

INTERNATIONAL CIVIL AVIATION ORGANIZATION



FINAL REPORT

THE SIXTH MEETING OF THE AERODROME OPERATIONS AND PLANNING SUB GROUP (AOP/SG/6)

VIDEO TELECONFERENCE, 27 TO 30 JUNE 2022

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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INTRODUCTION

1. Meeting

1.1 The Sixth Meeting of the Aerodrome Operations and Planning Sub Group (AOP/SG/6) was held as a video teleconference from 27 to 30 June 2022.

2. Attendance

2.1 200 participants from 24 Member States, 2 Special Administrative Regions and 4 International Organizations attended the meeting.

2.2 The List of Participants was placed at **Attachment 1** to the Report.

3. Opening of the meeting

3.1 Dr. Punya Raj Shakya, Regional Officer, Aerodromes and Ground Aids (AGA) of ICAO APAC Office welcomed the delegates to AOP/SG/6.

3.2 Ms. Lyu Qing, Chairperson of AOP/SG welcomed the members and delivered her opening remarks.

4. Officers and Secretariat

4.1 Ms. Lyu Qing, Chairperson of AOP/SG presided over the meeting. Dr. Punya Raj Shakya, Regional Officer/AGA, ICAO Asia and Pacific Office, was the Secretary of the Meeting.

5. Language and Documentation

5.1 The working language of the meeting and all documentation was in English. There were 17 Working Papers, 9 Information Papers, 2 Flimsies and 1 Presentation considered by the Meeting. A List of Papers was included at **Attachment 2** to this Report.

6. Draft Conclusions, Draft Decisions, Conclusions and Decisions of AOP/SG – Definition

6.1 The AOP/SG recorded its actions in the form of Draft Conclusions, Draft Decisions Conclusions 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) **Conclusions** of the AOP/SG deal with matters of a purely technical or operational nature, which APANPIRG had delegated authority to AOP/SG to act upon; and
- d) **Decisions** of the AOP/SG relate solely to matters dealing with the internal working arrangements of the AOP/SG.

7. List of Draft Conclusions, Conclusions, Draft Decisions and Decisions

Draft Conclusion AOP/SG/6 - 1: Proposal for Amendment to Asia/Pacific ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1	
<p>That, Asia Pacific States/Administrations are urged to:</p> <p>1) review the aerodromes listed in APAC ANP Volume I, Table AOP I-1;</p> <p>2) review the ANP Volume II, Table AOP II-1 for the list of facilities and services to be provided by the State concerned at each aerodrome that is listed in Table AOP I-1; and</p> <p>3) initiate and send to ICAO APAC Office proposals for amendment to APAC ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1 in accordance with the template provided in Appendix B to the Report of AOP/SG/6, if their international aerodromes are not yet listed in Table AOP I-1 or require any amendments to update the information provided in Tables AOP I-1 and AOP II-1.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Inter -Regional</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: To update Tables AOP I-1 and AOP II-1 of ANP Volume I and II respectively, as ANPs serve as the primary basis for correspondence with States and within the Secretariat on ANP matters, which makes their accuracy and currency of critical importance.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: 23-Nov-22</p>	<p>Status: Draft to be adopted by PIRG</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other</p>	

Draft Conclusion AOP/SG/6 - 2 (AP-AA/WG/4-1): Publication of procedures for reporting of runway condition report and issuance of the SNOWTAM in AIP	
<p>That, Asia Pacific States/Administrations:</p> <p>1) are urged to publish the procedures for reporting of runway condition report and issuance of SNOWTAM in their AIP in accordance with 6.3.1.2 of <i>Annex 15 Aeronautical Information Services</i>; and</p> <p>2) may consider to publish above information in “AD 1.2.2 Snow plan” (refer to <i>Appendix 2 of PANS-AIM (Doc 10066)</i>)</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Inter -Regional</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: For safety, regularity and efficiency of air navigation.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: 23 November 2022</p>	<p>Status: Draft to be adopted by PIRG</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other</p>	

Conclusion AOP/SG/6 - 3 (AP-AA/WG/4 – 2): Generic Surveillance Programme for Certified Aerodromes	
What: that the Generic Surveillance Programme for Certified Aerodromes developed by AP-AA/WG and placed in Appendix C to the AO/SG/6 Report be published in ICAO APAC Website for the reference by Asia Pacific States.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: To provide guidance to States for conducting surveillance of certified aerodromes.	Follow-up: <input type="checkbox"/> Required from States
When: 30-Jun-22	Status: Adopted by Subgroup
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: NA	

Draft Conclusion AOP/SG/6 – 4 (AP-AA/WG/4-3): Assistance to APAC States that require assistance in AGA area including certification and surveillance of aerodromes.	
What: That, 1) States requiring assistance in developing regulations and Guidance Material are encouraged to utilize the generic guidance materials made available on ICAO-APAC website at eDocuments under AGA heading (https://www.icao.int/APAC/Pages/eDocs.aspx); 2) States requiring assistance in AGA area including certification and surveillance of aerodromes and USOAP CMA are encouraged to approach to COSCAPs and PASO or ICAO APAC Office with specific request for assistance; and 3) Champion States* and Industries** wishing to volunteer in assisting States and aerodromes that require assistance in AGA area including certification and surveillance of aerodromes are requested to inform to ICAO APAC Office and provide contact details of their subject matter experts (SME). <u>Notes:-</u> * Champion States - States with 100% aerodrome certification, without APANPIRG Air Navigation Deficiencies and having achieved USOAP EI score more than 75% ** Champion Industries – Certified aerodromes with good safety records and positive safety culture, and Industry Partners, Associations of Aerodrome Operators	Expected impact: <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Inter -Regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical

Why: For enhancing safety, regularity and efficiency of aerodrome operations through certification and surveillance of aerodromes and improving APAC USOAP EI in AGA area.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: 23 November 2022	Status: Draft to be adopted by PIRG
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry Partners	

Draft Conclusion AOP/SG/6 – 5 (AP–WHM/WG/4–1): State Action Plan for Establishment and Implementation of WHMP - Generic Template	
<p>What: That, Asia/Pacific States are urged to:</p> <ul style="list-style-type: none"> Develop “State Action Plan for Establishment and Implementation of WHMP” in accordance with the generic template in Appendix D to the Report of AOP/SG/6 assigning State responsible entities and targeted implementation dates (milestones); and Commence to execute the State Action Plan the latest from first quarter of 2023, and in accordance with the proposed targeted implementation date (milestone) and complete all actions by 2026. 	<p>Expected impact:</p> <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
<p>Why: To reduce wildlife strike hazards on or in the vicinity of aerodromes and enhance safety of aerodrome operations in Asia-Pacific States.</p>	<p>Follow-up: <input checked="" type="checkbox"/>Required from States</p>
<p>When: 23-Nov-22</p>	<p>Status: Draft to be adopted by PIRG</p>
<p>Who: <input checked="" type="checkbox"/>Sub groups <input checked="" type="checkbox"/>APAC States <input checked="" type="checkbox"/>ICAO APAC RO <input type="checkbox"/>ICAO HQ <input type="checkbox"/>Other: NA</p>	

Conclusion AOP/SG/6 – 6 (AP–WHM WG/4–2): Asia/Pacific Guidance on Development and Implementation of Aerodrome Wildlife Hazard Management Programme	
<p>What: That, Asia/Pacific Guidance on Development and Implementation of Aerodrome Wildlife Hazard Management Programme provided in Appendix E to the Report of AOP/SG/6 be endorsed for publication on ICAO APAC Website.</p>	<p>Expected impact:</p> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
<p>Why: For reference by States/Administration</p>	<p>Follow-up: <input type="checkbox"/>Required from States</p>
<p>When: 30-Jun-22</p>	<p>Status: Adopted by Subgroup</p>
<p>Who: <input checked="" type="checkbox"/>Sub groups <input checked="" type="checkbox"/>APAC States <input checked="" type="checkbox"/>ICAO APAC RO <input type="checkbox"/>ICAO HQ <input type="checkbox"/>Other: Nil</p>	

