ICAO

Sixth Meeting of the Aerodromes Operations and Planning Sub-Group (AOP/SG/6)

Video Teleconference, 27 to 30 June 2022

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

– Reports of Working Group/Task Force Meetings

REPORT ON THE FOURTH MEETING OF ASIA/PACIFIC AERODROME ASSISTANCE WORKING GROUP (AP-AA/WG/4)

(Presented by Chairperson of AP-AA/WG)

SUMMARY

This paper presents the Report of the Fourth Meeting of the Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/4).

This paper relates to –

Strategic Objectives:

*A: **Safety** –Enhanced global civil aviation safety*
*B: **Air Navigation Capacity and Efficiency** – Increase Capacity and improve efficiency of the global civil aviation system*

1. INTRODUCTION

1.1 The Fourth Meeting of Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/4) was held as a video teleconference from 14 to 16 March 2022.

1.2 77 participants from 11 Member States and 4 International Organizations attended the meeting.

1.3 There were 13 Working Papers, 4 Information Papers and 1 Presentation considered by the AP-AA/WG/4 Meeting.

1.4 The full report of the meeting was posted on the ICAO APAC Office website and can be accessed through the following link: https://www.icao.int/APAC/Meetings/Pages/2022-AP-AA-WG4.aspx.

1.5 The **Attachment A** to this Paper provides a Summary Report of the AP-AA/WG/4 for review by the AOP/SG/6.

1.6 Appendices referred in this Working Paper and **Attachment A** carry the same Appendix number as those in the Report of AP-AA/WG/4 for easy reference.

2. DISCUSSION

2.1 Some important discussions of the AP-AA/WG/4 Meeting are summarized as below:

Implementation of Requirements for Certification of Aerodromes in the Asia/Pacific Region (WP/04)

2.2 AP-AA/WG/4 noted that there were still **35** out of **354** aerodromes (approximately 10% of the total) used for international operations in the APAC Region which had yet to be certified, despite the *Beijing Declaration* commitment of certifying all such aerodromes by 2020, **55th DGCA Conference Action Item 55/42** and various APANPIRG Conclusions. In addition, AP-AA/WG/4 noted that there were **16** States / Administrations which had yet to include the status of certification of aerodromes into their Aeronautical Information Publication (AIP) AD 1.5.

Note: - Thailand updated the meeting that U-Tapao Airport was certified on 02 March 2022. Post AP-AA/WG/4, Thailand provided a copy of the Aerodrome Certificate granted to U-Tapao Airport to ICAO APAC Office.

2.3 Thailand would be recommended to be removed from APANPIRG Air Navigation Deficiency List in accordance with the procedures prescribed in APANPIRG Handbook.

2.4 AP-AA/WG/4 also noted that Cook Islands, Malaysia, New Zealand, Niue and Viet Nam promulgated the information on the status of certification of aerodromes in their AIP. All five States would be recommended to be removed from APANPIRG Air Navigation Deficiency List in accordance with the procedures prescribed in APANPIRG Handbook.

Enhanced Global Reporting Format for Assessing and Reporting Runway Surface Conditions (GRF) (WP/05)

2.5 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.

2.6 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)*).

Notes:–

1) *Definition of SNOWTAM as per PANS-AIM (Doc 10066): A special series NOTAM given in a standard format providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the movement area.*

2) *Guidance on the issuance of the SNOWTAM is available on ICAO APAC Website https://www.icao.int/APAC/Pages/eDocs.aspx under ATM heading.*

2.7 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 for endorsement by AOP/SG/6 and for consideration by APANPIRG/33:

Draft Conclusion AP-AA/WG/4-1: Publication of procedures for reporting of runway condition report and issuance of the SNOWTAM in AIP	
That, Asia Pacific States/Administrations: 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 Aeronautical Information Services*; and 2) may consider to publish above information in *"AD 1.2.2 Snow plan"* (refer to *Appendix 2 of PANS-AIM (Doc 10066)*)	**Expected impact:** ☒ Political / Global ☐ Economic ☐ Environmental ☐ Inter -Regional ☒ Ops/Technical
Why: For safety, regularity and efficiency of air navigation.	Follow-up: ☒Required from States
When: 23 November 2022	**Status:** Draft to be adopted by PIRG
Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other	

2.8 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"*.

2.9 AP-AA/WG/4 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 (WP/08)

2.10 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. AP-AA/WG/4 formulated a following Draft Conclusion for adoption by AOP/SG/6:

Draft Conclusion 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 E to the AP-AA/WG/4 Report** be published in ICAO APAC Website for the reference by Asia Pacific States.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical

Why: To provide guidance to States for conducting surveillance of certified aerodromes.	Follow-up: ☐ Required from States
When: 30-Jun-22	Status: Draft to be adopted by Subgroup
Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other: NA	

Report of the Analysis of States' Responses on Survey Questionnaire for Aerodrome Assistance in APAC States (WP/09)

2.11 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.

2.12 Twice the survey questionnaire was sent out to 40 States including the United States, and 2 Special Administration Regions of China, Hong Kong and Macao. Until 09 March 2022, only 18 APAC States/Administrations responded to the survey questionnaire. The percentage of States/Administrations responding to survey questionnaires is 45 %.

2.13 Most of the respondent states had Air Navigation Deficiencies. Meanwhile, 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%) are yet to be certified.

2.14 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, AP-AA/WG/4 formulated the following Draft Conclusion for endorsement by AOP/SG/6 and further consideration by APANPIRG/33:

Draft Conclusion 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	**Expected impact:** ☒ Political / Global ☐ Inter -Regional ☒ Economic ☐ Environmental ☒ Ops/Technical

and surveillance of aerodromes are requested to inform to ICAO APAC Office and provide contact details of their subject matter experts (SME). Notes:- *__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	
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:** ☒Required from States
When: 23 November 2022	**Status:** Draft to be adopted by PIRG
Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other**:** Industry Partners	

Asia Pacific Guidance Materials and Custodian (WP/13)

2.15 AP-AA/WG/4 noted a list of Generic Guidance Materials (GGMs) developed by AP-AA/WG and approved by APANPIRG AOP/SG and discussed the need for identification of custodian 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.

2.16 It was noted that the Secretariat would develop a process with the triggering event for review and update of the APAC GGM(s), which would be applicable to all Working Group(s) and Task Force under APANPIRG AOP/SG once approved by AOP/SG.

2.17 The list of GGMs developed by AP-AA/WG and approved by APANPIRG AOP/SG with the names of custodians proposed by States at APA/WG/4 is provided in the Table below:

S. No	APAC Generic Guidance Materials	Edition/Version, Date	States involved in the Development of Generic Guidance Materials	Custodian (Responsible party for future review and updates)
1	Asia Pacific Regional Guidance on AIP – AD 1.5 Status of Certification of Aerodromes	Version 1.0, Dec 2020	Secretariat	**Secretariat** apac@icao.int pshakya@icao.int
2	Generic Aerodrome Certification Procedure	Version 1.0, Dec 2020	Thailand (lead) and Philippines	**Thailand** - Mr. Teeravee Yongwattanajiaranon (Ling) teeravee.y@caat.or.th
3	Generic Procedures for Accepting Non-compliance in Aerodromes	Version 1.0, Dec 2020	Nepal (lead) and Malaysia	**Nepal** - Mr. Babu Ram Paudel paudelbabu@gmail.com
4	Generic Training Programme and Training Plan for Aerodrome Inspectors	Version 1.0, 2 July 2021	India	**India** - Mr. Amit Srivastava amits.dgca@nic.in
5	Generic Aerodrome Inspector Handbook	Version 1.0, 2 July 2021	Thailand (lead) and Bangladesh	**Thailand** - Mr. Teeravee Yongwattanajiaranon (Ling) teeravee.y@caat.or.th
6	Generic Aerodrome Manual	Version 1.0, 2 July 2021	India	**India** - Mr. Sudhir Singh sudhir_singh@hotmail.com and Mr. Amit Srivastava amits.dgca@nic.in
7	Generic Aerodrome Certification Specific Operating Regulations	Version 1.0, 2 July 2021	Malaysia (lead), India and Nepal	**Malaysia** - Mr. Mahyuddin Bin Sajuri mahyuddin@caam.gov.my
8	Generic Organization Structure of the Aerodrome Regulatory Unit	Version 1.0, 2 July 2021	Malaysia (lead), India and Nepal	**Malaysia** - Mr. Mahyuddin Bin Sajuri mahyuddin@caam.gov.my
9	Generic Surveillance Programme by Aerodrome Operators	Version 1.0, 2 July 2021	Malaysia (lead), India and Nepal	**Malaysia** - Mr. Mahyuddin Bin Sajuri mahyuddin@caam.gov.my
10	Generic Surveillance Programme for Certified Aerodromes	Draft, Mar 2022	Malaysia (lead), India and Nepal	**Malaysia** - Mr. Mahyuddin Bin Sajuri mahyuddin@caam.gov.my

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) review the Summary Reports on the Fourth Meeting of AP-AA/WG;

b) review the Draft Conclusions presented in Paragraphs 2.10 for adoption by the AOP/SG/6;

c) review the Draft Conclusions presented in Paragraph 2.7 and 2.14 for endorsement by the AOP/SG/6 and further consideration by APANPIRG/33; and

d) discuss any relevant matters as appropriate.

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Summary Report of AP-AA/WG/4

INTRODUCTION

1. Meeting

1.1 The Fourth Meeting of Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/4) was held as a video teleconference from 14 to 16 March 2022.

2. Attendance

2.1 77 participants from 11 Member States and 4 International Organisations attended the meeting.

3. Documentation

3.1 There were 13 Working Papers, 4 Information Papers and 1 Presentation considered by the Meeting.

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Agenda Item 1: Adoption of Provisional Agenda (WP/01)

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

Agenda Item 1:	Adoption of Provisional Agenda
Agenda Item 2:	Review Outcomes of Relevant Meetings
Agenda Item 3:	Aerodrome Certification and Safety Management System
Agenda Item 4:	Runway Safety and GRF Implementation
Agenda Item 5:	APANPIRG Air Navigation Deficiency in AOP Field
Agenda Item 6:	USOAP CMA in AGA
Agenda Item 7:	Technical Assistance/Cooperation in AGA Field
Agenda Item 8:	AP-AA/WG Task List
Agenda Item 9:	Any Other Business
Agenda Item 10:	Date and Venue of Next Meeting

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Agenda Item 2: Review Outcomes of Relevant Meetings

Review Outcomes of AOP/SG/5 (WP/02)

2.1 WP/02 provided a summary of the outcomes of the Fifth Meeting of the Aerodromes Operations and Planning Sub-group (AOP/SG/5, video teleconference, 29 June to 2 July 2021).

2.2 AP-AA/WG/4 noted the following Decision adopted by AOP/SG/5:

Decision AOP/SG/5-9: TOR of AP-AA/WG

That, the Terms of Reference of the Asia/Pacific Aerodrome Assistance Working Group be amended as in ***Appendix R of the AOP/SG/5 Report****.*

2.3 With the above **Decision AOP/SG/5-9**, the tenure of the AP-AA/WG was extended for two more years until September 2023.

2.4 The amended TOR is placed in Section 7, History of the Meeting.

Review Outcomes of APANPIRG/32 (WP/03)

2.5 WP/03 provided a summary of the outcomes of the 32nd Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/32, video teleconference, 1 – 3 December 2021) relevant to AP-AA/WG.

2.6 AP-AA/WG/4 noted the following Conclusion adopted by APANPIRG/32:

Conclusion APANPIRG/32/2 (AOP/SG/5-11): GRF Implementation Monitoring and Status

That, Asia Pacific States/Administrations are urged to:

1) submit GRF Implementation Action Plan to ICAO APAC Office, if they have yet to do so (Conclusion APANPIRG/31/5 refers);

2) provide to ICAO APAC Office a periodic status update (at least monthly basis, at the end of each month) on actual implementation of GRF Action Items (Milestones) in accordance with GRF Implementation Action Plan developed by States until its full implementation; and

3) support ICAO portal on GRF implementation monitoring and status, including maps and charts, to be made available in ICAO Public Website.

