



INTERNATIONAL CIVIL AVIATION ORGANIZATION

FINAL REPORT

**THE SECOND MEETING OF THE APANPIRG
AERODROMES OPERATIONS AND PLANNING WORKING GROUP
(AOPWG/2)**

YOGYAKARTA, INDONESIA, 3 – 5 JUNE 2014

The views expressed in this Report should be taken as those
of the Meeting and not the Organization

Approved by the Meeting and published by the
ICAO Asia and Pacific Office, Bangkok

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Attachments to the Report

Attachment 1 – List of Participants

Attachment 2 – List of Papers

1.1 Introduction

1.1.1 The Second Meeting of the APANPIRG Aerodromes Operations and Planning Working Group (AOPWG/2) was held in Yogyakarta, Indonesia from 3 to 5 June 2014 at Hotel Hyatt Regency, Yogyakarta.

1.2 Attendance

1.2.1 The meeting was attended by 51 participants from 14 Member States and 2 International Organizations.

1.2.2 The List of Participants is placed at **Attachment 1** to the Report.

1.3 Opening of the meeting

1.3.1 On behalf of Regional Director, ICAO, Regional Officer/AGA welcomed all the participants to the meeting.

1.3.2 Ir. Kevin Lam Chairperson AOPWG welcomed the participants and formally opened the meeting.

1.4 Officers and Secretariat

1.4.1 Mr N.C Sekhar, Regional Officer/AGA, ICAO Asia and Pacific Office, was the Secretary of the Meeting.

1.5 Working Arrangements, Language and Documentation

1.5.1 The working language of the meeting and all documentation was English. There were 22 Working Papers and 6 Information Papers considered by the meeting. A List of Papers is included at **Attachment 2** to this Report.

1.6 Conclusions and Decisions

Draft Conclusions, Draft Decisions and Decisions of AOPWG – Definition

1.6.1 The AOPWG recorded its actions in the form of Draft Conclusions, Draft Decisions and Decisions within the following definitions:

- a) **Draft Conclusions** deal with matters that, according to APANPIRG Terms of Reference, require the attention of States, or action by the ICAO in accordance with established procedures;
- b) **Draft Decisions** deal with the matters of concern only to APANPIRG and its contributory bodies; and
- c) **Decisions** of AOPWG relate solely to matters dealing with the internal working arrangements of the AOPWG.

1.6.2 List of Draft Conclusions and Decisions**Draft APANPIRG Conclusion XX – 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 seminar/workshop on Seamless ATM Plan with a focus on aerodrome elements.

Draft APANPIRG Decision XX – Establishment of Water Aerodromes Task Force

That, the Water Aerodromes Task Force be established with the Terms of Reference as at **Appendix B** to this Report on Agenda Item 4 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 APAC Region.

Draft APANPIRG Conclusion XX – Amendment to Figure 3-1 of Annex 14, Volume II

Recognizing that the Figure 3-1 in Annex 14, Volume II is 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.

Draft APANPIRG Conclusion XX – Guidance on Airport Operations Procedures in Thunder Storm 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.

Draft APANPIRG Conclusion XX – 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.

1.7 Terms of Reference of AOPWG

1.7.1 The Terms of Reference of AOPWG was approved by APANPIRG/22 (Bangkok 5-9 September 2011).

- Ensure the continuous and coherent development of the Asia/Pacific Regional Air Navigation Plan in the AOP Field in accordance with the GANP and GASP;
- Promote and follow up the implementation of the AOP requirements of the APAC ANP;
- Review, identify and address deficiencies in the provision of aerodrome installations, equipment and Services according to established procedures, and propose corresponding timely corrective actions to the shortcomings/deficiencies affecting aerodrome operations;
- Monitor developments in the field of aerodrome operations in the APAC Regions, new operational requirements and/or technological developments including environment aspects and make proposals to meet the operational requirements related to these developments; and
- Ensure AOP environmental initiatives are consistently identified and progressed, and report outcomes from AOP environmental initiatives.

Agenda Item 1: Adoption of Provisional Agenda (WP/1)

1.1 The Provisional Agenda presented in WP/1 was adopted as agenda for the Meeting.

Agenda Item 1: Adoption of Provisional Agenda

Agenda Item 2: Review Outcome of relevant Meetings

Agenda Item 3: Performance Framework and Metrics

Agenda Item 4: Provision of AOP in the Asia/Pacific Region

Agenda Item 5: AOP Air Navigation Deficiencies

Agenda Item 6: Update the AOP/WG Task List

Agenda Item 7: Any other Business

Agenda Item 8: Date and Venue for Next Meeting

Agenda Item 2: Review Outcomes of Relevant Meetings**2.1 APANPIRG/24 Outcomes (WP/2)**

2.1.1 The Secretariat presented information relevant to the AOP Working Group from the Twenty Fourth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/24, Bangkok, Thailand, 24 to 26 June 2013).

2.1.2 The Meeting carried out a review of the actions taken by APANPIRG/24 on the Decisions and Conclusions formulated by the first meeting of AOPWG held in May 2013. The meeting noted with satisfaction that actions on the 4 Conclusions and 3 Decisions of APANPIRG/24 in the AOP field were completed. The meeting also noted that the Air Navigation Commission on 27th November 2013 reviewed the Report of the APANPIRG/24 Meeting.

2.2 50th Conference of Directors General of Civil Aviation Outcomes (WP/3)

2.2.1 The Secretariat presented information from the 50th Conference of Directors General of Civil Aviation Asia and Pacific Regions (DGCA/50) (1 to 4 July 2013, Bangkok).

2.2.2 The meeting noted that the DG Conference had formulated in total 15 Action Items and that ICAO has referred India's proposal on the ambiguity in the provision of take off climb surface and its effect on declared distances to ICAO HQ for further study.

2.2.3 The meeting also noted the Theme Topic for the 51st DGCA Conference as agreed by the 50th DGCA Conference was "**Rise to Future Challenges in Aviation through closer Collaboration and Harmonization**" and that it will be held in Hong Kong, China from 24th to 27th November 2014. States were encouraged to develop and provide AOP related papers to the 51st DGCA Conference.

2.3 Outcomes from RASG APAC/3 Meeting (WP/4)

2.3.1 The meeting was informed about the outcomes of the Third Meeting of the RASG APAC and noted the action taken by the ICAO Regional Office on the two Decisions (3/9 and 3/20) which were relevant to AOPWG. The meeting noted that the ICAO Regional Office has referred the Industry Best Practices Manual to ICAO HQ for circulation to the relevant subject experts and the Republic of Korea proposal on lighting symbols to ICAO HQ for study. The meeting encouraged the participants to share the Working Paper presented by India on the timely and accurate reporting of runway surface condition by ATS/AIS to Flight Crew, with their aerodrome operators.

Agenda Item 3: Performance Framework and Metrics**3.1 Progress on the Alignment of Air Navigation Plans with the GANP (WP/11)**

3.1.1 The meeting noted the work of the eANP Working Group (eANP-WG) which was formed in the follow-up to the 12th Air Navigation Conference Recommendation – 6/1 [Regional Performance Framework – Planning Methodologies and Tools] on the alignment of regional air navigation plans with the Fourth Edition of the Global Air Navigation Plan (Doc 9750).