Conclusion AOP/SG/6 – 7: State’s Actions on USOAP CMA On-line Framework (OLF)	
<p>What: That, States/Administration are urged to take following actions through USOAP CMA OLF:</p> <p>a) continuous update of the compliance checklist/EFOD and SAAQ;</p> <p>b) submission of the Corrective Action Plans (CAPs) on the USOAP CMA OLF, and inform the ICAO Regional Office when complete and ready for review; and</p> <p>c) implementation of the CAPs and complete the self-assessment of the PQs on the OLF, including uploading the evidence documents, to report the progress on the OLF, and inform the ICAO Regional Office when complete and ready for validation.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: For continuous update of the State’s actions through USOAP CMA OLF to demonstrate their readiness for ICAO USOAP CMA activities and to improve EI in all CEs 75% and more.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: 30-Jun-22</p>	<p>Status: Adopted by Subgroup</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Nil</p>	

Conclusion AOP/SG/6 – 8: Asia/Pacific Generic Guidance Materials and Custodians	
<p>What: That, the process for periodic review and updating of the Asia/Pacific Generic Guidance Materials in the area of Aerodromes and Ground Aids placed at Appendix J to the AOP/SG/6 Report and Asia/Pacific Generic Guidance Materials with the details of the Custodians placed at Attachments A to D of Appendix J be published on ICAO APAC Website at eDocuments Webpage under the AGA heading.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: For periodic review and updating of the APAC GGMs in AGA area in future.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: 30-Jun-22</p>	<p>Status: Adopted by Subgroup</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Nil</p>	

Conclusion AOP/SG/6 – 9 (AAITF/17-3): Revalidation of Coordinate Data	
<p>What: That: noting the factors that cause WGS-84 coordinate data to change over time, States are urged to ensure that all surveyed and calculated coordinate data published in AIP or used in Instrument Flight Procedure design is revalidated:</p> <ol style="list-style-type: none"> 1. each five years; or 2. after a major natural event such as an earthquake or volcanic eruption; or 3. following construction of critical airport elements, whichever is the sooner, by ground survey, Light Detection and Ranging (LIDAR) survey, or imagery collection. 	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: To ensure that the coordinates of surveyed and calculated points (calculation based on a surveyed point or points) are updated as necessary to ensure their accuracy and integrity is maintained when changes occur due to geophysical effects.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: 30-Jun-22</p>	<p>Status: Adopted by Subgroup</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

8. Terms of Reference of APANPIRG AOP/SG

8.1 The Terms of Reference of AOP/SG approved by APANPIRG/26 (Bangkok 7 to 10 September 2015) includes inter alia the following:

The Objectives of the AOP/SG are to:

- 1) *ensure the continuous and coherent development of the AOP parts of the Asia/Pacific Regional Air Navigation Plan (APAC ANP) in a manner that is consistent with ICAO SARPs, the Global Air Navigation Plan and the Global Aviation Safety Plan;*
- 2) *facilitate the implementation of AOP services identified in the APAC ANP, Aviation System Block Upgrade (ASBU) priority modules and Asia/Pacific Seamless ATM Plan elements using the project management principles where appropriate;*
- 3) *review, identify and address deficiencies that impede the implementation or provision of efficient AOP services in the Asia and Pacific Regions.*

Deliverables to meet the Objectives:

- 1) *Progress report to be **submitted** to APANPIRG addressing the AOP/SG deliverables (listed in 2-6 below);*
 - 2) *AOP parts of the ASIA/PAC ANP to be **reviewed** and, as necessary, amendment proposals **prepared** to update the APAC ANP to reflect changes in the operational and global requirements;*
 - 3) *Level of implementation of AOP service to be **monitored** and, as necessary, **facilitated** to support the effective implementation of ASBU priority modules and Asia/Pacific Seamless ATM Plan elements;*
 - 4) *Air navigation deficiencies in the field of AOP to be **identified** and, where necessary, appropriate corrective action **proposed** and the development and implementation of action plans by States to resolve identified deficiencies **facilitated**;*
 - 5) *Air navigation deficiencies in the field of AOP (as listed in the APANPIRG database) to be **reviewed** and, as necessary, **updated** to reflect the current situation;*
 - 6) *AOP environmental initiatives are consistently identified and progressed; and report outcomes from AOP environmental initiatives;*
 - 7) *Draft Conclusions and Decisions to be **formulated** relating to matters in the field of AOP that come within the scope of the APANPIRG work plan.*
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Agenda Item 1: Adoption of Provisional Agenda

1.1 The Provisional Agenda (WP/01) was adopted by the meeting without any amendment.

Agenda Item 2: Review Outcome of Relevant MeetingsRelevant Outcomes of APANPIRG/32 and APAC Action Plan (WP/02)

2.1 AOP/SG/6 reviewed and noted the follow up actions taken by ICAO APAC Office on the Decisions/Conclusions adopted by the Thirty-second Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/32, video teleconference, 1 to 3 December 2021) related to AOP/SG.

Actions on AOP/SG/5 Conclusions and Decisions (WP/03)

2.2 AOP/SG/6 reviewed and noted the follow up actions taken by ICAO APAC Office on the Decisions/Conclusions adopted by the AOP/SG/5 Meeting, video teleconference from 29 June to 2 July 2021.

RASG-APAC/11 Meeting Outcomes (IP/02)

2.3 IP/02 provided information about the outcomes of the Eleventh Meeting of the RASG-APAC (Bangkok, Thailand, 25-26 November 2021) and noted that the RASG-APAC/11 adopted 8 Decisions and 3 Conclusions. It was noted that the ***Decision RASG-APAC 11/4 — Progress Update on Beijing Declaration Commitments (WP/8)*** directed the Secretariat and COSCAPs to follow up on certification of international aerodromes.

Agenda Item 3: Regional Reporting

Asia/Pacific Air Navigation Plans (WP/04)

3.1 AOP/SG/6 noted the structure of the Asia/Pacific Air Navigation Plans and procedures for their amendments. There were three Volumes of Asia/Pacific ANP which could be accessed at <https://www.icao.int/APAC/Pages/APAC-eANP.aspx>.

Amendment of ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1

3.2 A template of the Proposal for the Amendment of the APAC ANP Volume I and II could be accessed at <https://www.icao.int/APAC/Pages/APAC-eANP.aspx>.

3.3 AOP/SG/6 noted that there were **269** international aerodromes listed in Asia/Pacific Region ANP Volume I. However, the number of international aerodromes used for international operations in Asia/Pacific Region had reached to **354** based on information gather from Doc 7910 (Location Indicator), States Aeronautical Information Publication (AIP), CAA Websites and ICAO Missions.

3.4 **Appendix A** to this Report provided the detailed information of aerodromes yet to be listed in APAC ANP by Asia Pacific States/Administrations.

3.5 AOP/SG/6 also noted that the ICAO APAC Office had completed processing of PfAs for two States/Administrations (Hong Kong, China and New Zealand) and received new PfAs from 3 States/Administrations (Hong Kong, China, Nepal and New Zealand) in 2022 that were under processing.