2.7 AP-AA/WG/4 also noted that IATA had supported the *Conclusion APANPIRG/32/2 (AOP/SG/5-11): GRF Implementation Monitoring and Status* and informed the meeting that fragmented implementation of GRF worldwide posed problems for the airlines. IATA had encouraged States/Administrations to submit information to provide airlines with a fuller picture to enhance safety.

2.8 AP-AA/WG/4 noted the list of Air Navigation Deficiencies endorsed by APANPIRG/32 and *Conclusion APANPIRG/32/14,* which is appended below:

Conclusion APANPIRG/32/14 – Update of Information in APANPIRG Air Navigation Deficiencies Reporting Form

That,

*1) ICAO to update the APANPIRG Air Navigation Database to reflect the information as presented in **Appendices A to D** to Report on Agenda Item 4.*

2) 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 and Airspace Safety, AOP, CNS and MET fields as detailed in **Appendices A to D** to Report on Agenda Item 4; and*

b) update contact details of a Focal Point to coordinate actions to resolve the Deficiencies (https://portal.icao.int/def/Documents/FocalPoint_ANDef.pdf).

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Agenda Item 3: Aerodromes Certification and Safety Management System

Implementation of Requirements for Certification of Aerodromes in the Asia/Pacific Region (WP/04)

3.1 AP-AA/WG/4 noted that there were still **35** out of **354** aerodromes (approximately 10% of the total) used for international operations in the APAC Region which had yet to be certified, despite the *Beijing Declaration* commitment of certifying all such aerodromes by 2020, **55th DGCA Conference Action Item 55/42** and various APANPIRG Conclusions. In addition, there were **16** States / Administrations which had yet to include the status of certification of aerodromes into their Aeronautical Information Publication (AIP) AD 1.5.

Note: - Thailand updated the meeting that U-Tapao Airport was certified on 02 March 2022. Post AP-AA/WG/4, Thailand provided a copy of the Aerodrome Certificate granted to U-Tapao Airport to ICAO APAC Office.

3.2 The identified States, Administrations and aerodromes had been included in the APANPIRG AOP Deficiency List with effect from 1 January 2021, in accordance with **Conclusion APANPIRG/30/4**. A list of the States/Administrations and aerodromes is also available in **Appendix A** to this report.

3.3 AP-AA/WG/4 urged States and their aerodrome operators that have yet to certify aerodromes used for international operations to take an effective action on 55th DGCA Conference Action Item 55/42.

3.4 In order to facilitate understanding and monitoring of the situation, States were urged to provide periodic updates on the progress of the certification of aerodromes and AIP AD 1.5 to the ICAO APAC Office. In addition, AP-AA/WG/4 also urged States that had not published the status of certification of aerodromes in AIP to do so as soon as possible.

3.5 Cook Islands, Malaysia, New Zealand, Niue and Viet Nam promulgated the information on the status of certification of aerodromes in their AIP. All five States would be recommended to be removed from APANPIRG Air Navigation Deficiency List in accordance with the procedures prescribed in APANPIRG Handbook.

3.6 The list of the States that had not published or partially published the status of certification of aerodromes in AIP AD 1.5 is placed in **Appendix B**

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Agenda Item 4: Runway Safety and GRF Implementation

Enhanced Global Reporting Format for Assessing and Reporting Runway Surface Conditions (GRF) (WP/05)

GRF Implementation Monitoring and Status

4.1 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.

4.2 Recognizing the need to reflect the actual progress towards the GRF implementation and noting that only 14 APAC States/Administrations had implemented GRF on 4 November 2021 (GRF applicability date), APANPIRG/32 adopted *Conclusion APANPIRG/32/2 (AOP/SG/5-11): GRF Implementation Monitoring and Status* urging Asia Pacific States/Administrations to:

1) submit GRF Implementation Action Plan to ICAO APAC Office, if they have yet to do so (Conclusion APANPIRG/31/5 refers);

2) provide to ICAO APAC Office a periodic status update (at least monthly basis, at the end of each month) on actual implementation of GRF Action Items (Milestones) in accordance with GRF Implementation Action Plan developed by States until its full implementation; and

3) support ICAO portal on GRF implementation monitoring and status, including maps and charts, to be made available in ICAO Public Website.

4.3 AP-AA/WG/4 noted that the GRF implementation monitoring status, including maps and charts is available for public access at https://www.icao.int/safety/Pages/GRF.aspx.

Publication of procedures for reporting of runway condition report and issuance of SNOWTAM in AIP

4.4 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)*).

Notes:–

1) Definition of SNOWTAM as per PANS-AIM (Doc 10066): A special series NOTAM given in a standard format providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the movement area.

2) Guidance on the issuance of the SNOWTAM is available on ICAO APAC Website https://www.icao.int/APAC/Pages/eDocs.aspx under ATM heading.

4.5 AP-AA/WG/4 noted that Japan and Vietnam published the above-mentioned procedure in AD 1.2, Pakistan and Singapore in AD 1.1 and USA in ENR 1.1.

4.6 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 for endorsement by AOP/SG/6 and for consideration by APANPIRG/33:

<table>
<tr><td colspan="2">Draft Conclusion AP-AA/WG/4-1: Publication of procedures for reporting of runway condition report and issuance of the SNOWTAM in AIP</td></tr>
<tr><td>That, Asia Pacific States/Administrations:

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 Aeronautical Information Services; and

2) may consider to publish above information in “AD 1.2.2 Snow plan” (refer to Appendix 2 of PANS-AIM (Doc 10066))</td><td>Expected impact:
☒ Political / Global
☐ Economic
☐ Environmental
☐ Inter -Regional
☒ Ops/Technical</td></tr>
<tr><td>Why: For safety, regularity and efficiency of air navigation.</td><td>Follow-up: ☒Required from States</td></tr>
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<tr><td colspan="2">Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other</td></tr>
</table>

4.7 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”*.

4.8 AP-AA/WG/4 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).

Runway Safety Team (RST) and Runway Safety Go-Team (RSGT) (IP/03)

4.9 This paper presents the ICAO requirements on RST and relevant guidance for its establishment at aerodromes. The paper also highlighted the benefits in availing ICAO Runway Safety Go-Team assistance by States and airports in the area of runway safety.

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Agenda Item 5: APANPIRG Air Navigation Deficiency in AOP Field

Status of Air Navigation Deficiencies in AOP Field (WP/06)

5.1 The status of Air Navigation Deficiencies in the AOP field endorsed by APANPIRG/32 (video teleconference, 1 to 3 December 2021) with updates provided by States/Administrations was presented to AP-AA/WG/4 as provided in **Appendix C**.

5.2 AP-AA/WG/4 noted that it is the responsibility of States concerned to establish action plan with defined target dates for resolution of identified deficiencies, update the status on the corrective action taken and report progress in the Reporting Form of Air Navigation Deficiencies in AOP field. The Regional Office would update the deficiency database based on written confirmation with evidences provided by the respective Administrations.

AOP Air Navigation Deficiency related to the Certification of Aerodromes used for International Operations and Publication of their Status in AIP AD 1.5

5.3 In connection with Conclusion APANPIRG/30/4 and subsequent review by APANPIRG meetings, the States / Administrations / aerodromes identified as deficient from the perspective of certification and publication of their status in AIP AD1.5 had been included in the APANPIRG AOP deficiency list with effect from 1 January 2021.

5.4 In response to ICAO Regional Office State Letter AN 3/3 – AP015/22 (AGA) dated 19 January 2022, Cook Islands, Malaysia, New Zealand, Niue and Viet Nam promulgated the information on the status of certification of aerodromes in their AIP. All five States were recommended to be removed from APANPIRG Air Navigation Deficiency List in AOP Field (**Appendix C**).

5.5 Post AP-AA/WG/4, Thailand provided a copy of the Aerodrome Certificate granted to U-Tapao Airport to ICAO APAC Office. In accordance with the APANPIRG Procedural Handbook, ICAO APAC Office coordinated with and obtained from AOP/SG Chair and APANPIRG Chair to remove U-Tapao Airport from the APANPIRG Air Navigation Deficiency Database and ICAO APAC Portal.

AOP Focal Points

5.6 For effective and efficient communications between States / Administrations and ICAO APAC Office on AOP matters, including but not limited to the resolution of Air Navigation Deficiencies in the AOP field, AOP/SG maintained contact details of AOP Focal Points. The list of AOP Focal Points is available in **Appendix D**.

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Agenda Item 6: USOAP CMA in AGA

ICAO USOAP and AGA Findings (WP/07)

6.1 AP-AA/WG/4 noted ICAO USOAP CMA activities conducted in APAC States in 2021 and those planned for 2022.

6.2 The meeting also noted the USOAP Effective Implementation (EI) results in the APAC Region, taken from the Integrated Safety Trend Analysis and Reporting System (iSTARS) 3.0 SPACE. APAC average EI in AGA area was **60.97 %**, as compared to the global average of **63.37%** as at 10 March 2022 and the Global Aviation Safety Plan (GASP) 2022 Target of **75%**.

6.3 Table 1 below illustrated the APAC Average AGA EI scores in all 8 Critical Elements derived from PQ Tester in iSTARS 3.0 SPACE for 2017 – 2022:

Table 1: 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
March 2022 (AP-AA/WG/4)	***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

6.4 AP-AA/WG/4 was informed that the slight decrease of the EI scores (APAC average AGA EI and its corresponding CEs) for 2022 compare to EI score for 2021 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) and partly due to some decline in AGA EI score of Pakistan in USOAP CMA Audit conducted in November 2021.

6.5 The meeting urged APAC States/Administrations:

a) to take actions required from States through USOAP CMA OLF;

b) with EI less than 75% to put more resources and efforts to improve EI to meet the 75% of GASP target by 2022; and

c) to approach respective COSCAPs, Pacific Aviation Safety Office (PASO) or ICAO APAC Office, if State(s) require assistance in USOAP CMA.

USOAP CMA Protocol Questions – 2020 Edition and State Safety Programme Implementation Assessment (IP/04)

6.6 IP/04 introduced the 2020 edition of the AGA Protocol Questions (PQs) of the ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach. Opportunity was also taken to review the information of the State Safety Programme Implementation Assessment.

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Agenda Item 7: Technical Assistance/Cooperation in AGA Field

Assistance Requirement for ICAO APAC States with Low AGA EI (WP/10)

7.1 Presented by COSCAP-SA, the WP/10 analysed the correlation between the results of the analysis of States' responses on the Survey Questionnaire for aerodrome assistance in APAC States vis-à-vis USOAP-CMA audit findings, for Critical Elements CE-3, CE-4 and CE-5 in AGA area in APAC Region.

7.2 During an aerodrome assistance mission to States under COSCAP-SA project, the AGA PQs were analysed for understanding the trend and it was observed that identical challenges were encountered by all the eight States in the areas of CE-3, CE-4 and CE-5. In order to understand the status of AGA CE-3, CE-4 and CE-5 in other States, the same analysis was extended to the other COSCAP regions and similar trends and challenges were registered for most of the States, particularly in COSCAP-SEA Region.

7.3 The paper also established the requirements for providing assistance in enhancing the situation in these States and invited States to take an advantage of Generic AGA Guidance Materials made available on ICAO-APAC Website under eDocuments and seek relevant assistance from ICAO Regional office, COSCAPs or PASO.

Updates on ICAO Technical Cooperation activities in the field of Airports & Aerodromes (PPT/01)

7.4 The Secretariat provided an introduction of the ICAO Technical Cooperation Bureau (TCB), updates on Technical Cooperation activities in the field of safety oversight, Airports & Aerodromes and Global Aviation Training and explained how to obtain technical cooperation support from ICAO TCB.

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Agenda Item 8: AP-AA/WG Task List

Generic Surveillance Programme for Certified Aerodromes (WP/08)

8.1 Presented by Malaysia the WP/08 provided a generic surveillance programme for certified aerodromes for the consideration by AP-AA/WG. The generic surveillance programme for certified aerodromes was developed based on the policy and procedures implemented in Malaysia.

