



ICAO

**The Fourth Meeting of the Aerodrome Operations Personnel  
Competency Small Working Group (AOPC SWG/4)**

*Yangon, Myanmar, 10 – 14 February 2020*

**Agenda Item 5: Any Other Business**

**RELEVANT OUTCOMES OF APANPIRG/30**

(Presented by the Secretariat)

**SUMMARY**

This paper presents outcomes of the APANPIRG/30 held in Bangkok, Thailand, 4 to 6 November 2019 relevant to Aerodrome Operations and Planning (AOP).

**1. INTRODUCTION**

1.1 The Thirtieth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/30) was held in Bangkok, Thailand from 4 to 6 November 2019.

1.2 The meeting was attended by 151 participants from 22 Member States, 2 Special Administrative Regions of China and 8 International Organizations (AAPA, CANSO, EUROCONTROL, IATA, ICAO, ICCAIA, IFAIMA and IFALPA). APANPIRG/30 agreed to 15 Conclusions and 4 Decisions. The Final Report of APANPIRG/29 Meeting is available at <https://www.icao.int/APAC/Meetings/Pages/2019-APANPIRG30.aspx>.

**2. DISCUSSION**

Report of the Airport Collaborative Decision Making (A-CDM) Seminar and the Third and Fourth Meetings of the Asia Pacific Airport Collaborative Decision Making Task Force (APA-CDM/TF/3 & 4)

2.1 The AOP/SG/3 noted the report of the Airport Collaborative Decision-Making (A-CDM) Seminar and the Third and Fourth Meetings of the Asia Pacific Airport Collaborative Decision Making Task Force (APA-CDM/TF/3 & 4) held in Bali, Indonesia, on 13 - 16 August 2018 and Bangkok, Thailand, on 22 - 26 April 2019.

2.2 The AOP/SG/3 noted Hong Kong China's information on current issues and emerging needs for the integration and interoperation of A-CDM with ATFM (APA-CDM/TF/4-WP/09) and had proposed options for continuing cooperation and harmonization of A-CDM, ATFM and SWIM.

- (a) Extend the APA-CDM/TF, which was originally planned for dissolution in end 2019, for two years;
- (b) Merge the APA-CDM/TF into ATFM/SG; or
- (c) Replace the APA-CDM/TF with a new body.

2.3 India supported the proposal for the extension of APA-CDM/TF for two years and the updating of terms of reference of the APA-CDM/TF.

2.4 Considering the recommendation from APA-CDM/TF/4 for option (a) and the current implementation status of A-CDM among the 51 international airports, the APANPIRG/30 adopted the following Decision formulated by the APA-CDM/TF/4 and endorsed by the AOP/SG/3:

**Decision APANPIRG/30/3: Proposal for Amendment of APA-CDM/TF TOR**

That,

- a) Airport Collaborative Decision Making Task Force (APA-CDM/TF) completed all tasks assigned under its existing Terms of Reference;
- b) Only some airports implemented A-CDM among 51 international airports (as per Asia/Pacific Seamless ATM Plan) that need to implement A-CDM;
- c) Some States raised their needs to APA-CDM/TF for getting assistance in A-CDM implementation;
- d) The meeting also discussed and agreed that some additional tasks were necessary to be performed by the Task Force as presented at **Attachment A** to the **Appendix C** to the AOP/SG/3 Report;
- e) The APA-CDM/TF meeting decided to recommend the **Option a)** as stated in **APA-CDM/TF/4-WP/09** (para 4.5 (a) of the AOP/SG/3 Report) for extending the APA-CDM/TF for two years till APANPIRG/32; and
- f) Airport Collaborative Decision Making Task Force (APA-CDM/TF) TOR placed in **Appendix A** to the Report on Agenda Item 3.1 be amended in order to assist States in harmonising implementations of A-CDM at high density international aerodromes and meeting performance expectations as per Asia/Pacific A-CDM Implementation Plan.

2.5 The Chairpersons of APANPIRG/30 and ATM/SG remarked that the work of the APA-CDM/TF would eventually be absorbed by ATM/SG at the time when it is dissolved.