3.6 Considering a significant number of aerodromes used for international operations were yet to be listed in Asia and Pacific Air Navigation Plans (in Table AOP I-1 and Table AOP II-1) and also to meet the objectives and purpose of Regional Air Navigation Plan by all States/Administrations of Asia and Pacific Regions, the following Draft Conclusion was endorsed by AOP/SG/6 for further consideration by APANPIRG/33 in November 2022:

Draft Conclusion AOP/SG/6 - 1: Proposal for Amendment to Asia/Pacific ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1	
<p>That, Asia Pacific States/Administrations are urged to:</p> <ol style="list-style-type: none"> 1) review the aerodromes listed in APAC ANP Volume I, Table AOP I-1; 2) review the ANP Volume II, Table AOP II-1 for the list of facilities and services to be provided by the State concerned at each aerodrome that is listed in Table AOP I-1; and 3) initiate and send to ICAO APAC Office proposals for amendment to APAC ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1 in accordance with the template provided in Appendix B to the Report of AOP/SG/6, if their international aerodromes are not yet listed in Table AOP I-1 or require any amendments to update the information provided in Tables AOP I-1 and AOP II-1. 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Inter -Regional <input checked="" type="checkbox"/> Ops/Technical

Why: To update Tables AOP I-1 and AOP II-1 of ANP Volume I and II respectively, as ANPs serve as the primary basis for correspondence with States and within the Secretariat on ANP matters, which makes their accuracy and currency of critical importance.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: 23-Nov-22	Status: Draft to be adopted by PIRG
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other	

3.7 The meeting was informed that PASO is working with the Cook Islands and Solomon Islands Civil Aviation Authorities to prepare and submit to ICAO APAC Office proposals for the amendment of APAC ANP Volume I (Table AOP I-1) and Volume II (Table AOP II – 1). The proposals would be to add Aitutaki Airport (NCAI) and Munda Airport (AGGM), tentatively planned to be provided in July 2022.

Agenda Item 4: Provision of AOP in the Asia/Pacific RegionReport on the Third Meeting of the Asia/Pacific Aerodrome Design and Operations Task Force (AP-ADO/TF/3) (WP/05)

4.1 AOP/SG/6 reviewed the Report of the Third Meeting of the Asia/Pacific Aerodrome Design and Operations Task Force (AP-ADO/TF/3, Video teleconference on 9 - 11 February 2022). The full report of the meeting was posted on the ICAO APAC Office website and could be accessed at <https://www.icao.int/APAC/Meetings/Pages/2022-AP-ADO-TF3.aspx>.

Construction Guideline for High Altitude Airports

4.2 AP-ADO/TF/3 had noted that the draft *Planning and Design Guidelines for Higher-Plateau Airports (i.e., Higher-Plateau Airports Guideline)* was developed by the Civil Aviation Administration of China (CAAC) on the basis of prior construction experience of higher-plateau airports and also some alternative solutions in the *Higher-Plateau Airports Guideline*.

4.3 AOP/SG/6 noted that AP-ADO/TF/3 meeting had agreed to send the Working Paper on *Construction Guideline for High Altitude Airports* to the Secretariat of Aerodrome Design Working Group at ICAO HQs for their consideration as suggested by the Chairman of AP-ADO/TF.

Cargo Hub Airport Planning and Construction in China

4.4 AP-ADO/TF/3 had noted that the operation mode and characteristics of the cargo hub airport had been fully integrated and valuable experience had been accumulated during planning and construction of Ezhou Huahu Airport which is expected to be completed and put into operation by 2022 as the fourth professional cargo hub airport in the world and the first in the Asia-Pacific Region.

4.5 AOP/SG/6 noted that AP-ADO/TF/3 had invited States to share any study conducted on the planning and construction standards and guidelines applicable to specialized cargo hub airports to contribute to the formulation of future global or regional guidance including the scientific research achievements and practical products accumulated at Ezhou Huahu Airport.

4.6 The Chairman of AP-ADO/TF informed the meeting that Airports of Thailand (AOT) would like to host the Fourth Meeting of the AP-ADO/TF in Chiang Rai, Thailand. AOT would communicate to ICAO APAC Office the exact dates and venue of the meeting in due course of time.

Alpha Numeric Call Sign Project

4.7 AP-ADO/TF/3 was informed of the APAC Alpha Numeric Call Sign (ANCS) project, a safety initiative intended to mitigate against call sign confusion in Air Traffic Services (ATS) radiotelephony caused by similar call signs (*Conclusions APANPIRG 27/15 and ATM/SG/5-5 and 5-6* referred).

4.8 It was noted that airport operators should anticipate the possibility of future State regulatory developments requiring the use of ANCS to mitigate call sign confusion-related air safety incidents.

4.9 AOP/SG/6 noted that ANCS Webinar jointly conducted by CANSO and ACI and supported by IATA, was held on 01 June 2022. ACI had encouraged airport operators and all stakeholders to participate in the future ANCS trials.

Draft Regional Guidance for Design and Operations of Altiports

4.10 AP-ADO/TF/3 had noted that altiports in the mountainous areas for the operation of aircrafts with short take-off and landing (STOL) performances defy the standards and recommended practices of *Annex 14, Aerodromes, Volume I – Aerodrome Design and Operations* as well as guidelines provided in *Stolport Manual (Doc 9150)* due to topographical challenges and financial constraints, especially in terms of steep longitudinal slope, inadequate runway strip, infringement by obstacles etc. It was also noted that there were no specific international and globally harmonized guidelines for design, construction and operations of altiports.

4.11 AOP/SG/6 noted that AP-ADO/TF prepared the first draft of the *Regional Guidance for Design and Operations of Altiport* which would be reviewed by AP-ADO/TF experts for further improvement.

Report on the Fourth Meeting of Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/4) (WP/06)

4.12 AOP/SG/6 reviewed the Report of the Fourth Meeting of the Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/4). The full report of the meeting was posted on the ICAO APAC Office website and could be accessed at <https://www.icao.int/APAC/Meetings/Pages/2022-AP-AA-WG4.aspx>.

Enhanced Global Reporting Format for Assessing and Reporting Runway Surface Conditions (GRF)

4.13 AP-AA/WG/4 noted that ICAO APAC Office had received GRF Implementation Action Plans from 29 States/Administrations in 2021. 14 States implemented GRF on 4 November 2021 and one State reported that they have recently implemented GRF. Remaining 14 States are in the process of implementation of GRF. 13 States have yet to submit their GRF Implementation Action Plan to ICAO APAC Office.

4.14 Annex 15 Aeronautical Information Services (AIS) requires that any permanent changes in the AIP shall be published as AIP Amendments (6.3.1.2 of Annex 15 refers). Therefore, the procedures for reporting of runway condition report and issuance of the new SNOWTAM format should also be published in national AIP. The most appropriate section for publication of above information in AIP could be “AD 1.2.2 Snow plan” (refer to *Appendix 2 of PANS-AIM (Doc 10066)*).

4.15 Recognizing the need for the promulgation of the procedures for the reporting of runway condition report and issuance of the new SNOWTAM format by States in their AIP in accordance with 6.3.1.2 of *Annex 15 Aeronautical Information Services (AIS)*, AP-AA/WG/4 formulated the following Draft Conclusion and endorsed by AOP/SG/6 for consideration by APANPIRG/33:

<p>Draft Conclusion AOP/SG/6 - 2 (AP-AA/WG/4-1): Publication of procedures for reporting of runway condition report and issuance of the SNOWTAM in AIP</p>

<p>That, Asia Pacific States/Administrations:</p> <p>1) are urged to publish the procedures for reporting of runway condition report and issuance of SNOWTAM in their AIP in accordance with 6.3.1.2 of Annex 15 <i>Aeronautical Information Services</i>; and</p> <p>2) may consider to publish above information in “AD 1.2.2 Snow plan” (refer to Appendix 2 of PANS-AIM (Doc 10066))</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Inter -Regional</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: For safety, regularity and efficiency of air navigation.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: 23 November 2022</p>	<p>Status: Draft to be adopted by PIRG</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other</p>	

4.16 States who had already published it in other sections of the AIP may wish to consider to change it to “AD 1.2.2 Snow plan”.