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

<table>
<tr><td colspan="3">Draft Conclusion AP-AA/WG/4 – 2: Generic Surveillance Programme for Certified Aerodromes</td></tr>
<tr><td colspan="2">What: that the Generic Surveillance Programme for Certified Aerodromes developed by AP-AA/WG and placed in Appendix E to the AP-AA/WG/4 Report be published in ICAO APAC Website for the reference by Asia Pacific States.</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Ops/Technical</td></tr>
<tr><td>Why: To provide guidance to States for conducting surveillance of certified aerodromes.</td><td colspan="2">Follow-up: ☐ Required from States</td></tr>
<tr><td>When: 30-Jun-22</td><td colspan="2">Status: Draft to be adopted by Subgroup</td></tr>
<tr><td colspan="3">Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other: NA</td></tr>
</table>

Report of the Analysis of States' Responses on Survey Questionnaire for Aerodrome Assistance in APAC States (WP/09)

8.3 India and Nepal presented the Report of the Analysis of States' Responses on 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.

8.4 Twice the survey questionnaire was sent out to 40 States including the United States, and 2 Special Administration Regions of China, Hong Kong and Macao. Until 09 March 2022, only 18 APAC States/Administrations responded to the survey questionnaire. The percentage of States/Administrations responding to survey questionnaires is 45 %.

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

8.6 The detailed Report of the Analysis of States' Responses on Survey Questionnaire for Aerodrome Assistance in APAC States placed in **Appendix F**.

8.7 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, AP-AA/WG/4 agreed to proceed with the Draft Conclusion proposed in the WP/09 for endorsement by AOP/SG/6 and further consideration by APANPIRG/33:

<table>
<tr><td colspan="2">Draft Conclusion AP-AA/WG/4-3: Assistance to APAC States that require assistance in AGA area including certification and surveillance of aerodromes.</td></tr>
<tr><td>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</td><td>Expected impact:
☒ Political / Global
☐ Inter -Regional
☒ Economic
☐ Environmental
☒ Ops/Technical</td></tr>
<tr><td>Why: For enhancing safety, regularity and efficiency of aerodrome operations through certification and surveillance of aerodromes and improving APAC USOAP EI in AGA area.</td><td>Follow-up: ☒Required from States</td></tr>
<tr><td>When: 23 November 2022</td><td>Status: Draft to be adopted by PIRG</td></tr>
<tr><td colspan="2">Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other: Industry Partners</td></tr>
</table>

AP-AA/WG TOR and Task List (WP/11)

8.8 The Terms of Reference of AP-AA/WG, with an amendment approved by the Fifth Meeting of the Aerodrome Operations and Planning Sub Group (AOP/SG/5) (VTC, 29 June to 2 July 2021) is in Section 7 of the History of the Meeting.

8.9 The meeting reviewed and updated the AP-AA/WG Task List presented by the Secretariat. The updated Task List is placed in **Appendix H**.

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Agenda Item 9: Any Other Business

Asia Pacific Guidance Materials and Custodian (WP/13)

9.1 AP-AA/WG/4 noted a list of Generic Guidance Materials developed by AP-AA/WG and approved by APANPIRG AOP/SG and discussed the need for identification of custodian for review and periodic updates of these Guidance Materials.

9.2 AP-AA/WG/4 also noted that these GGMs should be reviewed and updated periodically in future based on the amendments to ICAO SARPs, revision of PANS-Aerodromes (Doc 9981), Aerodrome Design Manuals, Airport Services Manuals and other relevant ICAO documents including availability of States' good practices in these areas. For this purpose, it is necessary to identify dedicated person(s) of the organization(s) with responsibility to review and update the respective APAC GGM(s) in coordination with ICAO APAC Office whenever it would become necessary.

9.3 The Secretariat would develop a process with the triggering event for review and update of the APAC GGM(s), which would be applicable to all Working Group(s) and Task Force under APANPIRG AOP/SG once approved by AOP/SG/6 in June 2022.

9.4 The list of GGMs developed by AP-AA/WG and approved by APANPIRG AOP/SG with the names of custodians proposed by States is provided in the Table below:

S. No	APAC Generic Guidance Materials	Edition/Version, Date	States involved in the Development of Generic Guidance Materials	Custodian (Responsible party for future review and updates)
1	Asia Pacific Regional Guidance on AIP – AD 1.5 Status of Certification of Aerodromes	Version 1.0, Dec 2020	Secretariat	**Secretariat** apac@icao.int pshakya@icao.int
2	Generic Aerodrome Certification Procedure	Version 1.0, Dec 2020	Thailand (lead) and Philippines	**Thailand** - Mr. Teeravee Yongwattanajiaranon (Ling) teeravee.y@caat.or.th
3	Generic Procedures for Accepting Non-compliance in Aerodromes	Version 1.0, Dec 2020	Nepal (lead) and Malaysia	**Nepal** - Mr. Babu Ram Paudel paudelbabu@gmail.com
4	Generic Training Programme and Training Plan for Aerodrome Inspectors	Version 1.0, 2 July 2021	India	**India** - Mr. Amit Srivastava amits.dgca@nic.in
5	Generic Aerodrome Inspector Handbook	Version 1.0, 2 July 2021	Thailand (lead) and Bangladesh	**Thailand** - Mr. Teeravee Yongwattanajiaranon (Ling) teeravee.y@caat.or.th
6	Generic Aerodrome Manual	Version 1.0, 2 July 2021	India	**India** - Mr. Sudhir Singh sudhir_singh@hotmail.com and Mr. Amit Srivastava amits.dgca@nic.in

7	Generic Aerodrome Certification Specific Operating Regulations	Version 1.0, 2 July 2021	Malaysia (lead), India and Nepal	**Malaysia** - Mr. Mahyuddin Bin Sajuri mahyuddin@caam.gov.my
8	Generic Organization Structure of the Aerodrome Regulatory Unit	Version 1.0, 2 July 2021	Malaysia (lead), India and Nepal	**Malaysia** - Mr. Mahyuddin Bin Sajuri mahyuddin@caam.gov.my
9	Generic Surveillance Programme by Aerodrome Operators	Version 1.0, 2 July 2021	Malaysia (lead), India and Nepal	**Malaysia** - Mr. Mahyuddin Bin Sajuri mahyuddin@caam.gov.my
10	Generic Surveillance Programme for Certified Aerodromes	Draft, Mar 2022	Malaysia (lead), India and Nepal	**Malaysia** - Mr. Mahyuddin Bin Sajuri mahyuddin@caam.gov.my

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Agenda Item 10: Date and Venue of Next Meeting

Provisional Agenda, Date and Venue of Next Meeting (WP/11)

10.1 The Meeting reviewed the draft agenda proposed by the Secretariat and agreed on the following Provisional Agenda for the AP-AA/WG/5:

AP-AA/WG/5

DRAFT PROVISIONAL AGENDA

Agenda Item 1:	Adoption of Provisional Agenda
Agenda Item 2:	Review Outcomes of Relevant Meetings
Agenda Item 3:	Aerodrome Certification and Safety Management System
Agenda Item 4:	Runway Safety and GRF Implementation
Agenda Item 5:	APANPIRG Air Navigation Deficiency in AOP Field
Agenda Item 6:	USOAP CMA in AGA
Agenda Item 7:	Technical Assistance/Cooperation in AGA Field
Agenda Item 8:	AP-AA/WG Task List
Agenda Item 9:	Any Other Business
Agenda Item 10:	Date and Venue of Next Meeting

10.2 The next AP-AA/WG Meeting will be held in March 2023 for three to five days.

10.3 The meeting determined that AP-AA/WG/5 should be in the form of face-to-face meeting if international travel resumes. State/Administration interested to host the AP-AA/WG/5 was requested to contact the Secretariat. The venue of the AP-AA/WG/5 will be communicated to States/Administrations through ICAO APAC Invitation Letter.

Closing of the Meeting

10.4 Mr Srivastava, Chairperson of AP-AA/WG congratulated the meeting on the achievements, and thanked all participants and members of the Working Group for their contribution to and cooperation during the meeting.

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List of Aerodromes used for International Operations in APAC Region that have to be certified

S. No.	Sub-region	State / Admin	ICAO Code	Name of City	Name of Aerodrome	Type
1	SA	Afghanistan	OAHR	Herat	Herat Intl	UNK
2	SA	Afghanistan	OAKB	Kabul	Kabul Intl	RS
3	SA	Afghanistan	OAKN	Kandahar	Kandahar Intl	AS
4	SA	Afghanistan	OAMS	Mazar-e-Sharif	Mazar-e-Sharif	UNK
5	SEA	Brunei	WBSB	Brunei	Brunei Intl	RS
6	NA	China	RCYU	Hualien	Hualien	UNK
7	NA	China	RCMQ	Taichung	Cingcyuangang	UNK
8	NA	China	RCNN	Tainan	Tainan	UNK
9	SA	India	VICG	Chandigarh		UNK
10	SA	India	VOGO	Goa		UNK
11	SA	India	VOPB	Port Blair		UNK
12	SA	India	VAPO	Pune		UNK
13	SA	India	VISR	Srinagar		UNK
14	PAC	Kiribati	PLCH	Kiritimati	Christmas I.	RS
15	PAC	Kiribati	NGTA	Tarawa	Bonriki Intl	RS
16	SEA	Lao PDR	VLVT	Vientiane	Wattay Intl	RS
17	SEA	Lao PDR	VLLB	Luangprabang	Luangprabang Intl	RS
18	SEA	Lao PDR	VLSK	Kaisonphimvihan	Savannakhet Intl	RS
19	SEA	Lao PDR	VLPS	Pakse	Pakse Intl	RS
20	SEA	Malaysia	WMKD	Kuantan	Haji Ahmad Shah	RNS
21	SEA	Malaysia	WBKL	Labuan		RNS
22	SEA	Malaysia	WBKD		Lahad Datu	UNK
23	PAC	Micronesia	PTPN	Pohnpei I.	Pohnpei Intl	RS
24	PAC	Micronesia	PTKK	Weno I.	FM Chuuk Intl	RS
25	PAC	Micronesia	PTYA	Yap I.	Yap Intl	RS
26	PAC	Micronesia	PTSA	Kosrae I.	Kosrae	UNK
27	PAC	Nauru	ANYN	Nauru I.	Nauru intl	RS
28	SEA	Philippines	RPVK	Kalibo, Aklan	Kalibo Intl*	RS
29	SEA	Philippines	RPLL	Manila	Ninoy Aquino Intl*	RS
30	SEA	Philippines	RPVP	Puerto Princesa City	Puerto Princesa Intl*	RS
31	SEA	Philippines	RPSP	Panglao	Bohol-Panglao Intl*	RS
32	SEA	Thailand	VTSG	Krabi		RS
33	SEA	Thailand	VTPH	Prachuap Khiri Khan	Hua Hin	RS

~~34~~	~~SEA~~	~~Thailand~~	~~VTBU~~	~~Rayong~~	~~U-Taphao Pattaya Intl~~	~~RS~~
35	SEA	Thailand	VTSM	Surat Thani	Samui	RS
36	SEA	Thailand	VTSB	Surat Thani		RS
37	SEA	Timor Leste	WPDL	Dili	Presidente Nicolau Lobato Intl	RS
38	SEA	Timor Leste	WPDB	Suai	Commander-in-Chief of the FALINTIL – Kay Rala Xanana Gusmão Intl	RNS
39	PAC	Tuvalu	NGFU	Funafuti	Funafuti Intl	RS

* Airports granted with temporary aerodrome certificates.

Note:-
Thailand updated the meeting that U-Tapao Airport was certified on 02 March 2022. Post AP-AA/WG/4, Thailand provided a copy of the Aerodrome Certificate granted to U-Tapao Airport to ICAO APAC Office.