3.1.2 The meeting also noted that the eANP will be in three Volumes and subject to the Council approval of the ANP Template in June 2014, the development/approval of the ANPs/eANP would be in accordance with the following tentative Action Plan.

ANP Volume	eANP	Responsible	Date
Vol I, II & III	Population of eANP with existing data	Regional Offices	September 2014
Vol I, II & III	Agreement on the content of the eANP	PIRGs/States	Mid 2015
Vol I	Approval of Volume I of eANPs by the Council	Regional Offices/ANB	End 2015
Vol II	Approval of Volume II of eANPs by regional agreement	Regional Offices/PIRGs	End 2015
Vol III	Approval of Part II by regional agreement. Inclusion of Volume III on web-based platform.	Regional Offices/PIRGs/ANB	End 2015
Consequential Amendments	Amendments to existing ICAO documentation related to ANPs to ensure harmonization including the Regional Office Manual, and review of the applicability of the Uniform methodology for the identification, assessment and reporting of air navigation deficiencies to the new ANP	ANB	Mid 2015

3.1.3 In addition the meeting noted that the current ANP application under SPACE (iSTARS 2.0) would be used as the basis for the development of the eANP web-based platform.

3.2 Regional Performance Framework - Air Navigation Reporting Form (WP/15)

3.2.1 The meeting noted that the Asia/Pacific Seamless ATM Plan incorporated the Block Zero ('0') Aviation System Block Upgrade (ASBU) elements that are now part of the Global Air Navigation Plan (Doc 9750) and that APANPIRG/24 in conclusion 24/54 endorsed the *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.

3.2.2 The meeting was informed that the currently used Performance Framework Forms (PFFs) have been redesigned and aligned with the ASBU framework to be called Air Navigation Report Form (ANRF) and that ANRF templates for all the 18 Modules of Block 0 would be available in the future. This work was just started and is in the very initial stage. Reporting and monitoring results gathered through this scheme would be analyzed by ICAO and aviation partner stakeholders and then utilized in developing the annual Global Air Navigation Report planned to be released from 2014 onwards.

3.2.3 The meeting further noted that two ANRFs relate to AOP, namely B0-ACDM, and B0-SURF and recognized that the main objectives and targets to meet for these two modules were already discussed and planned by the APAC States in the Seamless ATM Plan V1.0. B0-ACDM ANRF will also be reviewed by ATM/SG and B0-SURF by CNS/SG and ATM/SG respectively. The meeting reviewed the ANRFs proposed by the secretariat and agreed with the following comments from Hong Kong China:

BO ACDM – Safety is shown as applicable under KPA and not applicable under Performance Monitoring and Measurement.

BO SURF – The level 2 mentioned for ASMGCS is not consistent with the Seamless ATM Plan.

The updated ANRFs for BO-ACDM and BO-SURF are placed at **Appendix A** to this Report on Agenda Item 3.

3.3 Asia/Pacific Seamless ATM Planning and Reporting (WP/16)

3.3.1 The meeting recognized that Aerodrome operations are a key component for Seamless ATM, especially in regard to infrastructure and operational efficiencies. The collaborative interaction of various stakeholders was important to ensure that aerodrome operations, facilities and equipment were suitable for all aircraft operators. Short, medium and long term aerodrome planning had to take into account the seamless system so that capital investment is aligned to ATM operational efficiencies.

3.3.2 As of May 2014 only 12 Administration had submitted the Seamless ATM Reporting Form. Given the urgency and priority of Seamless ATM Planning the meeting urged participants to report on any difficulties they may have and if not yet done, to complete the first Regional Seamless ATM Reporting Form and submit to ICAO Regional Office.

3.3.3 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/Administrations in taking forward this regional initiative with a focus on aerodrome elements.

Draft APANPIRG Conclusion XX – 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 seminar/workshop on Seamless ATM Plan with a focus on aerodrome elements.

3.3.4 Indonesia sought clarification on the assignment of responsibilities for each of the Seamless ATM Plan elements. ICAO informed the meeting that a draft proposal on the assignment and matrix of responsibilities for all the elements is under consideration. The assignment of responsibilities would be presented to the sub Groups and APANPIRG/25 for endorsement.

3.3.5 ACI made a presentation on ‘Airport’s Perspective on Traffic Growth and Demand Management’ on request by the Chairperson. The meeting appreciated ACI for sharing useful information on the criteria to be considered for evaluating the airport capacity and invited States advanced in this area to share their experience in evaluation of aerodrome capacity and procedures for apron management services at the AOPWG/3 Meeting.

APPENDIX A to the Report on Agenda Item 3

**AIR NAVIGATION REPORT FORM (ANRF)
APAC Regional Planning for ASBU Modules**

<p>REGIONAL/NATIONAL PERFORMANCE OBJECTIVE – B0-SURF: Safety and Efficiency of Surface Operations (A-SMGCS)</p> <p>Performance Improvement Area 1: Airport Operations</p>					
<p>ASBU B0-SURF: Impact on Main Key Performance Areas (KPA)</p>					
	Access & Equity	Capacity	Efficiency	Environment	Safety
Applicable	Y	Y	Y	Y	Y
<p>ASBU B0-SURF: Planning Targets and Implementation Progress</p>					
Elements			Targets and Implementation Progress (Ground and Air)		
Safety and Efficiency of Surface Operations			November 2015 (Seamless ATM Phase I): All high density international aerodromes (100,000 scheduled movements per annum or more) should have provided electronic surface movement guidance and control.		
<p>ASBU B0-SURF: Implementation Challenges</p>					
Elements	Implementation Area				
	Ground system Implementation	Avionics Implementation	Procedures Availability	Operational Approvals	
Safety and Efficiency of Surface Operations	A-SMGCS system integrating sensors. Vehicles properly equipped (cooperative transponder systems)	Nil	Nil	Nil	

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ASBU B0-SURF: Performance Monitoring and Measurement (Implementation)	
Elements	Performance Indicators/Supporting Metrics
Surveillance system for ground surface movement(PSR,SSR, ADS-B or Multilateration (aircraft vehicles)	Percentage of applicable international aerodromes having implemented A-SMGCS
ASBU B0-SURF: Performance Monitoring and Measurement (Benefits)	
Key Performance Areas	Performance Metrics
Access & Equity	Improves portions of the Manoeuvring area obscured from view of the control tower for vehicles and aircraft. Ensures equity in ATC handling of surface traffic regardless of the traffic's position on the international aerodrome
Capacity	Sustained level of aerodrome capacity during periods of reduced visibility
Efficiency	Reduced taxi times through diminished requirements for intermediate holdings based on reliance on visual surveillance only. Reduced fuel burn
Environment	Reduced emissions due to reduced fuel burn
Safety	Reduced runway incursions. Improved response to unsafe situations. Improved situational awareness leading to reduced ATC workload