4.17 AP-AA/WG/4 had urged States to submit GRF Implementation Action Plan to ICAO APAC Office, if yet to do so (Conclusion APANPIRG/31/5 refers), and to provide periodic status updates thereafter on actual implementation of GRF Action Items (Milestones) in accordance with GRF Implementation Action Plan developed by States until its full implementation (Conclusion APANPIRG/32/2 refers).

Generic Surveillance Programme for Certified Aerodromes

4.18 AP-AA/WG/4 reviewed the generic surveillance programme for certified aerodromes and found as useful guidance for reference by States/Administrations that have yet to develop such manual for surveillance of their certified aerodromes. AOP/SG/6 adopted the following Conclusion formulated by AP-AA/WG/4:

<p>Conclusion AOP/SG/6 - 3 (AP-AA/WG/4 – 2): Generic Surveillance Programme for Certified Aerodromes</p>	
<p>What: that the Generic Surveillance Programme for Certified Aerodromes developed by AP-AA/WG and placed in Appendix C to the AO/SG/6 Report be published in ICAO APAC Website for the reference by Asia Pacific States.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: To provide guidance to States for conducting surveillance of certified aerodromes.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: 30-Jun-22</p>	<p>Status: Adopted by Subgroup</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: NA</p>	

Report of the Analysis of States' Responses on Survey Questionnaire for Aerodrome Assistance in APAC States

4.19 AP-AA/WG developed Survey Questionnaire for Aerodrome Assistance in APAC States, which have not completed certification of international aerodromes, with an AGA EI score below 75% and/or having APANPIRG Air Navigation Deficiencies.

4.20 18 APAC States/Administrations responded to the survey questionnaire. Most of the respondent states had Air Navigation Deficiencies. In some States, no international aerodromes were certified and in a few others, not all international aerodromes were certified. The numbers of other aerodromes (i.e. aerodromes not used for international operations) in the responding 13 States were 563. Among them 275 (49%) are certified and 288 (51%) were yet to be certified.

4.21 Recognizing the availability of limited qualified technical personnel in CAA and assistance required for the certification and continuous surveillance of aerodromes used for international operations, resolution of APANPIRG Air Navigation Deficiencies and improving USOAP EI in AGA area in some States in Asia Pacific Region, AOP/SG/6 endorsed the following Draft Conclusion formulated by AP-AA/WG/4 for further consideration by APANPIRG/33:

Draft Conclusion AOP/SG/6 – 4 (AP-AA/WG/4-3): Assistance to APAC States that require assistance in AGA area including certification and surveillance of aerodromes.	
<p>What: That,</p> <ol style="list-style-type: none"> 1) States requiring assistance in developing regulations and Guidance Material are encouraged to utilize the generic guidance materials made available on ICAO-APAC website at eDocuments under AGA heading (https://www.icao.int/APAC/Pages/eDocs.aspx); 2) States requiring assistance in AGA area including certification and surveillance of aerodromes and USOAP CMA are encouraged to approach to COSCAPs and PASO or ICAO APAC Office with specific request for assistance; and 3) Champion States* and Industries** wishing to volunteer in assisting States and aerodromes that require assistance in AGA area including certification and surveillance of aerodromes are requested to inform to ICAO APAC Office and provide contact details of their subject matter experts (SME). <p><u>Notes:-</u></p> <p>* Champion States - States with 100% aerodrome certification, without APANPIRG Air Navigation Deficiencies and having achieved USOAP EI score more than 75%</p> <p>** Champion Industries – Certified aerodromes with good safety records and positive safety culture, and Industry Partners, Associations of Aerodrome Operators</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Inter -Regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical

Why: For enhancing safety, regularity and efficiency of aerodrome operations through certification and surveillance of aerodromes and improving APAC USOAP EI in AGA area.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: 23 November 2022	Status: Draft to be adopted by PIRG
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry Partners	

Asia Pacific Guidance Materials and Custodian

4.22 AP-AA/WG/4 had noted a list of Generic Guidance Materials (GGMs) developed by AP-AA/WG and approved by APANPIRG AOP/SG. The meeting accepted the names of custodians proposed by States/Industries for review and periodic updates of these Guidance Materials based on the amendments to ICAO SARPs, PANS-Aerodromes (Doc 9981), Aerodrome Design Manuals, Airport Services Manuals and other relevant ICAO documents including availability of States' good practices in these areas. The list of Generic Guidance Materials (GGMs) on certification and surveillance of aerodromes along with the details of the custodians is at **Appendix J**.

Report on the Fourth Meeting of the Asia/Pacific Wildlife Hazard Management Working Group (AP-WHM/WG/4) (WP/07)

4.23 AOP/SG/6 reviewed the Report of the Fourth Meeting of the Asia/Pacific Wildlife Hazard Management Working Group (AP-WHM/WG/4) held as a video teleconference on 27 to 28 April 2022. The full report of AP-WHM/WG/4 provided on ICAO APAC Office website at: <https://www.icao.int/APAC/Meetings/Pages/2022-AP-WHM-WG4.aspx>.

Template of State Action Plan for Establishment and Implementation of Wildlife Hazard Management Programme

4.24 AP-WHM/WG had developed a generic template with successive action items, responsible entities, target and actual implementation dates to assist Asia-Pacific States in establishing and implementing national wildlife hazard management programme (WHMP) in accordance with Task 3/1 of the AP-WHM/WG.

4.25 The template with 16 action items provides some flexibility in the order in which certain actions to be taken to suit the specific circumstances of the State concerned.

4.26 AOP/SG/6 endorsed the following Draft Conclusion formulated by AP-WHM/WG/4 for consideration by APANPIRG/33:

Draft Conclusion AOP/SG/6 – 5 (AP–WHM/WG/4–1): State Action Plan for Establishment and Implementation of WHMP - Generic Template

<p>What: That, Asia/Pacific States are urged to:</p> <ul style="list-style-type: none"> • Develop “State Action Plan for Establishment and Implementation of WHMP” in accordance with the generic template in Appendix D to the Report of AOP/SG/6 assigning State responsible entities and targeted implementation dates (milestones); and • Commence to execute the State Action Plan the latest from first quarter of 2023, and in accordance with the proposed targeted implementation date (milestone) and complete all actions by 2026. 	<p>Expected impact:</p> <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
<p>Why: To reduce wildlife strike hazards on or in the vicinity of aerodromes and enhance safety of aerodrome operations in Asia-Pacific States.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: 23-Nov-22</p>	<p>Status: Draft to be adopted by PIRG</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: NA</p>	

Draft Asia Pacific Regional Guidance on Development and Implementation of Wildlife Hazard Management Programme

4.27 AP-WHM/WG developed a “Draft Asia/Pacific Guidance on Development and Implementation of Aerodrome Wildlife Hazard Management Programme” in accordance with its Task 1/9. AOP/SG/6 endorsed the following Conclusion formulated by AP-WHM/WG/4:

<p>Conclusion AOP/SG/6 – 6 (AP-WHM WG/4-2): Asia/Pacific Guidance on Development and Implementation of Aerodrome Wildlife Hazard Management Programme</p>	
<p>What: That, Asia/Pacific Guidance on Development and Implementation of Aerodrome Wildlife Hazard Management Programme provided in Appendix E to the Report of AOP/SG/6 be endorsed for publication on ICAO APAC Website.</p>	<p>Expected impact:</p> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
<p>Why: For reference by States/Administration</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: 30-Jun-22</p>	<p>Status: Adopted by Subgroup</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Nil</p>	

Asia Pacific Generic Guidance Materials and Custodian

4.28 AP-WHM/WG/4 noted a list of Generic Guidance Materials (GGMs) developed by AP-WHM/WG and approved by APANPIRG AOP/SG. The meeting accepted the names of custodians proposed by States/Industries for review and periodic updates of these Guidance Materials based on the amendments to ICAO SARPs, PANS-Aerodromes (Doc 9981), Airport Services Manual (Doc 9137) and other relevant ICAO documents including availability of States’ good practices in WHM. The list of Generic Guidance Materials (GGMs) on WHM along with the details of the custodians is at **Appendix J**.