List of the States that have not published 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) India	--
AIP cannot be located	--	--	--	1) Marshall Is. 2) Micronesia (Federated States of) 3) Palau
Total (16 States)	**1 State**	**2 States**	**2 States**	**11 States / OTs**

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

Updated 16 Dec. 2020

Identification		**Deficiencies**			**Corrective Action**			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	<u>Afghanistan</u>							
Annex 14 Volume I	**Herat International Airport**	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Kabul International Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Kandahar International Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Mazar-e-Sharif Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	**Status of Certification of Aerodromes in AIP**	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

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

Updated 16 Dec. 2020

Identification		**Deficiencies**			**Corrective Action**			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	American Samoa (US)							
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	**Status of Certification of Aerodromes in AIP**	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

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

Updated 16 Dec. 2020

Identification		**Deficiencies**			**Corrective Action**			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	<u>Bangladesh</u>							
Annex 14 Volume I	**Hazrat Shahjalal International Airport, Dhaka**	**Runway/ Taxiway**	**ICAO mission April 2009**	Runway strip width insufficient (280m strip not available for the full length of runway);	runway strip in accordance with Annex 14, volume I will be provided	CAABD	Runway strip width 280m 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

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

Updated 16 Dec. 2020

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	**<u>Brunei Darussalam</u>** **Brunei International Airport**	**Taxiway**	ICAO Mission of April 2011	non provision of enhanced taxiway centre line marking in accordance with Para 5.2.8 of Annex 14, Volume I Objects on taxiway strips; vegetation on pavement joints and maintenance of joints	Both Northern Parallel Taxiway and Southern Parallel Taxiway Centre line have been repainted yellow and enhanced with black borders on each side.	Airport Operator (DCA Aerodrome Division)		A A
		Apron		non provision of ICAO compliant signage in accordance with section 5.4 Annex 14, Volume I	Airfield signages have always been provided at BIA that follow ICAO standards and measurement. Recent replacement of old and faded labels have also been completed in 2018.	Airport Operator (DCA Aerodrome Division)		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;	Duly noted that there is no direct access for fire fighting vehicles to the runway at the moment, but one will be concluded within the second phase of the Airfield Pavement	Airport Operator (DCA Aerodrome Division)	4th Qtr. 2022	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****
					Rehabilitation Project.			
		Wildlife Hazards:		Establishing a national bird control committee in accordance with APANPIRG Conclusion 18/1.	Aerodrome Division headed by Head of Aerodrome to firstly establish an in-house committee and will cooperate with Regulatory Division	Airport Operator (DCA Aerodrome Division)	4th Qtr. 2021	B
	Brunei International Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	**Status of Certification of Aerodromes in AIP**	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

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

Updated 16 Dec. 2020

Identification		**Deficiencies**			**Corrective Action**			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	<u>China</u>							
Annex 14 Volume I	**Hualien Airport**	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Taichung Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Tainan Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	**Status of Certification of Aerodromes in AIP**	Effective from 1 Jan 2021	Status of certification of some of the aerodromes used for international operations yet to be published in AIP AD 1.5.				A

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

Updated ~~16 Dec. 2020~~ 8 March 2022

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 PANS-Aerodromes PANS-AIM**~~	**Cook Islands** ~~AIP~~	~~**Status of Certification of Aerodromes in AIP**~~	~~Effective from 1 Jan 2021~~	~~Status of certification of aerodromes yet to be published in AIP AD 1.5.~~			Published in AD 1.5 of AIP Cook Islands, Effective 12 Aug. 2021 [CLOSED]	~~A~~

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

Updated 16 Dec. 2020

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 PANS-Aerodromes PANS-AIM	**Guam (US)** AIP	**Status of Certification of Aerodromes in AIP**	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

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

Updated 16 Dec. 2020

Identification		**Deficiencies**			**Corrective Action**			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	<u>India</u>							
Annex 14 Volume I	**Chennai International Airport**	**Runway**	**AGA mission January 2009**	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.	280m strip width for full length of runway 07/25 will be made available.	AAI	Work in progress. Due to COVID-19 work is held up. PDC for straightening of B taxiway alone is 30-09-2020.	A
Annex 14, Volume I	**Mumbai International Airport**	**Runway**	**AGA mission January 2009**	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.	280m strip width for full length of runway 09/27 will be made available	MIAL	31 Dec 2022. Due to presence of slum in beginning of RWY 09/27 south – RWY strip 280m not available. Due to presence of slum of either side at beginning of RWY 14/32 – RWY strip 280m not available.	A
Annex 14 Volume I	**Chandigarh Airport**	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I	**Goa Airport**	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I	**Port Blair Airport**	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				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	**Pune Airport**	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I	**Srinagar Airport**	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	**AIP**	**Status of Certification of Aerodromes in AIP**	Effective from 1 Jan 2021	Status of certification of some of the aerodromes used for international operations yet to be published in AIP AD 1.5.				A

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

Updated 20 Nov. 2021

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	**<u>Kiribati</u>** **Christmas Island Airport, Kiritimati**	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Bonriki International Airport, Tarawa	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	**Status of Certification of Aerodromes in AIP**	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

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

Updated 20 Nov. 2021

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	**<u>Lao PDR</u>** **Wattay International Airport**	**Taxiway**	**ICAO Mission of March 2011**	Provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I	Under consideration by Airports of Laos to purpose for support the budgets and installation		We have planned budgets and installation in 2025	A
		Rescue and Fire Fighting (RFF):		Provision of road holding position sign at all road entrances to a runway;	Completed the design and submit to DCA for Approval		It will be completed in December 2021	A
		Wildlife Hazards:		Establishing a national bird control committee in accordance with APANPIRG conclusion 18/1.	We are repairing plan for establish committee for approval from Ministry		It will be completed in December 2021	B
		Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.			Aerodrome Certification will be completed in 30th December 2021	A
	Luang Prabang International Airport	**Taxiway**		Provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I on new taxiways	Under consideration by Airports of Laos to purpose for support the budgets and installation		We have planned budgets and installation during 2021 to 2025	A
		Rescue and Fire Fighting (RFF)		Provision of road holding position sign at all road entrances to a runway	Completed the design and submit to DCA for Approval		It will be completed in December 2021	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****
		Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.			Aerodrome Certification will be completed in 29th December 2022	A
	Savannakhet International Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.			Aerodrome Certification will be completed in 28th December 2023	A
	Pakse International Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.			Aerodrome Certification will be completed in 28th December 2024	A

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

Updated ~~24 May 2021~~ 8 March 2022

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Malaysia							
Annex 14 Volume I	**Kuantan Haji Ahmad Shah Airport**	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Coordination among Ministry of Transport, Ministry of Defense and Airport Operator are being conducted to get the aerodrome certified	Ministry of Transport and Ministry of Defense	31 December 2021	A
	Labuan Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Coordination among Ministry of Transport, Ministry of Defense and Airport Operator are being conducted to get the aerodrome certified	Ministry of Transport and Ministry of Defense	31 December 2021	A
	Lahad Datu Airport [WBKD]	**Aerodrome Certification**	08 March 2022	Aerodrome yet to be certified. [Ref. AD 1.5, AIP, effective 03 Mar. 2022]				A
~~**Annex 14 Volume I PANS-Aerodromes PANS-AIM**~~	~~**AIP**~~	~~**Status of Certification of Aerodromes in AIP**~~	~~Effective from 1 Jan 2021~~	~~Status of certification of some of the aerodromes used for international operations yet to be published in AIP AD 1.5.~~	~~Coordination among CAAM and Airport Operator are being conducted to get all aerodromes used for international operations published in AIP AD 1.5.~~	~~CAAM~~	~~31 December 2021~~ Published in AD 1.5, AIP, effective 03 Mar. 2022 [CLOSED]	A

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

Updated 16 Dec. 2020

Identification		**Deficiencies**			**Corrective Action**			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Marshall Islands							
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	**Status of Certification of Aerodromes in AIP**	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

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

Updated 16 Dec. 2020

Identification		**Deficiencies**			**Corrective Action**			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Maldives							
Annex 14, Volume I	**Velana International Airport**	**Runway/ Taxiways**	**AGA Mission Report April 2008**	Insufficient runway strip.	Runway strip available	Maldives Airports Company Pvt. Ltd	Apron is still within the runway strip. New master plan work is in progress, new runway construction on-going, estimated date of completion: December 2019. Exemption granted by the State to Aerodrome Operator till December 2019.	U

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

Updated 16 Dec. 2020

Identification		**Deficiencies**			**Corrective Action**			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Micronesia (Federated States of)							
Annex 14 Volume I	**Pohnpei International Airport**	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	FM Chuuk International Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Yap International Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Kosrae Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	**Status of Certification of Aerodromes in AIP**	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

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

Updated 16 Dec. 2020

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	**Nauru** **Nauru International Airport**	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	**Status of Certification of Aerodromes in AIP**	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

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

Updated ~~16 Dec. 2020~~ 8 March 2022

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 PANS-Aerodromes PANS-AIM**~~	**Niue (New Zealand)** ~~AIP~~	~~**Status of Certification of Aerodromes in AIP**~~	~~Effective from 1 Jan 2021~~	~~Status of certification of aerodromes yet to be published in AIP AD 1.5.~~			Published in AD 1.5 of AIP Niue, effective from 2 Dec. 2021 [CLOSED]	~~A~~

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

Updated ~~16 Dec. 2020~~ 8 March 2022

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 PANS-Aerodromes PANS-AIM**~~	**New Zealand** ~~AIP~~	~~**Status of Certification of Aerodromes in AIP**~~	~~Effective from 1 Jan 2021~~	~~Status of certification of aerodromes yet to be published in AIP AD 1.5.~~			Published in AD 1.5 of AIP New Zealand, effective from 7 Oct. 2021 [CLOSED]	~~A~~

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

Updated 16 Dec. 2020

Identification		**Deficiencies**			**Corrective Action**			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Northern Mariana Islands (US)							
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	**Status of Certification of Aerodromes in AIP**	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

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

Updated 16 Dec. 2020

Identification		**Deficiencies**			**Corrective Action**			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Palau							
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	**Status of Certification of Aerodromes in AIP**	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

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

Updated ~~18 June 2021~~ 8 March 2022

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Philippines							
Annex 14 Volume I	**Kalibo International Airport, Akla**	**Aerodrome Certification**	Effective from 1 Jan 2021	~~Aerodrome yet to be certified.~~ Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from ~~28 December 2020 to 28 June 2021~~ 30 Dec. 2021 to 29 June 2022 as per AIRAC AIP AMDT 080/22, effective from 22 Apr. 2022.	A
	Puerto Princesa International Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	~~Aerodrome yet to be certified.~~ Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from ~~04 December 2020 to 04 June 2021~~ 06 December 2021 to 6 June 2022 as per AIRAC AIP AMDT 080/22, effective from 22 Apr. 2022.	A
	Bohol-Panglao International Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	~~Aerodrome yet to be certified.~~ Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from ~~23 December 2020 to 23 June 2021~~ 25 Dec. 2021 to 25 Jun. 2022 as per AIRAC AIP AMDT 080/22, effective from 22 Apr. 2022.	A
	Ninoy Aquino International Airport RPLL	**Aerodrome Certification**	Effective from 8 March 2022	Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from 31 October 2021 to 29 April 2022 as	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****
							per AIRAC AIP AMDT 080/22, effective from 22 Apr. 2022.	