Implementation of Requirements for Certification of Aerodromes in the Asia Pacific Region

2.6 The AOP/SG/3 Meeting noted that there were 222 international aerodromes listed in Asia/Pacific Region ANP Volume I dated November 2016. However, the number of international aerodromes used for international operations in Asia/Pacific Region has increased and reached to approximately 283 based on information gathered from Doc 7910 (Location Indicator), States Aeronautical Information Publication (AIP), CAA Websites and ICAO Missions.

2.7 The AOP/SG/3 Meeting noted that approximately 43 aerodromes (approx. 15 %) out of 283 aerodromes used for international operations in Asia and Pacific Regions were yet to be certified.

2.8 The AOP/SG/3 Meeting also noted that some States had certified their aerodromes without full compliance with ICAO requirements on aerodrome certification process and recommended to recertify their aerodromes in full compliance with those ICAO requirements.

2.9 The AOP/SG/3 Meeting further noted that the majority of the APAC States have not published in their national AIP the status of certified aerodromes as per ICAO Annex 14, Volume I, PANS-Aerodromes (Doc 9981) and PANS-AIM (Doc 10066) requirements.

2.10 Recognizing the Ministers' commitment to certify all aerodromes used for international operations by 2020 through the Beijing Declaration, APANPIRG AOP/SG to assist and monitor the implementation of related aspects of Beijing Declaration and report progress to the annual APAC DGCA Conference and States and Aerodrome Operators to take an effective action on Action Item 55/42 of the 55<sup>th</sup> Conference of the Asia Pacific Director Generals of Civil Aviation, the APANPIRG/30 adopted the following Conclusion formulated by the AOP/SG/3:

**Conclusion APANPIRG/30/4: Certification of aerodromes used for international operations in Asia Pacific States**

That, the Ministers of Asia and Pacific States committed to certify all aerodromes used for international operations by 2020 through the Beijing Declaration. The AOP/SG monitors the aerodrome certification implementation commitment of the Beijing Declaration and reports progress to the annual APAC DGCA Conference through the APANPIRG. States and Aerodrome Operators should take effective actions on Action Item 55/42 agreed at the 55<sup>th</sup> Conference of the APAC DGCA.

In view of above, the Meeting:

- a) Urged States and their Aerodrome Operators that have yet to certify aerodromes used for international operations to take an effective action on the 55<sup>th</sup> DGCA Action Item 55/42;
- b) Urged States to provide periodic updates on the progress of the certification of aerodromes to the ICAO APAC Office;
- c) Urged States that have not published the status of certification of aerodromes in State's AIP to publish the status as soon as possible in accordance with Annex 14 Vol I (para. 2.13.1), PANS-Aerodromes (para. 2.3.7) and Appendix 2 to PANS-AIM (Doc 10066);
- d) Agreed that, if any aerodrome used for international operations fails to obtain an aerodrome certificate from the Regulatory Authority by fulfilling ICAO Annex 14 requirements under the aerodrome certification process by 2020, or fails to maintain the aerodrome certificate already obtained, will be subject to being included on the APANPIRG AOP Air Navigation Deficiency list against para. 1.4 (certification of aerodromes) of the Annex 14, Volume I;
- e) Agreed that, if any States fail to achieve the target of the Beijing Declaration on certification of aerodromes by 2020 will be subject to being included on the APANPIRG AOP Air Navigation Deficiency list against para. 1.4 of the Annex 14, Volume I;
- f) Agreed that, if any States fails to publish the status of certification of aerodromes in State's AIP by December 2019 will be subject to being included on the APANPIRG AOP Air Navigation Deficiency list against ICAO Annex 14 para. 2.13.1 a), PANS-Aerodromes, para. 2.3.7 and Appendix 2 to PANS-AIM.

2.11 The APANPIRG/30 Meeting noted that the Paragraphs d), e) and f) of the Conclusion were in line with uniform methodology for the identification, assessment and reporting of air navigation deficiencies approved by the Council of ICAO on 30 November 2001. The methodology was provided in APANPIRG Procedural Handbook, which can be accessed at ICAO APAC Secure Portal <https://www.icao.int/APAC/Pages/APANPIRG-docs.aspx>.