Implementation of Requirements for Certification of Aerodromes in the Asia/Pacific Region (WP/08)

Status on Certification of Aerodromes in Asia Pacific States

4.29 AOP/SG/6 noted that **90.68%** of aerodromes used for international operations (**321** out of **354** International Aerodromes) in Asia and Pacific Regions have been certified to date.

4.30 AOP/SG/6 reviewed the list of aerodromes used for international operations in Asia/Pacific Region that have yet to be certified, which was prepared based on information collected from APAC States through survey questionnaire, ICAO/COSCAPs missions including ICAO USOAP audit and ICVM, and video conferences and correspondences with States, and placed in **Appendix F**.

4.31 Malaysia informed the meeting that Lahad Datu Aerodrome was never used for international operations. Therefore, Lahad Datu Aerodrome was removed from the list of the uncertified aerodromes provided in **Appendix F**.

4.32 The status of certified aerodromes used for international operations (“int’l aerodromes”) in different Sub Regions of Asia/Pacific Region as illustrated in the **Table 1** below:

Aerodromes	North Asia (5 States & 2 SARs)	South East Asia (11 States)	South Asia (8 States)	Pacific (15 States & 8 OTs)
Total Number of Int’l Aerodromes [354]	136	97	53	68
Number of Certified Int’l Aerodromes [321]	133	84	44	60
Number of Int’l Aerodromes yet to be certified [33]	3	13	9	8
States with Int’l Aerodromes yet to be certified (number and percentage of aerodromes yet to be certified) [12 States, 33 Aerodromes, 9.32%]	1) China (3, 3%)	1) Brunei Darussalam (1, 100%), 2) Lao PDR (4, 100%) 3) Malaysia (2, 11%) 4) Thailand (4, 36%), 5) Timor-Leste (2, 100%)	1) Afghanistan (4, 100%) 2) India (5, 19%)	1) Kiribati (2, 100%) 2) Micronesia (Federal States of) (4, 100%), 3) Nauru (1, 100%), 4) Tuvalu (1, 100%)

Table 1 – Status of certified aerodromes used for international operations in Sub Regions of Asia/Pacific Region

Status of certification of aerodromes in AIP

4.33 Table 2 below illustrated States/Administrations that had yet to publish the status of certification of aerodromes in AIP AD 1.5.

States	North Asia (5 States & 2 SARs)	South East Asia (11 States)	South Asia (8 States)	Pacific (15 States & 8 OTs)
No aerodromes listed in AD 1.5/ AD 1.5 missing in AIP	--	1) Brunei Darussalam 2) Timor Leste	1) Afghanistan	1) American Samoa, Guam and N. Mariana Is. (US) 2) Kiribati 3) Nauru 4) Samoa 5) Solomon Is. 6) Tonga 7) Tuvalu 8) Vanuatu
Some but not all aerodromes listed in AD 1.5	1) China	--1) Viet Nam	1) India	--
Status listed but not under AD 1.5	--	--	--	--
AIP cannot be located	--	--	--	1) Marshall Is. 2) Micronesia (Federated States of) 3) Palau
Total (17 States)	1 State	3 States	2 States	11 States / OTs

Table 2 – Status of AIP AD 1.5 in Sub Regions of Asia/Pacific Region

4.34

AOP/SG/6 urged:

- a) States and their aerodrome operators that have yet to certify aerodromes used for international operations to take an effective action on the 55th DGCA Action Item 55/42;
- b) States to provide periodic updates on the progress of the certification of aerodromes and AIP AD 1.5 to the ICAO APAC Office; and
- c) 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).

4.35

Mr. Mike Haines, PASO AGA advisor, informed the meeting that PASO was actively working with Pacific Small Islands Developing States. In terms of certification of aerodromes, particularly in Nauru, Tuvalu and Kiribati, the progress is dependent on appropriate legislation being

implemented. In the meantime, the States have engaged PASO to do aerodrome certification assessments and provide appropriate regulatory oversight including audits of the aerodromes. Regarding the AIP deficiencies, as New Zealand had addressed and resolved the deficiency regarding AIP, AD 1.5, PASO member States would be able to resolve the same deficiency because several PASO member States also used the services of Aeropath New Zealand, the AIS Service Providers for New Zealand. Depending on COVID 19 travel restriction relaxation, and with the assistance of PASO, it was expected to achieve good progress, both in certification and publication of certification status in AIP, AD 1.5, in 2022.

ICAO USOAP CMA and AGA Findings (WP/09)

4.36 AOP/SG/6 noted ICAO USOAP CMA activities conducted in APAC States in 2021 and until April 2022. The Meeting also noted the USOAP CMA activities planned for 2022 until December 2022.

4.37 AOP/SG/6 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 **60.97 %** compared to the global average of **61.43 %** as at 19 June 2022.

4.38 The Table 3 below illustrated the APAC Average AGA EI scores in all 8 Critical Elements derived from iSTARS 2.0 SPACE (using PQ Tester) for 2017 – 2022:

Table 3: APAC Average AGA EI scores in all 8 Critical Elements

	APAC average EI in AGA (in %)	Critical Elements (CEs) – AGA Area							
		CE-1	CE-2	CE-3	CE-4	CE-5	CE-6	CE-7	CE-8
June 2022 (AOP/SG/6)	60.97 [Global Average 63.37]	72.22	71.53	61.61	40.88	67.46	64.28	57.14	45.69
June 2021 (AOP/SG/5)	61.43 [Global Average 62.72]	75.00	71.33	62.56	41.40	68.04	64.51	58.16	46.96
Oct. 2020 (AOP/SG/4)	61.41 [Global Average 62.65]	75.00	68.64	64.44	42.73	58.61	63.26	58.11	38.42
June 2019 (AOP/SG/3)	60.52 [Global Average 61.59]	75.68	66.80	62.13	42.30	58.14	63.87	58.87	39.77
June 2018 (AOP/SG/2)	57.87 [Global Average 59.5]	68.57	65.78	55.71	38.18	49.60	60.45	53.01	51.13 [Error]
May 2017 (AOP/SG/1)	56.29 [Global Average 57.99]	68.57	63.3	53.65	33.17	51.9	59.78	55.2	39.44

4.39 It was noted that there was a slight decrease of the EI scores (APAC average AGA EI and its corresponding CEs) for 2022 compare to EI data obtained for 2021. This was primarily due to adjustment of the EI because of the reduction of AGA PQs from **168** (2017 AGA PQs) to **143** (2020 AGA PQs) numbers (please refer to AOP/SG/6-*IP/04 for USOAP CMA Protocol Questions – 2020 Edition*), and partially due to some decline in AGA EI of Pakistan as a result of the USOAP CMA Audit conducted in November 2021.

4.40 AOP/SG/6 urged States/Administrations with EI less than 75% to put more resources and efforts to improve EI to meet the 75% of GASP target by 2022 and adopted the following Conclusion:

Conclusion AOP/SG/6 – 7: State’s Actions on USOAP CMA On-line Framework (OLF)	
<p>What: That, States/Administration are urged to take following actions through USOAP CMA OLF:</p> <p>d) continuous update of the compliance checklist/EFOD and SAAQ;</p> <p>e) submission of the Corrective Action Plans (CAPs) on the USOAP CMA OLF, and inform the ICAO Regional Office when complete and ready for review; and</p> <p>f) implementation of the CAPs and complete the self-assessment of the PQs on the OLF, including uploading the evidence documents, to report the progress on the OLF, and inform the ICAO Regional Office when complete and ready for validation.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: For continuous update of the State’s actions through USOAP CMA OLF to demonstrate their readiness for ICAO USOAP CMA activities and to improve EI in all CEs 75% and more.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: 30-Jun-22</p>	<p>Status: Adopted by Subgroup</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Nil</p>	

USOAP CMA Protocol Questions – 2020 Edition and State Safety Programme Implementation Assessment (WP/10)

2020 Edition of USOAP CMA PQs

4.41 AOP/SG/6 noted that the 2020 edition of the PQs became applicable to all USOAP CMA activities on 1st January 2022. The PQs had been posted on the USOAP CMA Online Framework (OLF) (<https://www.icao.int/usoap>) under the heading “CMA Library”.