APPENDIX A to the Report on Agenda Item 3

**AIR NAVIGATION REPORT FORM (ANRF)
APAC Regional Planning for ASBU Modules**

<p>REGIONAL/NATIONAL PERFORMANCE OBJECTIVE – B0-ACDM: Improved Airport Operations through Airport-CDM</p> <p>Performance Improvement Area 1: Airport Operations</p>					
<p>ASBU B0-ACDM: Impact on Main Key Performance Areas (KPA)</p>					
	Access & Equity	Capacity	Efficiency	Environment	Safety
Applicable	Y	Y	Y	Y	
<p>ASBU B0-ACDM: Implementation Progress</p>					
Elements			Target and Implementation Status (Ground and Air)		
Airport CDM at all high density aerodromes			November 2015 (Seamless ATM Phase I): - Airport CDM at all high density aerodromes.		
Apron Management			November 2015- (Seamless ATM Phase I) All high density international aerodromes (100,000 scheduled movements per annum or more) should provide an appropriate apron management service in order to regulate entry of aircraft into and coordinate exit of aircraft from the apron;		
ATM- Aerodrome coordination			November 2015- (Seamless ATM Phase I) All high density international aerodromes (100,000 scheduled movements per annum or more) should have appropriate ATM coordination on airport development and maintenance planning; coordination with local authorities regarding environmental, noise abatement, and obstacles; and ATM/PBN procedures for the aerodrome		
Aerodrome Capacity - assessment of passenger, airport gate, apron, taxiway and runway capacity;			November 2015- (Seamless ATM Phase I) All high density international aerodromes (100,000 scheduled movements per annum or more) should have a declared airport terminal and runway capacity November 2018- (Seamless ATM Phase II) All high density aerodromes should have a declared airport terminal and runway capacity		

APPENDIX A to the Report on Agenda Item 3

ASBU B0-ACDM: Implementation Challenges				
Elements	Implementation Area			
	Ground system Implementation	Avionics Implementation	Procedures Availability	Operational Approvals
Airport CDM at all high density aerodromes	Inter connection of ground systems of all stakeholders	Nil	Lack of guidance material and Coordination procedures	Lack of Agreements (MOU) among stake holders, and procedures
Apron Management	communication facilities	Nil	Lack of Coordination procedures between a provider of ATS Services and the aerodrome operator.	Lac k of Agreements, (MOU) and procedures
ATM coordination	Nil	Nil	Lack of Coordination procedures	Lack of Agreements (MOU),and procedures
Aerodrome Capacity	Availability of space	Nil	Lack of guidance material to assess airport capacity	Nil

ASBU B0-ACDM: Performance Monitoring and Measurement (Implementation)	
Elements	Performance Indicators/Supporting Metrics
Airport CDM at all high density aerodromes.	% of applicable international aerodromes having implemented improved airport operations through airport-CDM (applicable=high density)
Apron Management	% of high density international aerodromes (100,000 scheduled movements per annum or more) providing an appropriate apron management service
ATM – Aerodrome coordination	% of high density international aerodromes having appropriate ATM coordination in accordance with the Seamless ATM Plan
Aerodrome Capacity –Phase 1	% of high density international aerodromes having declared capacity in accordance with the Seamless ATM Plan Phase 1

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Aerodrome Capacity- Phase 2	% of high density aerodromes having declared capacity in accordance with the Seamless ATM Plan Phase 2
ASBU B0-ACDM: Performance Monitoring and Measurement (Benefits)	
Key Performance Areas	Performance Metrics
Access & Equity	Enhanced equity on the use of aerodrome facilities.
Capacity	Enhanced use of existing of gate and stands (unlock latent capacity). Reduced workload, better organization of the activities to manage flights. Enhanced aerodrome capacity
Efficiency	Improved operational efficiency (fleet management); and reduced delay. Reduced fuel burn due to reduced taxi time and lower aircraft engine run time. Improved aerodrome expansion in accordance with Master Plan
Environment	Reduced emissions due to reduced fuel burn
Safety	Not applicable

Agenda Item 4: Provision of AOP in the Asia/Pacific Region**4.1 Updates on Runway Safety (WP/7)**

4.1.1 The Secretariat presented WP/7 on Runway Safety. The meeting noted that the ICAO 38th 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 Team at their airports.

4.1.2 The meeting further noted that ICAO had completed the design of the Runway Safety i-Kit, a comprehensive toolkit based on the Runway Safety Products provided by Runway Safety Programme Partners and that the i-Kit and the First Edition (January 2014) of the RST Handbook are available at ICAO website <http://www.icao.int/safety/RunwaySafety/Pages/default.aspx>. ICAO informed the meeting that the monitoring of the establishment of RSTs will be through RASG.

4.2 Status of Implementation of Certification of Aerodrome Requirements in the APAC Region (WP/13)

4.2.1 The meeting was provided with information on the status of international aerodromes certified in the APAC Region which was updated and appended in **Appendix A** to this Report on Agenda Item 4. The meeting reviewed the updated status and noted that 158 international airports out of 205 international airports resulting in 77% of the international aerodromes listed in APAC Air Navigation Plan had been certified. Tonga and Philippines informed the meeting that they will update ICAO the status of airport certification.

4.2.2 The meeting noted that the ICAO 38th Assembly in Resolution 38/12 [Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation – APPENDIX J – provision of adequate aerodromes] resolved that States should take necessary measures, including the allocation of adequate resources, to improve the level of implementation of aerodrome certification, including SMS at aerodromes.

4.2.3 The meeting reminded States who have not yet done to update the status on regulatory framework, certification procedures and progress on aerodrome certification and SMS implementation at certified airports and submit to the ICAO APAC Office. The Chairman appreciated ICAO TCB and New Zealand in supporting the aerodrome certification process for the Pacific Island States.

4.3 Amendment 11 to Annex 14, Volume I – Aerodrome Design and Operations (WP/5)

4.3.1 The meeting noted that Amendment 11 to Annex 14, Volume I had become applicable with effect from 14 November 2013 (Amendment 11A) except for the element concerning new approach classification which will become applicable on 13 November 2014 (Amendment 11B). The sixth edition (July 2013) of Annex 14, Volume I- *Aerodrome Design and Operations* incorporates all amendments adopted by the Council prior to 28 February 2013 and supersedes on 14 November 2013 all previous editions of Annex 14, Volume I.

4.3.2 The meeting urged member States to incorporate the requirements of Amendment 11 to Annex 14, Volume I in their national regulations and ensure its implementation. The Chairman reminded States on the new requirements in particular on the provision of RESA.

4.4 Amendment 5 to Annex 14, Volume II – Heliports (WP/6)

4.4.1 The meeting noted that Amendment 5 to Annex 14, Volume II has become applicable with effect from 14 November 2013. The Fourth Edition (July 2013) of Annex 14, Volume II–Heliports, incorporates all amendments adopted by the Council prior to 28 February 2013 and supersedes on 14 November 2013 all previous editions of Annex 14, Volume II. HK China sought clarification on the rationale regarding the provision of Flight Path alignment guidance lighting and appealed to states in the APAC region with experience to share on the provision of such lighting at AOPWG/3.

4.4.2 The meeting urged member States to incorporate the requirements of Amendment 5 to Annex 14, Volume II in their national regulations and ensure its implementation.

