-1 of Annex 14, Volume II**

Recognizing that the Figure 3-1 in Annex 14, Volume II was not consistent with the standard in Para 3.1.22 and 3.2.21 of Annex 14, Volume II, ICAO be invited to review and make corrections to the Figure as appropriate.

1.9 Macao China presented the measures on handling emergency cases of passengers with life in danger and unruly passengers during adverse thunderstorm conditions. AOPWG noted that guidance on airport operations under adverse weather conditions (ice, frost, freezing rain, strong winds, rain, fog or low visibility and snow) were available in the Aerodrome Services Manual (Doc 9137), Part 8 – Airport Operational Services. However, thunderstorm conditions were not included. The meeting also noted that there was very limited guidance material for airport on handling emergency cases under thunderstorm conditions from ICAO or other civil aviation organizations. Hong Kong China, Maldives, New Zealand and Philippines supported the Macao China proposal.

1.10 The ATM/SG/2 noted IATA's comment that developing anything but general guidance was very difficult, due to the location-specific differences in thunderstorm activity and effect. Notwithstanding this, the ATM/SG/2 agreed to the following Draft Conclusion that had been formulated by the AOPWG, for APANPIRG's consideration:

**Draft Conclusion ATM/SG/2-9: Guidance on Airport Operations Procedures in Thunderstorm Conditions**

Recognizing that guidance on airport operations procedure in thunder storm conditions, which are commonly experienced in tropical countries, are not available, ICAO be invited to provide these for use by airport operators.

1.11 ACI presented their initiatives to enhance aerodrome safety and environment management. AOPWG noted the progress of the ICAO-ACI APEX Programme which aimed to assist aerodrome operators with the improvement level of safety and compliance with ICAO Standards and Recommended Practices. The procedure of the APEX in Safety Programme was based on a Memorandum of Cooperation (MoC) between ACI and ICAO to provide a framework in order to jointly pursue the highest possible levels of safety at aerodromes worldwide.

1.12 The meeting acknowledged the benefits associated with the ICAO-ACI APEX Programme through access to experts, training, workshops and seminars, working groups at local, regional and international levels. These benefits resulted in the State oversight capabilities receiving a boost, as the airport participating in the APEX in Safety Programme would display a greater level of compliance with SARPs and the national regulations applicable. The aerodromes being reviewed benefited from ACI best practices, operational expertise from peer aerodromes and other Programme partners, and contribution from ICAO. The ATM/SG/2 agreed to the following Draft Conclusion that had been formulated by the AOPWG, for APANPIRG's consideration.

**Draft Conclusion ATM/SG/2-10: ICAO – ACI APEX Programme**

That States:

- a) Support the use of the APEX in Safety Programme at aerodromes in the APAC Region; and
- b) Encourage airport operators to approach ACI for assistance through the APEX in Safety Programme; and to recommend aerodrome operators in the APAC Region to participate in the APEX Safety Reviews Programme.

1.13 The AOPWG reviewed the list of Air Navigation Deficiencies noted by APANPIRG/24 in the AOP field and urged concerned States to provide the necessary resources for the elimination of deficiencies and submit the update to ICAO. The AOP deficiencies list is placed at Appendix B to WP/11.

1.14 The AOPWG reviewed the results taken from the USOAP CMA online framework in the compliance with ICAO SARPs and the common findings identified in the APAC Region. The meeting noted that the Effective Implementation in the AGA area as at May 2014 was 60.67%.

**2. ACTION BY THE MEETING**

- 2.1 The meeting is invited to:
- a) review the AOPWG/2 Meeting outcomes; and
  - b) consider endorsement of the draft Conclusions developed by the AOP Working-Group and agreed by ATMSG/2.

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