4.42 Due to the deletion of 178 PQs from the 2017 edition, the EI scores of States, as reflected on the CMA OLF, had been updated. These updated scores (adjusted EIs) varied slightly from the scores resulting from previous activities.

4.43 Frequently Asked Questions (FAQs) about the 2020 edition of the PQs were available on the online framework, in the “CMA Library” under the heading “USOAP Guidance Material”. FAQs provided answers to the most common questions from States to ICAO about the newly amended PQs and would be updated, as necessary, by ICAO.

State Safety Programme Implementation Assessment (SSPIA)

4.44 AOP/SG/6 noted that ICAO had rolled out SSP implementation assessments (SSPIAs), a qualitative (non-quantitative) assessment of a State’s progress in implementing an SSP, under the USOAP CMA using SSP-related PQs that have been updated to reflect Annex 19, *ICAO Safety Management Manual (Doc 9859)* as well as the lessons learned from the voluntary and confidential SSP implementation assessments conducted previously.

4.45 SSPIA PQs were not linked to the critical elements, but to applicable SSP components (e.g. State safety policy and objectives, State Safety Risk Management, State Safety Assurance and State Safety Promotion). They were broken down into eight areas including AGA. In addition, the SSPIA PQs would not be assessed as satisfactory, non-satisfactory or not applicable, but in terms of maturity levels. As such, the assessment results of the SSPIA PQs would not affect the USOAP CMA EI scores.

4.46 AOP/SG/6 noted the criteria for the prioritization of SSPIAs, which were:

- a) A good level of implementation of SSP Foundation PQs and evidence of:
 - (i) a robust and sustainable safety oversight system and aircraft accident / serious incident investigation system; and
 - (ii) an effective mandatory safety reporting system, State aircraft accident and incident database and safety analyses; and
- b) Effective completion and updates of self-assessment of all PQs, including those related to SSP, by the State.

4.47 AOP/SG/6 urged States to review the 2020 edition of USOAP CMA PQs and update their responses in PQ Self-Assessment and note the criteria for the prioritization of SSPIAs.

Autonomous Patrol Vehicles with Video Analytics at Hong Kong International Airport (WP/11)

4.48 Presented by Hong Kong, China, WP/11 updated the development of driverless technology and video analytics for aerodrome security at Hong Kong International Airport (HKIA). This paper shared HKIA's experience in putting autonomous patrol cars for perimeter patrols into live operations, leveraging various sensor technology and video analytics for detecting human intrusion and security fence irregularities. As HKIA is evolving into a Three-runway System, it had also envisioned the applications of autonomous patrol cars would continue to expand at HKIA for security patrol enhancement.

Aerodrome Licensing for Interim Two-Runway System (I-2RS) of the Hong Kong International Airport (WP/12)

4.49 Representing a key milestone towards the full commissioning of Three-Runway System at the Hong Kong International Airport in 2024, the aerodrome licence covering Interim Two-Runway System (I-2RS) operations, including a new third runway and the associated taxiways, at the airport was issued by the Civil Aviation Department, Hong Kong, China to the Airport Authority Hong Kong on 31 May 2022.

4.50 This paper shared Hong Kong, China's experience in the relevant aerodrome licensing assessment process for a third runway and associated taxiways at an operational dual-runway airport, and also its experience of adopting an agile approach during such process under the COVID-19 pandemic. The paper also explained the existing aerodrome licensing regulatory framework in Hong Kong, China and its regulatory oversight on the existing airport operations. The meeting recognized the work conducted by the Civil Aviation Department, Hong Kong, China on aerodrome certification of these new facilities under I-2RS while maintaining the safe operations of the airport.

Re-designation of taxiways at Singapore Changi Airport (PPT/1)

4.51 Changi Airport Group, Singapore presented and shared their experiences in the Redesignation of Taxiways at Singapore Changi Airport. The meeting noted that Singapore Changi Airport had successfully completed a major taxiway redesignation exercise as at 21 May 2021 (local time) to facilitate future airport expansion and improve the taxiway naming scheme. Key airport stakeholders (e.g. State regulator, pilots, air traffic controllers, ground service providers, etc.) were involved throughout the project from planning of the new taxiway naming scheme to implementation. The project was implemented over 4 phases of works after rigorous planning, safety management and preparation.

ICAO HQ Update on AGA Matters (IP/03)

4.52 IP/03 presented information related to aerodrome activities carried out recently in the Airport Operations and Infrastructure section, Air Navigation Bureau, ICAO Montreal.

Runway Safety Team and Runway Safety Go-Team (IP/07)

4.53 IP/07 presented the ICAO requirements on RST and relevant guidance for its establishment at aerodromes. The paper also highlights the benefits in availing ICAO Runway Safety Go-Team assistance by States and airports in the area of runway safety. The paper also highlighted the characteristics of the Go-Team LITE, which was introduced by ICAO recently and did not include a site visit.

Enhanced Global Reporting Format for Assessing and Reporting Runway Surface Conditions (GRF) (IP/08)

4.54 IP/08 presented the updated status of GRF implementation by Asia and Pacific States.

ICAO Initiatives to Assist States in AGA Area (IP/09)

4.55 IP/09 summarized the initiatives taken by ICAO to provide technical assistance to Asia Pacific States in AGA area through various platforms from 2015 to until date.

Agenda Item 5: Air Navigation Deficiencies in AOP AreaStatus of Air Navigation Deficiencies in AOP Field (WP/13)

5.1 AOP/SG/6 reviewed the list of Air Navigation Deficiencies in the AOP field endorsed by APANPIRG/32.

5.2 AOP/SG/6 noted that 6 States including Cook Islands, New Zealand, Niue, Sri Lanka, Thailand, Timor-Leste and Viet Nam provided updates on their Air Navigation Deficiencies in the AOP field.

5.3 When States provided satisfactory evidences on corrective action taken for any particular deficiency then that deficiency would be closed/removed from the list in accordance with the methodology prescribed in the APANPIRG Procedural Handbook.

5.4 The Secretariat reminded States / Administrations to provide written correspondences to ICAO APAC Office with evidences on corrective action taken before APANPIRG/33 for other open air navigation deficiencies. After receiving the satisfactory evidences, the *List of Air Navigation Deficiencies in AOP Field* would be updated to present at APANPIRG/33.

5.5 Malaysia informed the meeting that Lahad Datu Aerodrome was never used for international operations. Therefore, Lahad Datu Aerodrome was removed from the list of air navigation deficiencies in AOP field.

5.6 The updated *List of Air Navigation Deficiencies in AOP Field* placed at **Appendix G** to the Report.

5.7 The updated *List of AOP Focal Points* placed at **Appendix H** to the Report.

5.8 Mr. Mike Haines, PASO AGA advisor, informed the meeting that PASO with funding from the Australian Department of Foreign Affairs and Trade, has a work plan in place for 2022 to assist PASO States with ICAO deficiencies. This work would provide assistance on the deficiency, the appropriate actions and ensure ICAO APAC Office is informed on the action plan and provided appropriate updates.