4.5 Standards for Water Aerodromes (WP/10)

4.5.1 The meeting noted that APANPIRG/24 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.

4.5.2 The meeting also noted that Regional Office circulated a questionnaire to APAC States to assess the requirement of SARPS for water aerodromes. In all 14 Administrations [Australia, Bangladesh, Hong Kong China, Japan, Macao China, Malaysia, Maldives, Mongolia, New Zealand, Pakistan, Philippines, Singapore, Thailand and USA] participated in the survey. The survey results showed that:

- 11 Administrations have no requirements for water aerodromes except for Maldives, New Zealand and USA;
- 3 Administrations (Japan, Maldives and USA) have reported that a national regulations is in place for water aerodromes;
- 10 Administrations have reported that their national regulations do not contain the definition of water aerodromes. USA has developed its own Federal Regulations regarding the definition;
- 4 Administrations (Australia, Maldives, New Zealand and USA) have reported having water aerodromes for sea plane operations;
- 3 Administrations (Australia, Maldives and New Zealand) have reported that a water aerodrome is used for domestic operations only. USA has 24 water aerodromes which are used for international operations; and
- Nil Administration reported having traffic projections for water aerodromes

4.5.3 The meeting recognized the need for a model regulation on water aerodromes considering the growth in sea plane operations in APAC Region and formulated the following draft conclusion for endorsement by APANPIRG. Bangladesh, Indonesia, Maldives, New Zealand, Sri Lanka and USA supported the proposal. The meeting noted that the TF would submit the draft model regulations to AOPWG/3 for consideration and then to APANPIRG/26 for endorsement.

Draft APANPIRG Decision XX – Establishment of Water Aerodromes Task Force

That, the Water Aerodromes Task Force be established with the Terms of Reference as at **Appendix B** to this Report on Agenda Item 4 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 APAC Region.

4.6 Proposal for the amendment of Annex 14, Volume I and proposed Procedures for Air Navigation Services – Aerodromes (PANS – Aerodromes) (WP/14)

4.6.1 The meeting noted that the Air Navigation Commission at the twelfth meeting of its 193rd Session (4th June 2013) conducted a preliminary review of the proposals developed by the PANS — Aerodromes Study Group (PASG) for the amendment of Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations*. The meeting also noted that the Air Navigation Commission had also reviewed a draft of the PANS — *Aerodromes* document proposed by the study group. The meeting further noted that the proposed amendment to Annex 14, Volume I and the proposed PANS — *Aerodromes* are envisaged for applicability on 12 November 2015.

4.7 Heliport Safety Areas – Inconsistencies in Annex 14, Volume II – Heliports (WP/17)

4.7.1 Indonesia presented the paper on 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 for heliports. The meeting discussed at length on the provisions of Annex 14, Volume II related to FATO, safety area and Figure 3-1. In conclusion the meeting noted that irrespective of the dimension of the FATO, the safety area surrounding the FATO must be a minimum of 2D. However, the text in Figure 3-1 which reads as FATO + Safety area = minimum 2D should be corrected as Safety area = minimum 2D to be consistent with the standard. Following this the meeting formulated the following draft conclusion for APANPIRG's endorsement.

Draft APANPIRG Conclusion XX – Amendment to Figure 3-1 of Annex 14, Volume II

Recognizing that the Figure 3-1 in Annex 14, Volume II is 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.

4.8 Rescue and Fire Fighting Regulatory Requirement at Elevated Heliport (WP/19)

4.8.1 Malaysia and Philippines presented the paper on the Standards for Elevated Heliport applicable in their respective countries. The meeting noted that Malaysia had established Airport Standards Directive 903 in accordance with SARPS specified in ICAO Annex 14, Volume II and guidelines contained in ICAO Heliport Manual (Doc 9261). The meeting thanked DCA Malaysia for the paper. Hong Kong China and Macao China shared the best practices followed at their elevated heliports.

4.9 Bird Strike Control and Reduction in Japan (WP/18)

4.9.1 Japan made the presentation on Bird Strike Control and Reduction and provided information on Birds Position Information Radar Display System. The meeting noted the importance and role of the national bird committee and urged States/Administrations who have not yet established to do so.

4.10 Aerodrome Safety and Certification Programs Update (WP/20)

4.10.1 FAA presented the paper. The meeting noted that airports throughout the world routinely face a number of safety challenges. Improvements in procedures, programs and the introduction of new technology can help to improve safety. The meeting noted the initiatives undertaken by FAA to maintain its commitment to safety included programs and initiatives offered in runway safety, mitigation of wildlife hazards, research and development, pavement management programs, Aircraft Rescue Firefighting (ARFF), implementation of Safety Management Systems, and Airport-to-Airport Mutual Aid Programs.

4.10.2 The meeting encouraged administrations to consider adoption or implementation of the technologies and/or processes discussed to address their on-going safety challenges faced by airports.

4.11 Aerodrome Operations under Thunder Storm Conditions (WP/22)

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

Draft APANPIRG Conclusion XX – Guidance on Airport Operations Procedures in Thunder Storm 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.

4.12 ACIs Recent Initiatives on AOP

4.12.1 ACI made a presentation on their AOP initiatives to enhance aerodrome safety and environment management.

4.12.2 The meeting noted the progress of the ICAO–ACI APEX Programme whose aim is 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 is 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.

4.12.3 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 result to the State oversight capabilities receiving a boost, as the airport participating in the APEX in Safety Programme will display a greater level of compliance with SARPs and the national regulations applicable. The aerodromes being reviewed benefit from ACI best practices, operational expertise from peer aerodromes and other Programme partners, and contribution from ICAO. The meeting formulated the following conclusion for endorsement by APANPIRG.

Draft APANPIRG Conclusion XX – 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.

4.13 Studies and Approval of Engineered Material Arresting System (EMAS)

4.13.1 The paper was presented by Macao China on behalf of China highlighting the use of EMAS at airports where land availability is a constraint for providing Runway End Safety Areas.

APPENDIX A to the Report on Agenda Item 4

NUMBER OF INTERNATIONAL AIRPORTS CERTIFIED IN APAC REGION						
ITEM	STATE/TERRITORY	Number of International Aerodromes listed in Doc. 9673, Vol. II, FASID, Table AOP 1	RESPONSIBLE BODY	NUMBER OF AERODROMES		
				Certified	Certification in process	Remarks
1	Afghanistan	2	CAA		2	
2	Australia	16	CASA	15	1	
3	Bangladesh	2	CAA	2		
4	Bhutan	1	DCA	1		
5	Brunei Darussalam	1	DCA		1	
6	Cambodia	2	SSCA	2		
7	China	34	CAAC	34		
	Hong Kong, China	1	CAD	1		
	Macao, China	1	CAA	1		
8	Cook Islands	1	MOT	1		
9	DPR Korea	1	GACA	1		
10	Fiji	2	CAA	2		
11	India	21	DGCA	18	3	
12	Indonesia	21	DGCA	21		
13	Japan	18	JCAB	18		
14	Kiribati	2	DCA		2	
15	Lao PDR	1	DCA		1	
16	Malaysia	6	DCA	6		
17	Maldives	4	CAA	4		
18	Marshall Islands	1	DCA		1	
19	Micronesia (Federated States of)	3	DCAA		3	
20	Mongolia	1	CAA	1		
21	Myanmar	1	DCA	1		
22	Nauru	1	DCA		1	
23	Nepal	1	CAA	1		
24	New Zealand	3	CAANZ	3		
25	Pakistan	6	CAA	4	2	
26	Palau	1	PNAA		1	
27	Papua New Guinea	2	CASA	2		
28	Philippines	7	CAA	1	6	
29	Republic of Korea	8	MLTM	8		
30	Samoa	1	CAD	1		
31	Singapore	3	CAA	2		1 military
32	Solomon Islands	1	CAA		1	
33	Sri Lanka	2	CAA	1	1	
34	Thailand	12	DCA		12	
35	Timor Leste		Civil Aviation Division			1 Airport not listed in ANP
36	Tonga	2	CAD	1	1	
37	Vanuatu	2	CAA	2		