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

Updated 16 Dec. 2020

Identification		**Deficiencies**			**Corrective Action**			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Mongolia							
Annex 14 Volume I	**Buyant-Ukhaa Airport**	**Taxiway**	**ICAO Mission of July 2011**	provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I.	The runway hold position lights will be provided in accordance with Para 5.3.19 of ICAO Annex 14, Volume I.	Civil Aviation Authority of Mongolia	The RWY hold position marking and mandatory signs were provided to avoid runway incursions on the maneuvering area. Because of the existing International scheduled flights will be transferred to new airport in 2020, the additional runway hold position lights are unrequired to install.	A
		Apron: 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.	The signage will be provided in accordance with section 5.4 Annex 14, Volume I. The vegetation in front of the signs will be cut	Civil Aviation Authority of Mongolia	The work on cutting the vegetation in front of the signs was completed in 2017 within the totally 119560 m² area including, taxiway strip, glide path antenna and apron area, as per Aerodrome manual of, in scope of Aerodrome maintenance plan. [Note: Partially completed]	A

Updated 15 June 2021

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Myanmar							
Annex 14 Volume I	**Yangon International Airport**	**Runway/ Taxiway**	**ICAO mission April 2010**	Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided	Yangon Aerodrome Company Limited	(Risk Assessment conducted by the operator submitted on 10 Aug 2018.) RESA for RWY 21 was completed on 15 Nov 2018. _____ Revised date- **31 Dec 2021**	A
		Bird Hazard		Establishment of a national bird committee in accordance with APANPIRG Conclusion 18/1.	Establish National Bird Committee	Department of Civil Aviation	Guideline for Wildlife Hazard Management at Aerodromes, DCA-GM-AGA 08 has been developed and published on 29 Oct 2018) Revised date- **30 Nov 2021**	B

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

Updated 8 June 2021

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	**<u>Nepal</u> Tribhuvan International Airport**	**Runway/ taxiways**	**ICAO Mission of February 2008**	Insufficient runway strip, refer recommendations given in section 3.4 of Annex 14, Volume I.	Provide runway strip as per ICAO recommendations		Construction works to provide sufficient strip towards runway 20 already started with target of completion in 2023.	A

Updated 16 Dec. 2020

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	**<u>Samoa</u>** **Faleolo International Airport**	**Runway Strip**	**ICAO Mission of Oct. 2015**	Insufficient Runway Strip				A
		Aerodrome Pavements		Lack of maintenance of aerodrome pavements in accordance with Annex 14, 10.2				U
Annex 14 Volume I PANS-Aerodromes PANS-AIM	**AIP**	**Status of Certification of Aerodromes in AIP**	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

Updated 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Solomon Islands							
Annex 14 Volume I	**Honiara International Airport/Henderson Field**	**Runway Strip**	**ICAO Mission of Oct. 2015**	Insufficient Runway Strip				A
		RESA		RESA at both ends of runway not provided				U
		Aerodrome Pavements		Lack of maintenance of aerodrome pavements in accordance with Annex 14, 10.2				U
Annex 14 Volume I PANS-Aerodromes PANS-AIM	**AIP**	**Status of Certification of Aerodromes in AIP**	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

Updated 16 Dec. 2020

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 280m 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 informed that the Runway Safety Team – BIA will carry out the safety study and submit the report by June 2018. Preliminary Report of the Safety Study of AASL was reviewed in April 2018.	A
				Establishment of a national bird committee in accordance with APANPIRG Conclusion 18/1.	National Bird Committee will be established.		1st Draft of TOR of National Bird Control Committee of Sri Lanka has been compiled and ready for ratification.	A

Updated ~~9 June 2021~~ 2 April 2022

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** **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 at the end of both RWY09 and RWY27 to satisfy Section 3.5 of Annex 14, Volume I requirements. Remark: - Dimension of RESA RWY09 is 150x190 m. - Dimension of RESA RWY27 is 150x120 m.	Airports of Thailand Public Company Limited	The construction is expected to be completed in 2022. The construction plan and budget have been approved. Airports of Thailand Public Company Limited already has had the contractor for this construction's project. Currently, the safety assurance and project management documentation is under consideration for approval by the Civil Aviation Authority of Thailand to ensure that the aerodrome can continue to operate safely during the project	U
				Runway strip width insufficient (280m runway strip for precision approach runways in accordance with Para 3.4.3 of Annex 14, Volume I.	300m runway strip width will be made available. Except 111.4m length at the beginning of RWY09 (60m strip length before RWY09 threshold plus 51.4m length beyond the threshold), the	Airports of Thailand Public Company Limited	The construction is expected to be completed by 2022. The construction plan and budget have been approved. Airports of Thailand Public Company Limited already has had the contractor for this	A

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
					runway strip width will be extended 150m on the right side of RWY09 centre line and 90.27m on the left side of the runway centre line (due to the marsh near the runway).		construction's project. Currently, the safety assurance and project management documentation is under consideration for approval by the Civil Aviation Authority of Thailand to ensure that the aerodrome can continue to operate safely during the project.	
	Krabi Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certify the aerodrome in accordance with aerodrome certification requirements	The Civil Aviation Authority of Thailand and Department of Airports	30 November 2021 It is currently under Phase 4 of aerodrome certification. Note - Aerodrome certification is divided into 5 phases as follows: Phase 1 Pre-application; Phase 2 Formal Application; Phase 3 Document Evaluation; Phase 4 Demonstration and Audit; and Phase 5 Certification.	A
	Hua Hin Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certify the aerodrome in accordance with aerodrome certification requirements	The Civil Aviation Authority of Thailand and Department of Airports	30 November 2021 It is currently under Phase 4 of aerodrome certification. Note - Aerodrome certification is divided into 5 phases as follows: Phase 1 Pre-application; Phase 2 Formal	A

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
							Application; Phase 3 Document Evaluation; Phase 4 Demonstration and Audit; and Phase 5 Certification.	
	~~**U-Taphao Pattaya International Airport**~~	~~**Aerodrome Certification**~~	~~Effective from 1 Jan 2021~~	~~Aerodrome yet to be certified.~~	~~Certify the aerodrome in accordance with aerodrome certification requirements~~	~~The Civil Aviation Authority of Thailand and U-Tapao Airport Authority~~	~~30 July 2021~~ ~~It is currently under Phase 4 of aerodrome certification.~~ ~~Note – Aerodrome certification is divided into 5 phases as follows:~~ ~~Phase 1 Pre-application;~~ ~~Phase 2 Formal Application;~~ ~~Phase 3 Document Evaluation;~~ ~~Phase 4 Demonstration and Audit; and~~ ~~Phase 5 Certification.~~ *Thailand updated the AP-AA/WG/4 that U-Tapao Airport was certified on 02 March 2022. Post AP-AA/WG/4, Thailand provided a copy of the Aerodrome Certificate granted to U-Tapao Airport to ICAO APAC Office.* [CLOSED]	~~A~~

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Samui Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certify the aerodrome in accordance with aerodrome certification requirements	The Civil Aviation Authority of Thailand and Bangkok Airways Public Company Limited	30 September 2021 It is currently under Phase 5 of aerodrome certification. Note - Aerodrome certification is divided into 5 phases as follows: Phase 1 Pre-application; Phase 2 Formal Application; Phase 3 Document Evaluation; Phase 4 Demonstration and Audit; and Phase 5 Certification.	A
	Surat Thani Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certify the aerodrome in accordance with aerodrome certification requirements	The Civil Aviation Authority of Thailand and Department of Airports	30 November 2021 It is currently under Phase 4 of aerodrome certification. Note - Aerodrome certification is divided into 5 phases as follows: Phase 1 Pre-application; Phase 2 Formal Application; Phase 3 Document Evaluation; Phase 4 Demonstration and Audit; and Phase 5 Certification.	A

Updated 4 May 2021

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	**<u>Timor-Leste</u>** **Presidente Nicolau Lobato International Airport, Dili**	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certification process restarted. AD operator has to correct couple of findings (noncompliance) requested by national regulator (AACTL)	ANATL* as AD operator *National AD and ATS provider	Initial target date was 30/June/2021. However due to COVID pandemic and AD operator budget problem the target date of competition will be probably extended up to 31/December/2021	A
	Commander-in-Chief of the FALINTIL – Kay Rala Xanana Gusmão International Airport, Suai	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.	To be certify for its designed category (3C) the significant safety issue relating to AD strip (local houses and habitants must be relocated!) should be resolved. Currently AD is occasionally in use for domestic general aviation and helicopters only.	Gov. TL and ANATL as AD operator	Estimated date: 31 December 2022	A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	**AIP**	**Status of Certification of Aerodromes in AIP**	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.	New TL AIP is published on 25/March/2021.	AACTL	In correlation with AD certification	A

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

Updated 16 Dec. 2020

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	**<u>Tonga</u> Fua'amotu International Airport**	**Runway Strip**	**ICAO Mission of Oct. 2015**	Insufficient Runway Strip				A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	**AIP**	**Status of Certification of Aerodromes in AIP**	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

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

Updated 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	<u>Tuvalu</u>							
Annex 14 Volume I	**Funafuti International Airport**	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	**AIP**	**Status of Certification of Aerodromes in AIP**	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

Updated 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Vanuatu							
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	**Status of Certification of Aerodromes in AIP**	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

Updated 3 June 2021

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Viet Nam							
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	**Status of Certification of Aerodromes in AIP**	Effective from 1 Jan 2021	Status of certification of one of the aerodromes used for international operations yet to be published in AIP AD 1.5.	Certify aerodromes used for international operations	CAAV	**WORK IN PROGRESS** – CAAV has checked and recognized that Lien Khuong is a domestic aerodrome used for international operation under the Article 80 of the revised Civil Aviation Law of Vietnam. - CAAV published the status of certification of 13 domestic aerodromes in AIP, AD 1.5 in the AIP Amendment No 03/2020, issued on November 30th 2020 (including Lien Khuong aerodrome). - CAAV is conducting the procedures to certify the aerodromes in Vietnam used for international operations (including Lien Khuong aerodrome). **Target date of completion: End of 2021.**	A

* 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.

APANPIRG

AERODROMES OPERATIONS AND PLANNING SUB-GROUP (AOP/SG)

LIST OF AOP FOCAL POINTS [Updated on ~~12 May~~ 2 July 2021]

	NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
1.	**AFGHANISTAN**				
	1.	Engineer Najibullah	Head of Aerodrome Standardization Afghanistan Civil Aviation Authority	–	najib0107@gmail.com;
2.	**AUSTRALIA**				
	2.	Mr. Roy Tuomela	Manager ATM System Standards Flight Standards Branch CASA\Aviation Group 16 Furzer Street, Phillip ACT 2606 GPO Box 2005, Canberra ACT 2601	Tel: +612 6217 1421 Mob: +61434 664 716	Roy.Tuomela@casa.gov.au;
	3.	Mr. Jason Rainbird	Manager Aerodromes Air Navigation Airspace & Aerodromes Branch CASA\Aviation Group 16 Furzer Street, Phillip ACT 2606 GPO Box 2005, Canberra ACT 2601	Tel: +612 6217 1032 Mob: +61455 634 690	Jason.Rainbird@casa.gov.au;
3.	**BANGLADESH**				
	4.	Mr. MD. Ayub Khan	Assistant Director (SAR) Directorate of Flight Safety & Regulations Civil Aviation Authority of Bangladesh Civil Aviation Authority Headquarters Kurmitola, Dhaka-1229	Tel: +880 2 8901406	ayubcaab@gmail.com;

	NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
4.	**BHUTAN**				
	5.	Mr. Sangay Wangdi	Head of Aerodrome Bhutan Civil Aviation Authority Paro International Airport, Paro, Bhutan	Tel: +975-8-271 911 Mob: +975-17119277 Fax: +975-8-271 909	swangdi@bcaa.gov.bt;
5.	**BRUNEI DARUSSALAM**				
	6.	Mr. Mohamad Fauzi bin Mohamad Sidek	Acting Deputy Director (Regulator) Department of Civil Aviation Brunei Darussalam	Tel: +673 233 0142 Mob: +673 816 8909	ddca.regulatory@dca.gov.bn;
	7.	Mr. Pg Rasman bin Pg Sulaiman	Aerodrome Inspector Department of Civil Aviation Brunei Darussalam	Tel: +673 233 0142 Mob: +673 885 4714	rasman.sulaiman@dca.gov.bn;
	8.	Ms. Norhidayah Haji Ismail	Air Traffic Control Officer (ANS Inspector) Department of Civil Aviation Brunei Darussalam	Tel: +673 233 0142 Mob: +673 883 4614	norhidayah.ismail@dca.gov.bn;
6.	**CAMBODIA**				
	9.	Mr. Eng Samreth	Deputy Director (Aerodrome Inspector) of Airport Standards and Safety State Secretariat of Civil Aviation #44, Phnom Penh International Airport, Russian Blv., Phnom Penh	Tel: +855 98 628811	engsamreth@gmail.com;
7.	**CHINA**				
	10.	Mr. Ma Zhigang	Deputy Director General Department of Airport Civil Aviation Administration of China (CAAC) No.155 Dongsi Xidajie, Dong Cheng Dist., Beijing	Tel: +8610 64091804 Fax: +8610 64019967	zhg_ma@caac.gov.cn;

	NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
	11.	Ms. Lyu Qing	Deputy Assistant Division Chief Civil Aviation Administration of China No. 155, Dongsi Xidajie, Beijing 100710	Tel: +8610 6409 2804	lvqing@caac.gov.cn;
	12.	Mr. Liang Shixin	Intermediate Engineer CAAC General Station of Quality Supervision of Specialized Engineering No. 6 Yutong East St., Chaoyang Dist., Beijing,	Tel: +86 18801 297577	liangshixin@caac.gov.cn;
	13.	Mr. Guo Jingcheng	Deputy Consultant Airport Division, Civil Aviation Administration of China (CAAC) Beijing, China	Tel: +86 010-64092854	guojingcheng@caac.gov.cn;
8.	**HONG KONG CHINA**				
	14.	Mr. Raymond NG	Assistant Director-General of Civil Aviation (Airport Standards) Civil Aviation Department Civil Aviation Department Headquarters 1 Tung Fai Road, Hong Kong Int'l Airport, Lantau, Hong Kong China	Tel.: +852-2910 6196 Fax: +852-2795 8469	rcong@cad.gov.hk;
	15.	Ms. Amy POON	Chief Safety Officer (Airport and Safety Regulation) Civil Aviation Department Civil Aviation Department Headquarters Lantau, Hong Kong China	Tel.: +852-2910 6968 Fax: +852-2795 8469	aympoon@cad.gov.hk;
	16.	Ms. Rosa YIP	Senior Safety Officer (Airport) Civil Aviation Department Civil Aviation Department Headquarters 1 Tung Fai Road, Hong Kong Int'l Airport, Hong Kong China	Tel.: +852-2910 6973 Fax: +852-2795 8469	rmlyip@cad.gov.hk;

	NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
	17.	Mr. Steven PANG	Acting Senior Safety Officer (Airport) Civil Aviation Department Civil Aviation Department Headquarters 1 Tung Fai Road, Hong Kong Int'l Airport, Lantau, Hong Kong China	Tel.: +852-2910 6970 Fax: +852-2795 8469	khpang@cad.gov.hk;
9.	**MACAO CHINA**				
	18.	Mr. LAM Tat Ming (Taft)	Director of Airport Infrastructure & Air Navigation Civil Aviation Authority Macao, China	Tel: +853 2851 1213 Tel: +853 8796 4120 Fax: +853 2833 8089	taftlam@aacm.gov.mo;
10.	**COOK ISLANDS**				
	19.	Mr. John Hosking	Ministry of Transport PO Box 61 | Avarua, Rarotonga, Cook Islands	Tel: +(682) 28810	john.hosking@cookislands.gov.ck;
	20.	Mr. Dennis Hoskin	Ministry of Transport PO Box 61 | Avarua, Rarotonga, Cook Islands	Tel: +(682) 28810	dennis.hoskin@cookislands.gov.ck;
11.	**DPR KOREA (1)**				
	21.	Mr Rim Chong Il	Deputy Director of Aerodrome Department General Administration of Civil Aviation DPR of Korea	Tel: +850 2 18111 Ext. 8108 Mob: +850 2 3814410	gaca@silibank.net.kp;
12.	**FIJI (1)**				
	22.	Mr. Ratu Maibulu Q. Laliqavoka	Technical Officer Aerodromes, Ground Safety Department Civil Aviation Authority of Fiji Private Mail Bag NAP 0354, Nadi Int'l Airport,	Tel: +679 672 1555 Mob: +679 992 8949	maibulu.laliqavoka@caaf.org.fj ;

LIST OF AOP FOCAL POINTS

	NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
13.	**INDIA**				
	23.	Mr. Dinesh Chand Sharma	Joint Director General of Civil Aviation Directorate General of Civil Aviation Aerodrome Standards Directorate, DGCA Hqrs., New Delhi 110003	Tel: +91 11 2465 3883	dcsharma.dgca@nic.in;
	24.	Mr. Amit Srivastava	Deputy Director of Operations Directorate General of Civil Aviation Aerodrome Standards Directorate, DGCA Hqrs., Opp. Safdarjung Airport, New Delhi 110003	Tel: +91 11 2462 2495	amits.dgca@nic.in;
14.	**INDONESIA**				
	25.	Ms. Ade Trisetyo	Aerodrome Inspector Directorate of Airport - Airport Standardization Directorate General Civil Aviation Medan Merdeka Barat No. 8, Jakarta 10110	Tel: +62 350 6661	adeth_rossi@yahoo.com;
	26.	Mr. Agung Wibowo	Airport Inspector Directorate of Airport Directorate General Civil Aviation Sinath Tower, Jl. Silangit Blok B, Jakarta 10610	Tel: +62 82299005421	agungwibowost@yahoo.com;
	27.	Mr. Petrus Hery Tris Cahyono	Airport Inspector, Directorate of Airport Directorate General Civil Aviation Sinath Tower, Silangit Blok B, Jakarta 10610	Tel: +62 81213992467	herytris07@gmail.com;
	28.	Mr. Alexander	Aerodrome Inspector Directorate General Civil Aviation Medan Merdeka Barat No. 8, Jakarta 10110	Tel: +62 350 6661	alex.dgca@gmail.com;

	NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
15.	**JAPAN**				
	29.	Mr. Hideaki YOKONO	Senior Coordinator for Airport Operation Airport Safety Office, Aviation Safety and Security Planning Division, Japan Civil Aviation Bureau, Ministry of Land, Infrastructure, Transport and Tourism	–	yokono-h2dy@mlit.go.jp;
	30.	Mr. Tsuyoshi Yanagita	Chief of Airport Safety Information Japan Civil Aviation Bureau 2-1-3 kasumigaseki, Chiyodaku, Tokyo100-8918	Tel: +81 3 5253 8701	yanagita-t10hy@mlit.go.jp;
16.	**KIRIBATI**				
	31.	Mr. Tiamwa Teaiwa	Civil Aviation Authority Ministry of Information, Communications, Transport and Tourism Development Tarawa, Kiribati	–	ans.ai@micttd.gov.ki;
17.	**LAO PDR**				
	32.	Mr. Sengsangouane Chanthavong	Deputy Director of Aerodrome Safety and Standards Division, Department of Civil Aviation Ministry of Public Works and Transport	Tel: +85620 2222 8823	ngouane2008@yahoo.com;
	33.	Ms. Malaythong Phimmasone	Deputy Director of Aerodrome Safety and Standards Division, Department of Civil Aviation Ministry of Public Works and Transport	Tel: +85620 5414 4354	malaythong@dcal.gov.la; thong.dca@gmail.com;
	34.	Mr. Komack Keochampa	Officer, Aerodrome Safety Inspector Department of Civil Aviation Ministry of Public Works and Transport	Tel: +85620 2223 9498	komack@dcal.gov.la; okidkcp@gmail.com;

	NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
18.	**MALAYSIA**				
	35.	Dr. Zainul Fuad bin Md. Wahi,	Director of Aerodrome Standards Civil Aviation Authority of Malaysia Block Podium, No. 27 Persiaran Perdana, Precint 4, 62618 Putrajaya	–	zainul1@caam.gov.my;
	36.	Mr. Mahyuddin Bin Sajuri	Deputy Director, Aerodrome Standards Div. Civil Aviation Authority of Malaysia Block Podium, No. 27 Persiaran Perdana, Precint 4, 62618 Putrajaya	Tel: +603 8871 4042 Fax: +603	mahyuddin@caam.gov.my;
	37.	Ms. Sharmini Manickam	Senior Assistant Director, Aerodrome Standards Civil Aviation Authority of Malaysia, Precint 4, 62618 Putrajaya	Tel: +603 8871 4040 Fax: +603 8890 1640	sharmini@caam.gov.my;
19.	**MALDIVES**				
	38.	Ms. Fathimath Ramiza	Director Air Navigation and Aerodrome Maldives Civil Aviation Authority Velaanaage, Ameer Ahmed Magu, Male' 20096	Tel: +960 334 2984 Fax: +960 332 3039	ramiza@caa.gov.mv;
	39.	Ms. Aminath Shiznee	Senior Aerodrome Inspector Maldives Civil Aviation Authority Velaanage, 11th Floor, Ameer Ahmed Magu, Male' 20096	Tel: +960 3324983 Fax: +960 3323039	civav@caa.gov.mv; shiznee@caa.gov.mv;
20.	**MARSHALL ISLANDS**				
	40.	Mr. Alice John	Principal AVSEC/FAL/AGA Inspector Directorate of Civil Aviation P.O. Box 1114, Majuro, Marshall Islands 96960	Tel: 011(692) 625-6179 Fax: 011(692) 625-6170	alcapelle@yahoo.com; alcapelle68@gmail.com;

	NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
21.	**MICRONESIA (FEDERATED STATES OF)**				
	41.	Mr. Ryan L. Donre	Airport Safety Inspector FSM Transportation, Communications & Infrastructure, Division of Civil Aviation	–	ryan.donre@tci.gov.fm;
	42.	Mr. Glenn Harris	Assistant Secretary FSM Transportation, Communications & Infrastructure, Division of Civil Aviation	–	glenn.harris@tci.gov.fm;
22.	**MONGOLIA**				
	43.	Mr. Munkhbold Ganbold	Aerodrome inspector, Air Navigation Division, Safety Regulation Department Civil Aviation Authority of Mongolia Buyant-Ukhaa, Khan-Uul District, Ulaanbaatar	Tel: +976-11-285048 Mob:+976-11-88013779	munkhbold.g@mcaa.gov.mn;
23.	**MYANMAR**				
	44.	Mr. Kyaw Soe	Director (Aerodrome Standards & Safety) Department of Civil Aviation Headquarters Building, Airport Road, Mingalardon Tsp., 11021, Yangon, Myanmar	Tel: +951 533002 +951 533013 Fax: +951 533000	kyawsoedca@gmail.com;
	45.	Mr. Hla Phone Zaw	Deputy Director, Aerodrome Standards & Safety Division Department of Civil Aviation Headquarters Building, Yangon, Myanmar	Tel: +951 533002 +951 533013 Fax: +951 533000	hpzdca28@gmail.com;
	46.	Mr. Khin Maung Myint	Adviser, Department of Civil Aviation Headquarters Building, Airport Road, Mingalardon Tsp., 11021, Yangon, Myanmar	Tel: +951 533002 +951 533013 Fax: +951 533000	kmm.dca@gmail.com;

	NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
	47.	Mr. Tin Maung Thein	Deputy Director Aerodrome Standards & Safety Division Department of Civil Aviation Headquarters Building, Yangon, Myanmar	Tel: +951 533002 +951 533013 Fax: +951 533000	aktttaaviation@gmail.com;
	48.	Mr. Tun Zaw	Executive Engineer Aerodrome Standards & Safety Division Department of Civil Aviation Headquarters Building, Airport Road, Yangon, Myanmar	Tel: +951 533002 +951 533013 Fax: +951 533000	tunzawdca@gmail.com;
24.	**NAURU**				
	49.	Mr. Dominic Tabuna	Director Civil Aviation Authority of Nauru 1st Floor, Nauru International Airport Yaren, NAURU	Tel: +674 557 3122 Mob: +674 557 3091	djtabuna@gmail.com;
25.	**NEPAL**				
	50.	Mr. Deo Chandra Lal Karn	Director, Aerodrome Design and Operations Panel Wildlife Hazard Management Expert Group-Member, Civil Aviation Authority of Nepal Head Office, Babarmahal, Kathmandu	Tel: +977 1 426 2324	d_karna@hotmail.com;
	51.	Mr. Babu Ram Paudel	Director Aerodrome Safety & Standards Department Civil Aviation Authority of Nepal Head Office, Babarmahal, Kathmandu	Tel: +977 1 448 5787 Mob: +98510 96733	paudelbabu@gmail.com;
	52.	Mr. Dipendra Shrestha	Manager Civil Aviation Authority of Nepal Head Office, Babarmahal, Kathmandu	Tel: +977 1 426 2387	dpndrs@gmail.com;

	NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
26.	**NEW ZEALAND**				
	53.	Mr. Sean Rogers	Manager Aeronautical Services Civil Aviation Authority of New Zealand PO Box 3555, Wellington, New Zealand 6140	–	Sean.Rogers@caa.govt.nz;
	54.	Mr. John McKinlay	Senior Technical Specialist - Aeronautical Services (CAA Editor AIPNZ) Civil Aviation Authority of New Zealand Level 15, Asteron Centre, 55 Featherston St., Wellington, 6011 New Zealand	Tel: +64 (0) 4560 9627 Ext 4627 Mob: +64(0) 274 428 463	John.McKinlay@caa.govt.nz;
27.	**PAKISTAN**				
	55.	Mr. Abdullah Khan	Sr. Joint Director National Airfield Clearance Policy & Airstrip/Heliports Licensing	Tel: (021) 99072759	Abdullah.Khan@caapakistan.com.pk;
	56.	Mr. John William	Senior Joint Director/Aerodrome standards. Pakistan Civil Aviation Authority. Directorate of airspace & aerodrome Regulations. Inspectorate Building JIAP, Karachi Pakistan	Tel: +92-21-99072768 Cell: +0345-9998916, +0336-9498916	John.William@caapakistan.com.pk;
28.	**PALAU**				
	57.	Mr. Richard Alonz	Acting Administrator Palau National Aviation Administration Palau International Airport Compound P.O. Box 6051, Koror, Republic of Palau	–	pnaa@palaunet.com; palaudgca@gmail.com; pnaa.safety@gmail.com; richalonz4@gmail.com
29.	**PAPUA NEW GUINEA**				
	58.	Mr Percy Sukbat	Senior Aerodrome Inspector, Civil Aviation Safety Authority	Tel: +675 3027541 Mob: +70306849	psukbat@casapng.gov.pg;

	NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
30.	**PHILIPPINES**				
	59.	Mr. Arnel F. Borlado	Department Manager III, Aerodromes Development and Management Service Civil Aviation Authority of the Philippines	Tel: +639162193221	arnelfb_67@yahoo.com;
	60.	Mr. Erwin G. Jamero	Division Chief IV, Aerodromes and Air Navigation Safety Oversight Office Civil Aviation Authority of the Philippines	Tel: +632 944 2286	egjamero@gmail.com;
31.	**REPUBLIC OF KOREA**				
	61.	Mr. Jaehong Jung	Assistant Director Ministry of Land Infrastructure & Transportation No.11 Doum 6ro, Sejong self-governing city	Tel: +82 44 201 4343 Fax: +82 44 201 5635	pans2021@korea.kr;
32.	**SAMOA**				
	62.	Mr. Aussie Tanuvasa	Operations Officer l, Civil Aviation Division Ministry of Works, Transport & Infrastructure l Level 4, TATTE Building, SOGI	Tel: (685) 21 611 ext 228 I Fax: (685) 23 565	aussie.tanuvasa@mwti.gov.ws;
	63.	Ms. Malagamaalii Tamara Keti Fuimaono Michael	Operations Officer l, Civil Aviation Division Ministry of Works, Transport & Infrastructure l Level 4, TATTE Building, SOGI	Tel: (685) 21 611 ext 228 I; 685 7588038 Fax: (685) 23 565	tamara.michael@mwti.gov.ws;
33.	**SINGAPORE**				
	64.	Ms. Wong Qi Wen	Deputy Head (Aerodrome Operation Regulation) Civil Aviation Authority of Singapore Singapore Changi Airport, PO Box 1, Singapore	Tel: +65 6541 3037 Fax: +65 6542 3869	wong_qi_wen@caas.gov.sg;

	NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
	65.	Ms. Masnidah Masnawi	Principal Manager (Aerodrome Regulation) / (ATS Regulation) Civil Aviation Authority of Singapore	Tel: +65 6422 7069	masnidah_masnawi@caas.gov.sg;
	66.	Mr. Teo Tian Hong	Chief (Changi Tower West) Civil Aviation Authority of Singapore Singapore Changi Airport, PO Box 1, Singapore	Tel: +65 6422 7636	Teo_tian_hong@caas.gov.sg;
34.	**SOLOMON ISLANDS**				
	67.	Mr. Rex Alafa	Coordinator (Aerodromes) Civil Aviation Authority of Solomon Islands	–	alafa_r@caasi.com.sb;
35.	**SRI LANKA**				
	68.	Ms. Shereena Casseer	Director Aerodromes & Facilitation Civil Aviation Authority of Sri Lanka No. 152/1, Minuwangoda Road, Katunayake	Tel: +94112355800	daf@caa.lk;
	69.	Mr. H. M. Rangana Samanpriya	Senior Civil Aviation Inspector – Aerodromes Civil Aviation Authority of Sri Lanka No. 152/1, Minuwangoda Road, Katunayake	Tel: +9411 2358844 Fax: +9411 2257166	scaiae@caa.lk;
36.	**THAILAND**				
	70.	Mr. Thittaya Sangathai	Head of Aerodrome Certification Division Civil Aviation Authority of Thailand 333/105 Laksi Plaza, Khampheng Phet 6 Rd. Talad Bangkhen, Laksi, Bangkok 10210	Tel: +66 2 568 8827 Fax: +66 2 576 1904	thittaya.s@caat.or.th;
	71.	Ms. Chomchanok Huayhong	Aerodrome Certification Officer Civil Aviation Authority of Thailand Bangkok 10210	Tel: +66 2 568 8827 Fax: +66 2 576 1904	chomchanok.h@caat.or.th;

	NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
	72.	Ms. Angsana Roonthong	Aerodrome Safety Inspector Civil Aviation Authority of Thailand	Tel: +66 2 568 8827	angsana.r@caat.or.th;
	73.	Mr. Pongsatorn Punoppakit	Aerodrome Safety Inspector Civil Aviation Authority of Thailand	Tel: +66 2 568 8827	pongsatorn.p@caat.or.th;
37.	**TIMOR-LESTE**				
	74.	Mr. Armando Da Silva	Civil Aviation Authority of Timor-Leste (AACTL) Ministry of Transports and Telecommunications Caicoli Dili, Timor-Leste	–	asilva@aactl.gov.tl;
38.	**TONGA**				
	75.	Ms. Pasikole Kaipo'uli	Assistant Aerodrome Officer Civil Aviation Division Ministry of Infrastructure (MOI/CAD) P.O. Box 52, Nuku'alofa, Tonga	Tel: +676 883 9973	pkaipouli@infrastructure.gov.to ;
39.	**TUVALU**				
	76.	Mr. Uinga Paelate	Director, Civil Aviation, Tuvalu	–	dca.tuvalu@gmail.com;
40.	**UNITED STATES**				
	77.	Mr. Michael Watkins	Senior Air Traffic Representative, Asia Pacific, Federal Aviation Administration, Air Traffic Organization, System Operations US Embassy, Singapore	–	michael.w.watkins@faa.gov;
	78.	Mr. Khalil Elia Kodsi	Sr. Foreign Affairs Specialist Office of Airports, Suite 616 800 Independence, Avenue S.W. Washington D.C. 20591	–	Khalil.kodsi@faa.gov;

	NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
	79.	Ms. Lilian Miller	Foreign Affairs Specialist Office of Airports, Suite 616 800 Independence, Avenue S.W. Washington D.C. 20591	Tel: +202-267-3367	Lillian.Miller@faa.gov;
41.	**VANUATU**				
	80.	Ms. Jackie Langati Trief	Director, Civil Aviation Authority of Vanuatu (CAAV)	–	civav@vanuatu.com.vu; jlangati.civav@vanuatu.com.vu;
	81.	Ms. Naiany Karu	Assistant Director / Aerodromes Officer; Civil Aviation Authority of Vanuatu	–	naiany.civav@vanuatu.com.vu;
42.	**VIET NAM**				
	82.	Mr. Nguyen Duong	Deputy Director - Airport Management Dept., Civil Aviation Authority of Vietnam (CAAV) 119 Nguyen Son Str., Long Bien Dist., Ha Noi	Tel: +0913211115	nguyenduong@caa.gov.vn;
	83.	Mr. Nguyen Huu Duc	Official Civil Aviation Authority of Vietnam 199 Nguyen Son, Long Bien, Ha Noi	Tel: +84 906 528 884	nguyenhuuduc@caa.gov.vn;
	INTERNATIONAL ORGANISATIONS				
43.	**ACI**				
	84.	Mr. S. L Wong	Head - Technical Affairs, Safety, Capacity and ATM, Airports Council International	–	sl@aci-asiapac.aero;
	85.	Mr. Ken Lau	Senior Manager – Environment and Airport Information Technology, ACI Asia-Pacific Airports Council International Hong Kong International Airport, Hong Kong	–	ken@aci-asiapac.aero;

	NAME	TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
44.	**PACIFIC AVIATION SAFETY OFFICE**			
	86. Mr. Mike Haines	AGA Technical Advisor PASO	–	mhaines@paso.aero;
45.	**ICAO - COSCAPs**			
	87. Mr. Nicolas Rallo	Programme Coordinator COSCAP South East Asia Programme Bangkok, Thailand	Tel: +66 2 537 8189 ext. 135	NRallo@icao.int;
	88. Capt. Marie Zubryckyj	Programme Coordinator COSCAP-South Asia Dhaka-1229, Bangladesh	Tel: +880 2 8901497 Fax: +880 2 8901498	mzubryckyj@icao.int;
	89. Ms. Susan	COSCAP-NA Beijing 100600, P.R. China	Tel: +86-10-84001671 Fax: +86-10-84024554	sun.qun.susan@coscap-icao.org;

INTERNATIONAL CIVIL AVIATION ORGANIZATION

GENERIC SURVEILLANCE PROGRAMME FOR CERTIFIED AERODROMES

VERSION 1.0 – mm 2022

Introductory Notes

This generic document was developed by the ICAO Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG) for reference by States in the APAC Regions. When referring to this generic document, States are expected to customize the content in accordance to the States' legislations, regulations and situations.

It was approved by AOP/SG/… (Video Teleconference, DATES) and published by ICAO Asia and Pacific Office, Bangkok.

ICAO Standards and Recommended Practices (SARPs), Procedures for Air Navigation Services and Guidance Materials shall take prevalence in the event of any conflict between the aforementioned provisions and this generic document.

Enquiries and feedbacks regarding this generic document can be made to ICAO APAC Office at apac@icao.int.

RECORD OF AMENDMENTS

AMENDMENTS				AMENDMENTS			
No.	Date applicable	Date entered	Entered by	No.	Date applicable	Date entered	Entered by

CIVIL AVIATION AUTHORITY

GENERIC SURVEILLANCE PROGRAMME FOR CERTIFIED AERODROMES

Foreword

This manual is a [CAA] safety programme document. It contains processes determined to be necessary in supporting operational safety at aerodromes in the [State]. This manual is being issued under the authority of the Director General of [CAA].

Copies are available at the office of:

[Post holder]
[Address]

This document may be amended from time to time as necessary, and the Director General of [CAA] will provide such amendment service.

The term "Head" as referred to in this manual describes the most senior [CAA] officer responsible for certification, registration and continuing safety oversight (surveillance) functions of aerodromes and heliports. The incumbent official holding this position reports directly to the Director General, [Civil Aviation Authority (CAA)].

Comments from staff members of [CAA], stakeholders, (or members of the) concerned aviation industry users and public about the contents of this manual are welcome. Clarifications or inquiries can be directed to:

Head of Aerodrome Standards
[Office]
[Address]
[Telephone]:
[Email]:

Amendments

Record of amendment			
Number	**Date Applicable**	**Date Entered**	**Entered by:**

Record of corrigenda			
Number	**Date Applicable**	**Date Entered**	**Entered by:**

Revision History

Revisions to this Document shall be made by authorised personnel only. After inserting the revision, enter the required data in the revision sheet below. The *'Initials'* has to be signed off by the personnel responsible for the change.

Rev No.	Revision Date	Revision Details	Initials

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Chapter 1 – Surveillance Policy

1.1 Introduction

1.1.1 The contents of the Chapter 1 of this manual represent the policy of the Civil Aviation Authority (CAA) with respect to the surveillance requirements embodied in the Civil Aviation Act [Year] or Civil Aviation Regulations (CAR) as amended. The policy is designed to provide the foundation for the CAA's continued safety oversight (surveillance) function. CAA has adopted a systems and Risk-based surveillance approach, utilising a sampling process, to assess the Risk mitigation and Compliance levels of aerodrome certificate holders.

1.1.2 This manual describes the requirements for aerodromes to operate with an Aerodrome Certificate and the process of surveillance by the Civil Aviation Authority (CAA).