Agenda Item 6: Airport Environmental InitiativesLatest Developments on ICAO's Work on Airports and Operations (IP/04)

6.1 Presented by the Secretariat, IP/04 provided the progress made by ICAO on airports and operations including the work of Committee on Aviation Environmental Protection (CAEP) Working Group 2, ICAO events related to airport initiatives, ICAO tracker tools to follow up the latest innovations that can generate in-sector CO₂ emissions reductions and ICAO LTAG process and upcoming 2022 Stocktaking.

6.2 The paper encouraged States and international organizations in the region to bring all aviation environmental-related topics including airports and operations to the attention of CAEP and its working groups for coordination and consideration through CAEP Members and Observers and attend the virtual 2022 ICAO Stocktaking (18 July 2022) by registering on the ICAO website.

6.3 The paper also provided information on the arrangements for the ICAO High-level Meeting on LTAG (HLM-LTAG), which would be held at ICAO Headquarters in Montréal, Canada, from 19 to 22 July 2022 as a hybrid event. Aviation stakeholders in the region were encouraged to showcase CO₂ emissions reduction initiatives at the exhibition to be held in parallel with the ICAO High-level Meeting on LTAG (HLM-LTAG) and join ICAO Global Coalition for Sustainable Aviation to showcase their latest initiatives by emailing at stocktaking@icao.int.

Aircraft Noise Management Survey Findings (IP/05)

6.4 ACI Asia-Pacific presented the findings of the Aircraft Noise Management Survey 2020. Through this Aircraft Noise Management Survey in 2020 to airport operators, ACI Asia-Pacific aimed to support its member airports to mitigate aircraft noise impacts by exploring various measures implemented in the region according to ICAO's Balanced Approach principle. The survey showed that most Asia-Pacific and Middle East airports, which participated in the survey, had adopted ICAO's Balanced Approach principle to address aircraft noise issues and identified the importance of engagement with main stakeholders to address aircraft noise issues.

ACI's Approach to Airports Decarbonization (IP/06)

6.5 ACI Asia-Pacific presented an update on ACI Asia-Pacific's contributions to the reduction in CO₂ emissions at airports, mainly by urging airport members to make commitments to the Long-Term Carbon Goal and providing carbon management best practices document and tools such as Airport Carbon Accreditation and Airport Carbon and Emissions Reporting Tool (ACERT). The meeting recognized the efforts and contributions of airports in Asia-Pacific in combating climate change and noted the benefits of ACI Asia-Pacific Green Airports Recognition. The aerodrome operators in the APAC Region were encouraged to adopt ACERT and voluntarily participate in Airport Carbon Accreditation.

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Agenda Item 7: AOP/SG Task List

APANPIRG AOP Sub Group Task List (WP/14)

7.1 The meeting reviewed and updated AOP/SG Task List presented by the Secretariat and placed at **Appendix I**.

Agenda Item 8: Any other BusinessAsia/Pacific Generic Guidance Materials and Custodian (WP/15)

8.1 AOP/SG/6 noted the list of Asia/Pacific Generic Guidance Materials (GGMs) developed by various Working Groups and Task Forces and approved by AOP/SG and APANPIRG.

8.2 The Meeting also noted that AP-AA/WG and AP-WHM/WG identified custodian of the individual GGM from State(s)/ Industries with the responsibility to review and update the respective APAC GGM(s) in coordination with ICAO APAC Office whenever it becomes necessary.

8.3 AOP/SG/6 reviewed the process developed by the Secretariat for periodic review and update of the APAC GGMs in future and adopted the following Conclusion regarding the Asia/Pacific Generic Guidance Materials and Custodians:

Conclusion AOP/SG/6 – 8: Asia/Pacific Generic Guidance Materials and Custodians	
<p>What: That, the process for periodic review and updating of the Asia/Pacific Generic Guidance Materials in the area of Aerodromes and Ground Aids placed at Appendix J to the AOP/SG/6 Report and Asia/Pacific Generic Guidance Materials with the details of the Custodians placed at Attachments A to D of Appendix J be published on ICAO APAC Website at eDocuments Webpage under the AGA heading.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: For periodic review and updating of the APAC GGMs in AGA area in future.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: 30-Jun-22</p>	<p>Status: Adopted by Subgroup</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Nil</p>	

8.4 Mr. Pedro Cavem from Yangon International Aerodrome and Ms. Fathimath Ramiza from CAA Maldives volunteered to be custodian for Asia/Pacific Guidance Materials on Aerodrome Operations Personnel Competency Requirement Framework (**Attachment C to Appendix J**) and Water Aerodromes (**Attachment D to Appendix J**), respectively.

Seminar on Airport Master Planning (WP/17)

8.5 ACI, Asia-Pacific presented an outline of a regional seminar on airport master planning given the provisions related to airport master plan in Annex 14, which would become applicable on 3 November 2022.

8.6 AOP/SG/6 noted that the theme of the seminar would be “**Airport Master Planning from the Perspective of Aerodrome Safety and Efficiency**”

8.7 The following tentative topics were proposed for the seminar:

- Introduction to Airport Master Planning
- Airport, e.g. pavement construction technologies
- Airport planning tools, e.g. computer simulation modelling
- Latest aeroplane technologies that may have impact on master planning
- Impact of the climate change to airport operations and infrastructure, and adaptations thereto.

8.8 AOP/SG/6 noted that the seminar would tentatively schedule for the fourth quarter of 2022 at ICAO APAC Office, Bangkok, or at a venue sponsored by a willing APAC State. It was agreed that the seminar would be held for two days on Hybrid format (face-to-face and video teleconference).

8.9 It was noted that an exhibition of related products and services would be held in conjunction with the seminar to provide participants in the seminar the opportunity to view these as information complementary to the content of the seminar. In addition, the exhibition would also provide opportunities for providers of related products and services to sponsor the seminar.

8.10 AOP/SG/6 encouraged States to host and participate in the seminar.

8.11 IATA suggested to add a topic on best practices consultation framework as part of the master planning process and expressed the willingness to contribute to the seminar sharing IATA Best Practices Framework (Airport Consultative Framework) that had been established in many major airports.

WGS-84 and Data Accuracy – AAITF/17 Outcomes (Flimsy/1)

8.12 ICAO informed the meeting of outcomes relevant to AOP/SG from the Seventeenth Meeting of the APAC Aeronautical Information Services (AIS) – Aeronautical Information Management (AIM) Implementation Task Force (AAITF/17, Video Teleconference, 20 to 23 June 2024.

8.13 The AAITF/17 meeting had included a workshop activity on World Geodetic System – 1984 (WGS-84) and (aeronautical) Data Accuracy. AAITF/17 meeting documentation including the workshop presentations was available on the AAITF/17 meeting web-page at: <https://www.icao.int/APAC/Meetings/Pages/2022-AAITF17.aspx>

8.14 Information had been provided on the WGS-84 reference frame, the reasons for re-collection of WGS-84 coordinate data, the recommendation that coordinate data be revalidated each 5 years, or after certain events, and the impact of non-maintained WGS-84 coordinate data on Instrument Flight Procedures and aircraft Terrain Awareness Warning Systems (TAWS).

8.15 AAITF/17 had agreed to the following Draft Conclusion for consideration by the Air Traffic Management Sub-Group of APANPIRG (ATM/SG), which was also endorsed by the AOP/SG/6 meeting:

Conclusion AOP/SG/6 – 9 (AAITF/17-3): Revalidation of Coordinate Data	
<p>What: That: noting the factors that cause WGS-84 coordinate data to change over time, States are urged to ensure that all surveyed and calculated coordinate data published in AIP or used in Instrument Flight Procedure design is revalidated:</p> <ol style="list-style-type: none"> 1. each five years; or 2. after a major natural event such as an earthquake or volcanic eruption; or 3. following construction of critical airport elements, whichever is the sooner, by ground survey, Light Detection and Ranging (LIDAR) survey, or imagery collection. 	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: To ensure that the coordinates of surveyed and calculated points (calculation based on a surveyed point or points) are updated as necessary to ensure their accuracy and integrity is maintained when changes occur due to geophysical effects.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>

When: 30-Jun-22	Status: Adopted by Subgroup
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

Alpha Numeric Call Signs (Flimsy/2)

8.16 The meeting was informed of recent and planned activities relating to the use of Alpha Numeric Call Signs to mitigate call sign confusion. *Conclusions APANPIRG/27-15 and 31-11*, and *ATM/SG/5-5 and 5-6* referred.