APPENDIX A to the Report on Agenda Item 4

ITEM	STATE/TERRITORY	Number of International Aerodromes listed in Doc. 9673, Vol. II, FASID, Table AOP 1	RESPONSIBLE BODY	NUMBER OF AERODROMES		
				Certified	Certification in process	Remarks
38	Viet Nam	7	CAA	3	4	
	DEPENDENT TERRITORIES					
	Franch					
39	French Polynesia	1	CAA		1	
40	New Caledonia	1	DCA		1	
	NON-CONTRACTING STATES					
41	Tuvalu	1	DCA		1	
	TOTAL	205		158	46	2

APPENDIX B to the Report on Agenda Item 4

DRAFT TERMS OF REFERENCE APAC WATER AERODROMES TASK FORCE

Deliverable(s)

- a) APAC Model Regulations for the design and operations of water aerodromes for sea plane operations.

Scope of work

The following are the broad principles describing the scope of work:

- a) take into account the existing regulations, guidance material and procedures related to water aerodromes and float operations ; and
- b) be consistent with the ICAO Annex 14, Volume I and international maritime requirements.

Composition

The task force would be composed of experts nominated by Indonesia, Maldives, Sri Lanka, New Zealand and USA. Additional membership could be invited from other regions if required.

Conduct of the work and schedule

The task force shall complete its work by May 2015. The work would be carried out by means of electronic correspondence as far as practicable. Minimum amount of face to face meetings would be planned.

Agenda Item 5: AOP Air Navigation Deficiencies (WP/8)

5.1 The meeting was reminded that under the Terms of Reference, the APANPIRG has been regularly reviewing the status of implementation of the Asia Pacific Air Navigation Plan through its subgroups to identify and address the Air Navigation Deficiencies according to the uniform methodology approved by the ICAO Council. In meeting this objective, APANPIRG facilitates the development and implementation of action plans by States to resolve identified deficiencies, where necessary.

5.2 The meeting 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 updated list of Deficiencies is provided in **Appendix A** to this Report on Agenda Item 5.

5.3 The meeting urged States to update the status of AOP deficiencies prior to the third AOPWG Meeting which is scheduled in June 2015.

APPENDIX A to the Report on Agenda Item 5

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14, Volume I	Nepal Kathmandu International Airport	Runway/taxiways	ICAO Mission of February 2008	Provision of RESA in accordance with section 3.5 of ICAO Annex 14, Volume I.	RESA will be provided	Tribhuvan International airport/ CAAN	2015	U
				Insufficient runway strip, refer recommendations given in section 3.4 of Annex 14, Volume I.	Provide runway strip as per ICAO recommendations		Not possible	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14, Volume I	Maldives Male International Airport	Runway/ Taxiways	AGA Mission Report April 2008	Insufficient runway strip.	Runway strip available	Maldives Airports Company Pvt Ltd	Runway strip of 150m width on both sides of the runway is available now. However apron is within the strip and will be relocated with the implementation of the new master plan	U
				Provision of RESA in accordance with section 3.5 of ICAO Annex 14, Volume I.	RESA will be provided	Maldives Airports Company Pvt Ltd	RESA available on runway 36 Declared as runway 36- 90m Runway 18-55m 90m of RESA for runway 18 will be provided with the implementation of the new master plan. Exemption granted by State and published in AIP	U
	Gan International airport	Runway	AGA Mission Report	Provision of RESA in accordance with section 3.5 of ICAO Annex 14, Volume I.	RESA will be provided	Addu International airport Pvt Ltd.	CAP has been submitted. RESA will be provided as per ICAO requirement by 2014	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	India Chennai International Airport	Runway	AGA mission January 2009	RESA not provided in accordance with Para 3.5 of Annex 14, Volume I requirements;	RESA will be provided	AAI	December 2012 RESA provided, however desired strength is yet to be provided.	U
				Runway strip is insufficient-300m strip width is not available for the full length of runway 07/25 in accordance with 3.4.3 of Annex 14, Volume I.	300m strip width for full length of runway 07/25 will be made available.	AAI	December 2013 Action initiated	A
Annex 14, Volume I	Mumbai International Airport	Runway	AGA mission January 2009	RESA not provided for R/W 09 and R/W 14 in accordance with Para 3.5 of ICAO Annex 14, Volume I;	RESA will be provided	MIAL	R/w-09 RESA provided R/w-14- June 2013	U
				Runway strip is insufficient-300m strip width is not available for the full length of runway 09/27 in accordance with 3.4.3 of Annex 14, Volume I	300m strip width for full length of runway 09/27 will be made available	MIAL	R/w 09/27- August 2013 R/w 14/32- June 2013	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Cambodia	Runway	AGA mission of March 2009	RESA not provided in accordance with Para 3.5 of Annex 14, Volume I.	RESA will be provided.	SSCA Cambodia	RESA provided. - Complete	U
				non frangible signage on runway strip. (5.4.1.3 & 9.9 of Annex 14, Volume I)	frangible signs will be provided		Complete --replaced with frangible signs- January 2012.	A
	Siem Reap International Airport	Runway	AGA mission of March 2009	RESA not provided as per Para 3.5 of Annex 14, Volume I. ;	RESA will be provided		RESA provided. RESA improvement plan under consideration to satisfy Para's 3.587 to 3.5.10 of Annex 14.	U