#### ICAO Universal Safety Oversight Audit Programme (USOAP) and AGA Findings

2.12 The AOP/SG/3 noted the ICAO USOAP CMA activities conducted in APAC States in 2018 and until May 2019. The Meeting also noted the USOAP CMA activities planned for the rest of the 2019 and for 2020.

2.13 The AOP/SG/3 also noted Effective Implementation (EI) results taken from the USOAP CMA online framework and the common AGA findings identified by the USOAP in the APAC Region. APAC average EI in AGA area was 60.52% compared to the global average of 61.59% as at 15 June 2019.

2.14 The meeting urged APAC States to:

- a) complete/continuously update the compliance checklist/EFOD and SAAQ;
- b) submit/update the Corrective Action Plans (CAPs) through On-line Framework (OLF), informing the ICAO Regional Office when complete and ready for review;
- c) implement CAPs, complete PQ self-assessment, uploading of the evidence documents to report the progress on the OLF (States who have not done so) and inform the ICAO Regional Office when complete and ready for validation; and
- d) request ICAO to complete a USOAP CMA Integrated Validation Activity (IVA) in the AGA audit area for the selected PQs which are self-assessed to be satisfactory.

#### Global Standards Related to the Design, Certification and Operations of Water Aerodromes

2.15 The APANPIRG/30 noted this Working Paper presented by Indonesia on the joint proposal by Canada and Indonesia to the 40<sup>th</sup> Assembly of ICAO on developing global provisions related to the design, certification and operations of water aerodromes.

2.16 The meeting noted the following Resolution adopted by the 40<sup>th</sup> Assembly:

#### **Resolution 30/2: Global provisions for design, certification and operations of water aerodromes**

The Council, within the current allotted budget, and as a matter of priority, will now review existing SARPs related to aerodromes and decide on how to develop specific Standards and Recommended Practices in the appropriate Annexes to the Convention in order to address the design, certification, management, safety and reporting requirements for water aerodromes operations.

2.17 The APANPIRG/30 meeting recalled that *the Asia Pacific Regional Guidance on Requirements for the Design and Operations of Water Aerodromes for Seaplane Operations* had been published on ICAO APAC website, subsequent to the work conducted by Water Aerodrome Small Working Group under the then Aerodrome Operations and Planning Working Group of APANPIRG.

2.18 States in the APAC Region were urged to participate in ICAO's work to develop specific SARPs in order to address the design, certification, management, safety and reporting requirements for water aerodrome operations.

Status of Air Navigation Deficiencies in the Asia/PAC Region

2.19 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 facilitated the development and implementation of action plans by States to resolve identified deficiencies, where necessary.

2.20 APANPIRG/30 noted the List of Air Navigation Deficiencies in the AOP field which was reviewed and updated by AOP/SG/3 (24 – 26 June 2019). The List was further updated after Lao PDR provided evidences of implementation of the State's corrective actions on certain identified deficiencies. **Appendix B** to APANPIRG Working Paper/14 presented the updated List of Air Navigation Deficiencies in the AOP field.

2.21 The APANPIRG/30 meeting noted that it was the responsibility of States with Deficiencies to provide updates to ICAO APAC Office so that the information in the Deficiency database can be updated in a timely manner. The Regional Office will update the Deficiencies database based on written confirmation provided by the respective Administrations.

2.22 The APANPIRG/30 meeting reviewed the Air Navigation Deficiencies as presented in **Appendices A to D** and endorsed as current list of APANPIRG Air Navigation Deficiencies. The meeting adopted the following Conclusion:

**Conclusion APANPIRG/30/19: Update of information in APANPIRG Air Navigation Deficiencies Reporting Form**

That, States/Administrations be urged to:

- a) establish action plan with defined target dates for resolution of deficiencies, update the status on the corrective action taken and report progress in the Reporting Form of Air Navigation Deficiencies identified in ATM/AIM/SAR, AOP, CNS and MET fields as detailed in **Appendices A to D** to the Report on Agenda Item 4; and
- b) update contact details of a Focal Point to coordinate actions to resolve the Deficiencies.

**3. ACTION BY THE MEETING**

3.1 The Meeting is invited to note the AOP-related outcomes of APANPIRG/30, especially Conclusion APANPIRG/30/4 on Certification of aerodromes used for international operations in Asia Pacific States.