8.17 **Table 4** provided examples of Alpha Numeric Call Signs observed in publicly available flight tracking websites and as previously provided to the Third Meeting of the Asia/Pacific Aerodrome Design and Operations Task Force (AP-ADO/TF/3, Video Teleconference, 9 - 11 February 2022).

Operator	ICAO Call Sign (conventional)	ICAO Alpha Numeric Call Sign	IATA Flight Number
Emirates	UAE607	-	EK607
Emirates	UAE408	UAE58E	EK408
Qatar Airways	QTR672	QTR71C	QR672
Qatar Airways	QTR663	QTR43F	QR663
Ryanair	RYR9647	RYR9QV	FR9647
Ryanair	RYR3186	-	FR3186

Table 3: Alpha Numeric Call Sign Examples 02 February 2022 (2350 UTC)

8.18 The *Safety Significance and Implementation of Alphanumeric Call Signs* webinar, jointly conducted by CANSO and ACI and supported by IATA, was held on 01 June 2022. Webinar presentations were available on the CANSO website at: https://canso.fra1.digitaloceanspaces.com/uploads/2022/04/CANSO_Regional-Focus_Safety-Significance-and-Implementation-of-Alphanumeric-Call-Signs_slide-deck.pdf.

8.19 Qatar Airways had provided information on aerodromes in its network where Alpha Numeric Call Signs were in use (**Figure 1**).

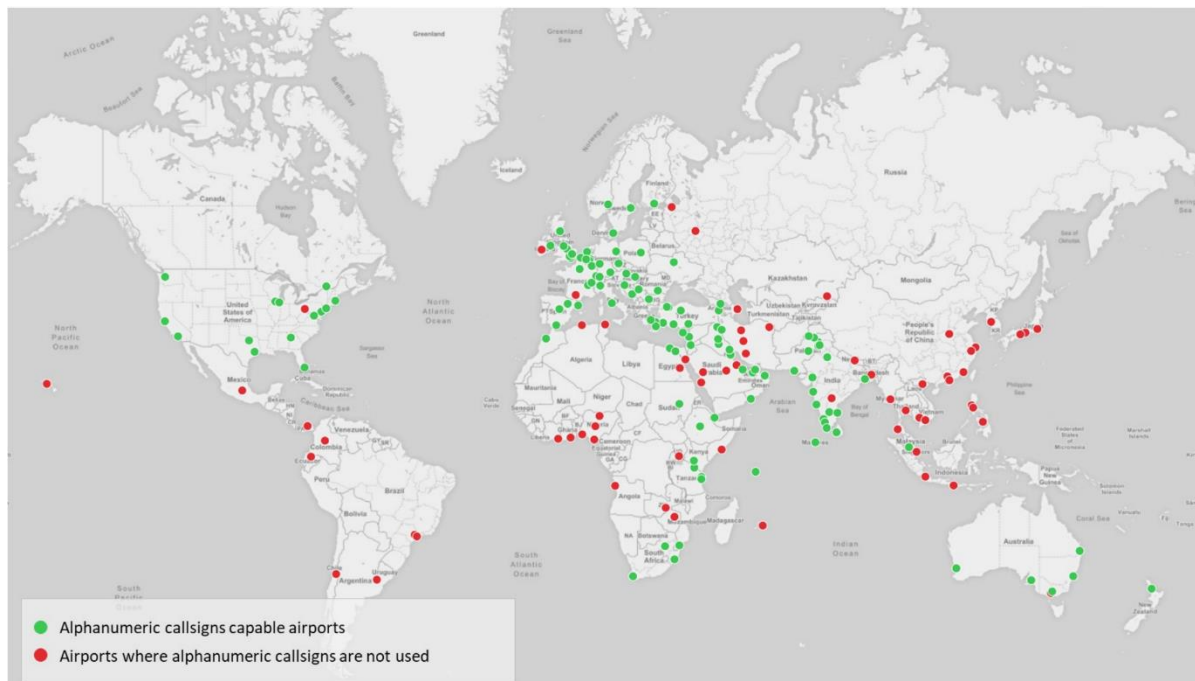


Figure 1: Alphanumeric Capable Airports 2022 (Source: Qatar Airways)

8.20 Hamad International Airport, Doha had informed the webinar of safety-significant benefits of alphanumeric call signs from the perspective of airport operations:

1. Avoided miscommunication between ATC and flight crews. Similarities between call signs of the same airline or similarities between more than one airline;
2. Reduced risk that may result on flights parking on wrong parking stand;
3. Improved communication accuracy between AOCC and ATC via phone;
4. Improved the accuracy of communication between Airfield OPS and ATCO during low visibility;
5. Better communication between AOCC and Airfield OPS team on live flights; and
6. Monitoring of VHF during peak times became easier, hence accuracy of information and response improved.

8.21 The use of alphanumeric Call Signs would be presented to the APAC Regional Aviation Safety Group (RASG-APAC) for inclusion as a Safety Enhancement Initiative (SEI) in the Regional Aviation Safety Plan 2022 – 2025.

8.22 ACI encouraged aerodrome operators to participate in the future ANCS trials and contact ACI Asia-Pacific Office for this purpose.

Agenda Item 9: Provisional Agenda, Date and Venue of Next MeetingProvisional Agenda, Date and Venue of Next Meeting (WP/16)

9.1 AOP/SG/6 reviewed the draft agenda proposed by the Secretariat and agreed on the following Provisional Agenda for AOP/SG/7:

DRAFT PROVISIONAL AGENDA

- | | |
|----------------|--|
| Agenda Item 1: | Adoption of Provisional Agenda |
| Agenda Item 2: | Review Outcome of Relevant Meetings |
| Agenda Item 3: | Regional Reporting |
| | – Asia Pacific Air Navigation Plan |
| | – Asia Pacific Seamless ANS Plan |
| Agenda Item 4: | Provision of AOP in the Asia/Pacific Region |
| | – Reports of Working Group/Task Force Meetings |
| | – Planning & Design of Aerodromes |
| | – Certification and Operations of Aerodromes |
| | – Capacity Development and Trainings |
| Agenda Item 5: | Air Navigation Deficiencies in AOP |
| Agenda Item 6: | Airport Environmental Initiatives |
| Agenda Item 7: | AOP/SG Task List |
| Agenda Item 8: | Any other business |
| Agenda Item 9: | Date and Venue for the Next Meeting |

9.2 The Seventh Meeting of the AOP/SG would be held in June/July 2023 with a duration of 4 - 5 days on a Hybrid format (face-to-face and video teleconference). The venue would be ICAO APAC Office, Bangkok. State willing to host the Seventh Meeting of the AOP/SG may communicate to ICAO APAC Office.

Closing of the meeting

9.3 Ms. Lyu Qing, Chairperson of AOP/SG, thanked the members of the AOP/SG for their contribution and cooperation to the meeting. She also expressed her appreciation to Singapore, Hong Kong, China and ACI for their papers/presentation to the AOP/SG/6 and thanked Chairpersons of AP-ADO/TF, AP-AA/WG, AP-WHM/WG and the Secretariat for their excellent work delivered to AOP/SG/6.