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Bangladesh Hazrat Shahjalal International Airport, Dhaka	Runway/ Taxiway	ICAO mission April 2009	Runway strip width insufficient(300m strip not available for the full length of runway);	runway strip in accordance with Annex 14, volume I will be provided	CAABD	a) Runway strip width 300m available for the full length of runway (mitigation measures for storm water drain on the western side strip under process. No obstructions on graded area)	A
				RESA not provided in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided		b) RESA provided from May 2009 and published in AIP.	U
				runway edge lights and taxiway edge lights does not meet frangibility requirements in accordance with 9.9 of Annex 14, Volume I.	airfield lighting system satisfying frangibility requirements will be provided		c) Runway & taxiway edge lights provided in accordance with 9.9 of Annex 14, Volume I. ; (runway overlay work in progress, new runway lights meeting Annex-14 requirement will be installed).	A
Annex 14, Volume I	Shah Amanat International Airport, Chittagong	Runway	ICAO mission April 2009	RESA not provided in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided		RESA provided from 2010 and published in AIP.	U
				Runway strip width insufficient(300m strip not available for the full length of runway);	300m runway strip for full length of runway will be provided		b) Runway strip width 300m available	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14, Volume I	Thailand Chiang Mai	Runway	AGA mission of July 2009	300m strip width not available for the full length of precision approach CAT I runway in accordance with the standard 3.4.3, Annex 14, Volume I;	300m strip for full length of runway will be made available	DCA/AOT	Completed. Runway strips provided in accordance with ICAO SARPS [DCA letter dated 9 April 2014)	A
				RESA to satisfy Section 3.5 of Annex 14, Volume I requirements; and	RESA will be provided		Completed. RESA provided in accordance with ICAO SARPS.	U
Annex 14, Volume I	Phuket International Airport	Runway	AGA mission of July 2009	RESA to satisfy Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided		Risk assessment study in process [DCA letter dated 9 April 2014)	U
				Runway strip width insufficient(300m runway strip for precision approach runways in accordance with Para 3.4.5 of Annex 14, Volume I;	300m runway strip width for full length of runway will be made available		Risk assessment study in process [DCA letter dated 9 April 2014)	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Myanmar Yangon International Airport	Runway/ Taxiway	ICAO mission April 2010	Runway shoulder higher than adjacent strip	Flush strip with adjacent runway shoulder	Department of Civil Aviation	October 2011	A
				Provision of enhanced taxiway centre line marking in accordance with standard in Para 5.2.8.11 of Annex 14, Volume I.	enhanced taxiway markings will be provided		DCA has planned to implement SMGCS. The system will start in 2012	A
				Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided		March 2011	A
				Provisions of shoulders for taxiways	taxiway shoulders will be provided		Beginning of 2012	B
				Provision of road holding position signs at entrances to active runways	road holding position signs will be provided		October 2011	A
				Bird Hazard	Establishment of a national bird committee in accordance with APANPIRG Conclusion 18/1.	Establish National Bird Committee		DCA will establish National Bird committee.
Annex 14, Volume I	Mandalay Airport	Runway/ Taxiway	April 2010	Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided	Department of Civil Aviation	Oct 2011	A
				Provision of enhanced taxiway centre line marking in accordance with standard in Para 5.2.8.11 of Annex 14, Volume I.	enhanced taxiway markings will be provided		DCA is reviewing the requirement for taxiway enhanced centerline marking	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
				Provision of road holding position signs at entrances to active runways	road holding position signs will be provided		Oct 2011	A
Annex 14 Vol. I Amendment 6 <i>§ 10.1</i> <i>§ 10.2</i>				A maintenance programme should be established to maintain facilities in a condition which does not impair safety of air navigation	DCA establishes and implements producers to aerodrome operators meet national requirements for maintenance programme		End of 2011	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Fiji Islands Nadi international Airport	Runway/ Taxiway	ICAO mission June 2010	Flush the strip with the adjacent runway shoulder	Flushed strip with adjacent runway shoulder	Civil Aviation Authority of Fiji	4 th Quarter 2013	A
				Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided		3 rd quarter 2012	A
				Provision of Airfield signage in accordance with ICAO Annex 14, volume I, section 5.4	signage as per ICAO standards will be provided		4 th Quarter 2013	A
				Establishment of a national bird committee in accordance with APANPIRG Conclusion 18/1.	Established National Bird Committee		May 2012	B
				Provision of 300m strip width for the full length of precision approach CAT I runway in accordance with the standard 3.4.3, Annex 14, Volume I; remove obstacles from runway strip; flush the strip with the adjacent runway shoulder	runway strip will be provided and strip flushed with adjacent runway shoulder		4 th Quarter 2013	A
				Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided		4 th Quarter 2013	A
Annex 14 Volume I	Nausori International Airport	Runway/ Taxiway	June 2010	Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided		4 th Quarter 2013	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Sri Lanka Bandaranaike International Airport	Runway/ Taxiway	ICAO mission April 2010	Provision of 300m strip width for the full length of precision approach CAT I runway in accordance with the standard 3.4.3, Annex 14, Volume I; remove obstacles from runway strip; flush the strip with the adjacent runway shoulder	runway strip in accordance with Annex 14, volume I will be provided, obstacles from strip will be removed and flush strip with adjacent runway shoulder	CAASL	AASL has been granted a period of 12 years to cover the drains. Exemption for the period granted has been published in the AIP.	A
				Provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I	runway hold position lights will be provided		Airside safety committee has been formed to study all runway markings, signs and lighting to determine the adequacy of the system in order to prevent runway incursion	A
				Provision of enhanced taxiway centre line marking in accordance with standard in Para 5.2.8.11 of Annex 14, Volume I.	Enhanced taxiway markings will be provided		February 2011	A
				Establishment of a national bird committee in accordance with APANPIRG Conclusion 18/1.	National Bird Committee will be established		July 2010	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Vietnam Noi Bai International Airport, Hanoi	Runway/ Taxiway	ICAO mission March 2010	Runway shoulder higher than adjacent strip and obstacles on strip	Flush strip with adjacent runway shoulder and remove obstacles	Civil Aviation Administration of Vietnam		A
				Provision of enhanced taxiway centre line marking in accordance with standard in Para 5.2.8.11 of Annex 14, Volume I.	Provide enhanced taxiway markings			A
				Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	Provide RESA			A
		Bird Hazard		Wildlife strike report submission to ICAO for inclusion in IBIS	Submission of wildlife strike reports to ICAO for inclusion in IBIS			B
Annex 14, Volume I	Tan Son Nhat International Airport, Ho Chi Minh City	Runway/ Taxiway	March 2010	Runway shoulder higher than adjacent strip and obstacles on strip	Flush strip with adjacent runway shoulder and remove obstacles			A
				Provision of enhanced taxiway centre line marking in accordance with standard in Para 5.2.8.11 of Annex 14, Volume I.	Provide enhanced taxiway markings			A
				Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	Provide RESA			A
				Wildlife strike report submission to ICAO for inclusion in IBIS	Submission of wildlife strike reports to ICAO for inclusion in IBIS			B

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Brunei Darussalam Brunei International Airport	Runway	ICAO Mission of April 2011	vegetation along pavement edges and strip higher than the adjacent runway pavement; uneven earth mounds on strip				A
				faded centre line and other markings;				A
		Taxiway		non provision of enhanced taxiway centre line marking in accordance with Para 5.2.8 of Annex 14, Volume I				A
				Objects on taxiway strips; vegetation on pavement joints and maintenance of joints				A
		Apron		non provision of ICAO compliant signage in accordance with section 5.4 Annex 14, Volume I				A
		Rescue and Fire Fighting (RFF):		non provision of direct access for the rescue and fire fighting vehicles from the fire station into the runway;				A
				non provision of road holding position sign at all road entrances to a runway; and				A
	Wildlife Hazards:	Establishing a national bird control committee in accordance with APANPIRG Conclusion 18/1;					B	

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Lao PDR Wattay International Airport	Runway	ICAO Mission of March 2011	Non provision of RESA in accordance with section 3.5 of Annex 14, Volume I				U
				rubber deposits and faded centre line markings.				A
		Taxiway		Provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I				A
				Provision of enhanced taxiway centre line marking in accordance with Para 5.2.8 of Annex 14, Volume I				
		Rescue and Fire Fighting (RFF)		Provision of road holding position sign at all road entrances to a runway;				A
		Wildlife Hazards		Establishing a national bird control committee in accordance with APANPIRG conclusion 18/1.				B
	Luang Prabang International Airport	Runway		Provision of enhanced taxiway centre line marking in accordance with standard in Para 5.2.8.11 of Annex 14, Volume I				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
		Taxiway		Provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I on new taxiways				A
		Rescue and Fire Fighting (RFF)		Provision of road holding position sign at all road entrances to a runway				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action				
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**	
Annex 14 Volume I	Mongolia Ulaan Baatar International Airport	Runway	ICAO Mission of July 2011	rubber deposits and faded centre line and other faded markings;				A	
		Taxiway		Resealing cracks on pavement surface with sealants to prevent ingress of water and broken edges which could cause FOD issues.				A	
				Provision of enhanced taxiway centre line marking in accordance with Para 5.2.8 of Annex 14, Volume I					A
				faded taxiway markings					A
				Maintenance of pavement cracks					A
				provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I					A
				provision of taxiway hold position signs on all hangar taxiways at entrances to the active taxiways/runway.					A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
		Apron		sealing the cracks on the apron surface				A
		Airfield signage		Provision of ICAO compliant signage in accordance with section 5.4 Annex 14, Volume I and to cut the vegetation in front of the signs.				A
		Wildlife Hazards		establishing a national bird control committee in accordance with APANPIRG conclusion 18/1; collect wildlife reports and forward to ICAO for inclusion in the ICAO IBIS;				B B

* Priority for action to remedy the shortcoming is based on the following safety assessments:

“U” priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions. Urgent requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required for air navigation safety.

“A” priority = Top priority requirements necessary for air navigation safety. Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

“B” priority = Intermediate requirements necessary for air navigation regularity and efficiency. Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.

Agenda Item 6: Update the AOP/WG Task List (WP/12)

6.1 The updated Task List is provided in **Appendix A** to this Report on Agenda Item 6.

APPENDIX A to the Report on Agenda Item 6

SUBJECT/TASKS LIST IN THE AOP FIELD

The priorities assigned in the list have the following connotation:

A = Tasks of a high priority on which work should be expedited;

B = Tasks of medium priority on which work should be under taken as soon as possible but not to the detriment of Priority "A" tasks; and

C = Tasks of medium priority on which work should be undertaken as time and resources permit but not to the detriment of priority "A" and "B" tasks.

TOR = Terms of Reference of the Sub-Group

No.	Ref	Associated Strategic Objective & GPIs	Task	Priority	Action Proposed	Action by	Target Date	Status
AOPWG/1/1	AOPWG/1	A & C GPI 13 and 14	Establish a base line on the APAC State's requirements through a preliminary survey. Review and monitor at each AOP/WG Meeting the status of progress.	A	Develop survey questionnaire, circulate to APAC States and receive completed questionnaire from APAC States.	AOPWG	2014	Completed
AOPWG/1/2	APANPIRG/18 Conclusion 18/1 APANPIRG Conclusion 21/2 RAN meeting – Asia/PAC/3, rec 4/6	A GPI-13 Aerodrome design and management GPI-14 Runway operations	<u>Bird Control Committee</u> Assist States to establish a national bird control committee to: a)study, analyze and adopt measures to prevent bird hazards in its aerodromes and their vicinity, and b) monitor the implementation of a bird control programme by the aerodrome operator, to evaluate its effectiveness and suggest measures for improvement <u>Wildlife hazard reduction</u> Assist States confronting problems of wild life/bird strike hazard to develop and implement an effective wildlife hazard management plan with procedures to control wildlife at or near airports	B	States establish bird strike committee. Monitor the establishment of a bird strike committee by the remaining administrations. Monitor the development and implementation of wildlife hazard management plan.	States AOPWG States	2016	19 states have established In progress Wildlife seminar conducted in May 2014
AOPWG/1/3	APANPIRG 18 Conclusion 18/62 APANPIRG 21 Conclusion 21/54	A	<u>Air Navigation Deficiencies- AOP</u> Assist States to establish action plans with fixed target dates for resolution of safety related deficiencies	A	States to develop Corrective action plan to resolve deficiencies. Monitor resolution of air navigation deficiencies	states	2015	In progress Refer WP/8

No.	Ref	Associated Strategic Objective & GPIs	Task	Priority	Action Proposed	Action by	Target Date	Status
AOPWG/1/4	APANPIRG APAC ANP, Doc 9673, Volume I	A GPI 13 and 14	Review and monitor the implementation of the requirement for aerodrome certification (Annex 14, Vol. I)	A	Monitor implementation of aerodrome certification	States/ AOPWG	2015	In progress Refer WP/13
AOPWG/1/5	APANPIRG APAC ANP, Doc 9673, Volume I	A GPI 13 and 14	Review and monitor the implementation of the requirement for safety management system at aerodromes. (Annex 14, Vol. I)	A	Monitor implementation of SMS at certified aerodromes	States/ AOPWG	2017	In progress Refer WP/13
AOPWG/1/6	RAN ASIA/PAC/3 Rec 4/10	A GPI 13 and 14	Review and monitor the status of implementation of visual aids and of provision of resources for ensuring preventive maintenance, human factors and progress in technology development in order to achieve increased safety and capacity.	B	Monitor implementation	AOPWG	Continuous basis	In progress
AOPWG/1/7	APANPIRG/19 RAN – ASIA/PAC/3, Conc 4/4	A GPI 13 and 14	Review the provision of rescue and firefighting services and emergency planning at international aerodromes in the APAC Region.	A	Monitor provision of Rescue fire Fighting trucks, equipment, training and conduct of emergency exercise	States/ AO/ AOPWG	2015	In progress
AOPWG/1/8	APANPIRG/20 RAN recommendation ASIA/PAC/3, rec 4/2	A GPI 13 and 14	Review and monitor the measurement and reporting by States of the surface condition and unevenness on movement areas at aerodromes in the APAC Region.	A	Monitor the availability of equipment for periodic measurements and reporting	States/	Continuous basis	In progress
AOPWG/1/9	APANPIRG 22	A GPI 13 and 14	Review States efforts to allocate the necessary resources to ensure the establishment of preventive maintenance at their aerodromes in order to provide adequate maintenance of facilities, installations and services.	B	Monitor the availability of Aerodrome Maintenance plan	States/ AO/ AOPWG	2015	In progress
AOPWG/1/10	TOR	A	Review, at each AOP/WG Meeting, the content of the Table AOP 1 and, where necessary, after coordination with users and operators, and introduce the respective changes to the APAC ANP and FASID through the established ICAO procedures.	A	States update FASID Table	States/ AOPWG	Continuous	In progress
AOP/WG/1/11	APANPIRG 23	A GPI 13 and 14	Review and monitor the status of implementation of the obstacle limitation surface	A	Monitor the status of implementation	States/ AOPWG	2015	In progress

Agenda Item 7: Any other Business**7.1 Aerodrome Workshops/Seminar (IP/1)**

7.1.1 The Meeting received a briefing on the Aerodrome Programmes organized by the ICAO Regional Office. The Meeting noted that the participating Administrations through course materials, presentations and exercises gained a better understanding on the subjects discussed.

7.1.2 The Meeting was informed that ICAO Regional Office had conducted a Wildlife Hazard Reduction Seminar in May 2014 with the support of FAA and hosted by CAA Singapore. The Meeting expressed appreciation for the Civil Aviation Authority of Singapore and FAA to support the seminar. The meeting was also informed that the ICAO Aerodrome Course on Aeronautical Studies which was scheduled to be held from 7 to 11 July 2014 had been cancelled.

7.2 ICAO Universal Safety Oversight Programme – CMA (WP/21)

7.2.1 The meeting received the results taken from the USOAP CMA online framework in the compliance with ICAO SARPs and the common findings identified in the APAC Region.

7.2.2 The meeting noted that the Effective Implementation in AGA area taken from the USOAP CMA online framework as of May 2014 is 60.67%.

7.2.3 The meeting also noted the most current findings are related to:

- outdated primary legislation not reflecting the current civil aviation situation or not establishing a civil aviation authority with the necessary manpower and vested with necessary powers, including for issuing, suspending or cancelling aerodrome certificates;
- the absence of specific operation regulations translating into national standards the Annex 14 provisions and prescribing the conditions and criteria for the certification of aerodromes;
- the lack of a dedicated entity within the CAA tasked with aerodrome regulation and certification, or when this entity exists, inadequate staffing due to difficulties in attracting and retaining qualified personnel and/or of inadequate technical staff job descriptions not covering all the fields of expertise required for aerodrome certification and continuing surveillance;
- the lack of a training programme taking account of technical staff training requirements and defining the various training activities required to access the various levels of aerodrome inspector functions;
- the lack of guidance material intended for aerodrome operators as well as for regulatory technical staff, including the lack of an approved process describing the various steps for the certification of an aerodrome and up-to-date ICAO documentation;
- the lack of an aerodrome inspector's handbook with an inspection methodology and procedures, including checklists in the various disciplines to assist in the conduct of office review of aerodrome manuals and on-site aerodrome inspections;
- non implementation of aerodrome certification and safety management requirements and status of certification of aerodromes not published in the AIP;
- the lack of an inspection programme for aerodromes continuing surveillance and a methodology to address safety concerns identified during inspections, including exceptions and enforcement procedures.

Agenda Item 8: Date and Venue of Next Meeting and Provisional Agenda (WP/9)

8.1 The meeting agreed that the next meeting of the Working Group will be held at Langkawi in Malaysia. The meeting dates will be confirmed by Malaysia. The meeting also reviewed the draft agenda proposed by the secretariat and agreed on the following Provisional Agenda for its third Meeting:

DRAFT PROVISIONAL AGENDA

- Agenda Item 1: Adoption of Provisional Agenda
- Agenda Item 2: Review Outcome of Relevant Meetings
- Agenda Item 3: Regional Reporting
- Agenda Item 4: Provision of AOP in the Asia/Pacific Region
- Agenda Item 5: AOP Air Navigation Service Deficiencies
- Agenda Item 6: Update the AOP/WG Task List
- Agenda Item 7: Any other business
- Agenda Item 8: Date and Venue for Next Meeting

8.2 The Meeting expressed appreciation to DCA Malaysia for offering to host the Third Meeting of AOPWG. The meeting encouraged Administrations to invite aerodrome operators to participate in the future AOPWG Meetings.

8.3 In closing the Meeting the Chairman thanked the delegates for their support and contribution for the duration of the Meeting.

— END —

ATTACHMENT 1 to the AOP/WG/2 Report

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ATTACHMENT 2 to the AOP/WG/2 Report

LIST OF INFORMATION AND WORKING PAPERS

Paper No.	Agenda Item	Title	Presented by
INFORMATION PAPERS			
IP/1 <i>Revision 2</i>	7	Aerodrome Workshops/Seminar	Secretariat
IP/2 <i>Revision 1</i>	2	Follow-Up to Recommendations of the Twelfth Air Navigation Conference (An-Conf/12)	Secretariat
IP/3	4	Asia and Pacific Initiative to Reduce Emissions (ASPIRE) Update	United States
IP/4	4	Runway Safety Team – A Singapore Air Navigation Services Provider’s Experience	Singapore
IP/5	4	Wildlife Strike Control at Macau International Airport	Macao China
IP/6	4	Studies and Approval of Engineered Material Arresting System	China

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Paper No.	Agenda Item	Title	Presented by
WORKING PAPERS			
WP/1	1	Provisional Agenda for the Second Meeting of the Aerodrome Operations and Planning – Working Group (AOPWG/2)	Secretariat
WP/2	2	Review of APANPIRG/24 Action Plan	Secretariat
WP/3	2	Action Items of 50 th Conference of Directors General of Civil Aviation	Secretariat
WP/4	2	Review of Relevant Decisions of RASG-APAC/3	Secretariat
WP/5	4	Amendment 11 to Annex 14, Volume I — Aerodrome Design and Operations	Secretariat
WP/6	4	Amendment 5 to Annex 14, Volume II — Heliports	Secretariat
WP/7	4	Regional Runway Safety Seminar Outcomes	Secretariat
WP/8	5	Status of Air Navigation Deficiencies in AOP Field	Secretariat
WP/9	8	Provisional Agenda, Date and Venue of Next Meeting	Secretariat
WP/10	4	Standards for Water Aerodromes	Secretariat
WP/11	3	Progress on the Alignment of Air Navigation Plans with the GANP	Secretariat
WP/12	6	APANPIRG AOP Working Group Task List	Secretariat
WP/13 <i>Revision 1</i>	4	Status of Implementation of Certification of Aerodromes Requirements In the APAC Region	Secretariat
WP/14 <i>Paper changed to IP</i>	4	Proposal for the Amendment of Annex 14, Volume I and Proposed Procedures for Air Navigation Services – Aerodromes (<i>Pans–Aerodromes</i>)	Secretariat
WP/15	3	Regional Performance Framework – Air Navigation Reporting Form	Secretariat
WP/16	3	Asia/Pacific Seamless ATM Planning and Reporting	Secretariat
WP/17	4	Heliport Safety Areas – Inconsistencies in Annex 14 Volume II Heliport Standards	Indonesia

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Paper No.	Agenda Item	Title	Presented by
WP/18	4	Bird Strike Control and Reduction in Japan – including the Introduction of Birds Position Information Radar Display System (BIRDS) - Presentation	Japan
WP/19 <i>Revision 1</i>	4	Rescue and Fire Fighting Regulatory Requirements at Elevated Heliports in Malaysia	Malaysia
WP/20	4	Aerodrome Safety and Certification Programs Update	USA
WP/21	7	The ICAO Universal Safety Oversight Audit Programme	Secretariat
WP/22	4	Aerodrome Operations under Thunderstorm Conditions	Macao China