1.1.3 Aerodromes of the armed forces not open for civil aircraft operations are not subjected to the need for certification and surveillance.

1.1.4 Once the CAA has completed a thorough review of the compliance of an aerodrome with the applicable certification requirements, leading to the granting of the certificate to the aerodrome operator, continued oversight (surveillance programme) shall be established in order to ensure that compliance with regard to certification conditions and ongoing additional requirements is maintained.

1.1.5 An Aerodrome Certificate is valid for xx (x) years or unless it is suspended or cancelled, whichever is earlier. CAA should conduct surveillance audit prior to renewal of Aerodrome Certificate.

1.1.6 Civil Aviation Regulations [Regulations No or Year] Regulation nn requires person who operates aerodrome and hold an aerodrome certificate issued by the CAA to allow Aerodrome Inspectors to perform their surveillance duties.

1.1.7 CAA may plan the surveillance audits based on the following criteria:

a) Expiry of the Aerodrome Certificate/time since last surveillance audit conducted

b) Status of findings for the last inspection conducted

c) Report/feedback from stakeholders (for e.g., pilot, ATC and etc.)

1.1.8 Surveillance may be scheduled or unscheduled, opportunity based, random, or targeted across all facets of the aerodrome operator as follows:

a) Scheduled Announced audit

b) Scheduled Unannounced audit

c) Unscheduled Announced audit

d) Unscheduled Unannounced audit

1.1.9 All surveillance findings must be objective and factual. Deficiencies should be provided to aerodrome operator through formal documentation.

1.2 Purposes

1.2.1 Planning of the aerodrome audit is intended to assist the regulator and aerodrome in planning human and other resources and in ensuring a consistent and adequate level of oversight. However, it does not prevent the CAA from carrying out surveillance inspections, if deemed necessary. The CAA retains the provision to conduct surveillance audit for the purpose to ensure that certified aerodrome continues to comply with the relevant Regulations, Directives or Guidance and other conditions stated in the Aerodrome Certificate.

1.2.2 These surveillance inspections follow the same methodology as the scheduled audit or technical inspection for certification as appropriate and may be carried out using the same checklists or could be aimed at a specific subject of concern.

1.3 Scope of Surveillance

1.3.1 The scope of surveillance does not necessarily cover all areas established through the regulatory framework applicable to the aerodrome but it usually focuses on specific areas. Surveillance programmes may not need to be as exhaustive but shall be based on principles ensuring that compliance is maintained throughout the planning of adequate oversight actions.

1.3.2 Specific and targeted actions, in addition to the planned activities, may be carried out by CAA, for example, in relation to changes, analysis of occurrences, safety of aerodrome works, monitoring of corrective action plans, or those related to the National Aviation Safety Plan. CAA may also have to address other issues regarding aerodrome safety depending on the aerodrome organization, such as obstacle control or oversight of ground handlers.

1.3.3 The scope of surveillance may include the following subjects as listed below:

a) compliance of the aerodrome infrastructure with the applicable regulations for the operations the aerodrome is intended to serve;

b) the operational procedures and their day-to-day application, when applicable, concerning:

1) Aerodrome data and reporting;
2) Access to the movement area;
3) Aerodrome emergency plan;
4) Rescue and firefighting (RFF);
5) Inspection of the movement area and OLS;
6) Visual aids and aerodrome electrical systems;
7) Maintenance of the movement area;
8) Safety during aerodrome works;
9) Apron management;
10) Apron safety;
11) Vehicles control on the movement area;
12) Wildlife hazard management;

13) Obstacles control;
14) Removal of a disabled aircraft;
15) Handling of Hazardous Materials;
16) Low visibility operations;
17) Protection of Radar & Navigation Aids;
18) Snow and Ice Control and hazardous meteorological conditions;
19) Reporting of Runway Surface Conditions; and
20) Compliance of the safety management system (SMS) with applicable regulations.

Chapter 2 – Surveillance Programme

2.1 CAA's surveillance programme uses a systems and risk-based approach. Surveillance events are recorded and tracked in the supporting IT system (especial application or simple excel sheet) and the results analysed, which allows CAA to evaluate the Aerodrome Operator's safety performance.

2.2 The surveillance programme is dynamic, regularly reviewed and updated, taking into consideration the following:

Expiry of the Aerodrome Certificate/time since last surveillance audit conducted

2.2.1 Over time, without physically verified evidence derived from a comprehensive surveillance, CAA's ability to determine if an aerodrome operator is able to maintain an acceptable level of compliance and maintain robust systems capable of combatting identified and latent safety risks, progressively diminishes. As such, the time since the last surveillance audit conducted is an important consideration in determining if the surveillance audit should be conducted.

Status of findings since the initial aerodrome certification audit or the last surveillance audit/inspection conducted

2.2.2 Consideration of outstanding findings including corresponding corrective action plans (CAPs) needs to be evaluated on a case-by-case basis as the circumstances of outstanding findings can vary greatly. Some of the factors that need to be taken into account may include:

a) the number and complexity of the outstanding findings and associated CAPs

b) the time the finding(s) has been outstanding

c) whether the finding(s) has been responded to and whether the response was satisfactory or not satisfactory

d) whether the finding(s) has been accepted pending verification

Change management

2.2.3 Substantial changes that could affect an aerodrome operator, including changes to management or organisational structure, policy, technology; special projects; changes to aerodrome operator's service providers (contractors); global and/or local threats and regulatory requirements.

Prioritisation of surveillance activities

2.2.4 Determines whether any surveillance reprioritisation is necessary on the basis of changed surveillance priorities, or when oversight or external information identifies concerns.

Surveillance resource requirements

2.2.5 Considers using alternative resources to assist in surveillance activities, as necessary.

Safety Management System (SMS)

2.2.6 Aerodrome Operator's willingness and ability to identify and control its aviation safety-related Risks and application of the Safety Management System (SMS).

2.3 Surveillance programme should include but not limited to:

a) the scheduled surveillance date(s) allowing sufficient time to prepare for the surveillance audit and write up of the Surveillance Report

b) time to be allocated (hours/days)

c) surveillance audit type

d) surveillance lead

e) surveillance team members

f) initial surveillance scope and background behind the determination of the scope

g) justification for proposing the surveillance audit

2.4 If a surveillance event needs to be rescheduled for a previously approved date for any reason, the rescheduled dates and the reason for the rescheduling must be recorded.

Chapter 3 – Surveillance Audit Process

3.1 Aerodrome surveillance process shall comprise but not limited to:

a) Surveillance audit preparation;

- The purpose of having surveillance audit preparation is to develop the strategies, schedules, and work plans for surveillance audits, including resources, timetable etc. The output of this process is a detailed surveillance plan that outlines the approved scope and ensures the assignment of appropriate resources to a surveillance event.

b) Notification;

- Notification on the audit date. Confirm surveillance timetable with aerodrome operator and notify aerodrome operator of upcoming surveillance it if is announced audit.

c) Conduct surveillance audit;

- The purpose of this process is to conduct the appropriate level of surveillance. The outcome of this process is the completion of an approved surveillance audit, including collecting, collating and evaluating all relevant information and evidences.

d) Audit report;

- Audit report shall be issued based on the surveillance audit conducted.

- The purpose of this process is to compile a report based on objective evidence gathered during the surveillance audit conducted. This includes deficiencies identified in regard to compliance and/or safety performance. The outputs of this process are surveillance findings and the Surveillance Report, which forms part of the official record of an aerodrome operator's performance.

e) Remedial and corrective action

- The aerodrome operator shall take corrective actions on all non-compliance registered in the audit report, which are stated and issued.

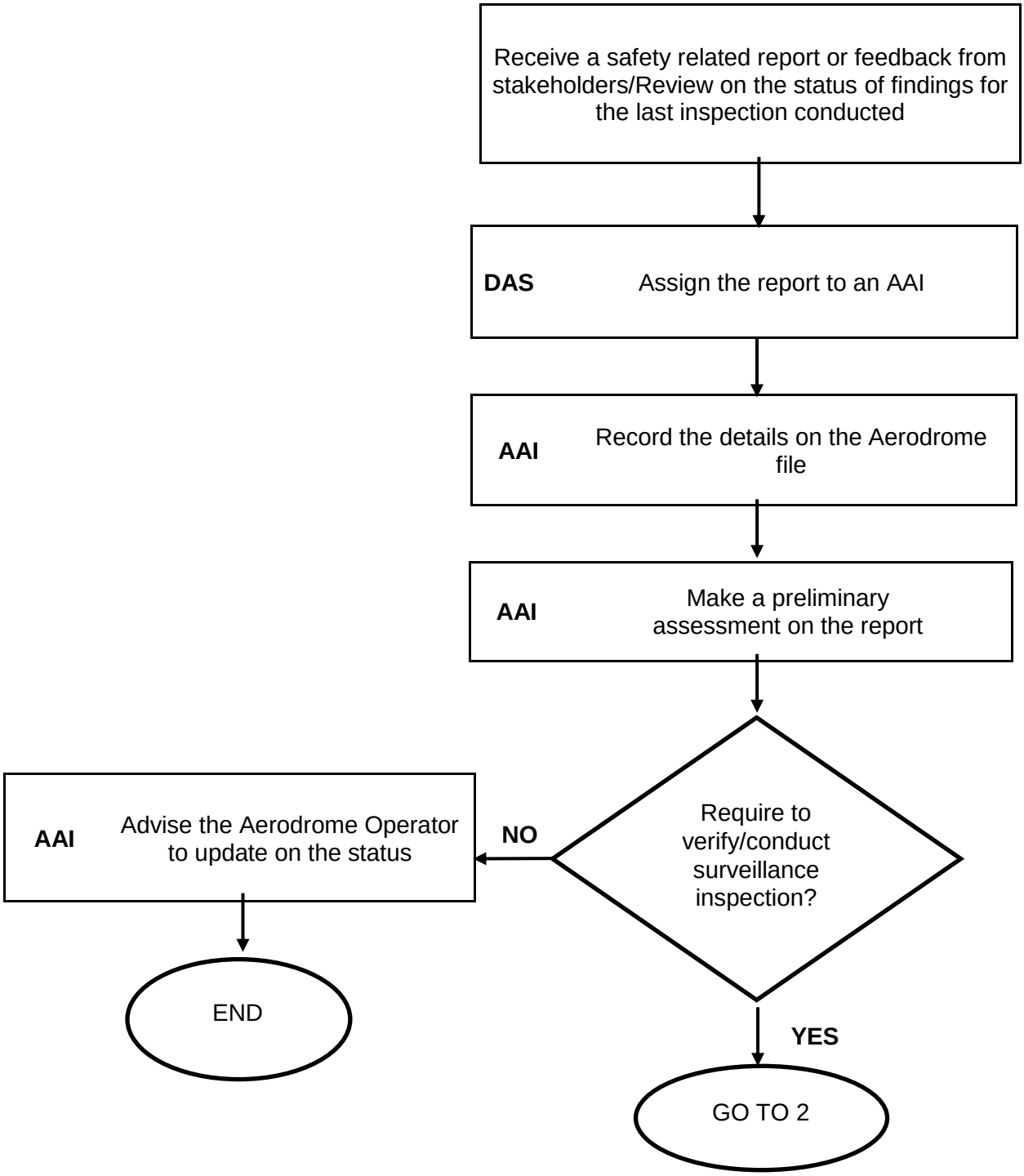
- Remedial Action: immediate action taken in response to a finding to address the deficiency that caused the breach, and which will return performance to a compliant state

- Corrective action: action by an aerodrome operator in response to a breach that reduces the potential of recurrence. The action must address the root cause of the deficiency that caused the breach and must include a review to ensure the action is effective

3.2 The aerodrome operator shall allow authorized personnel (i.e. CAA Surveillance Audit Team) to provide unlimited and unrestricted access to and inspect any of the aerodrome or any aerodrome infrastructure, facilities, including equipment, records and documents, during the surveillance audit.

3.3 The aerodrome operator shall cooperate and facilitate with the authorized personnel in conduct of the surveillance audit, and relevant Aerodrome Operator's personnel shall be made available to facilitate the audit.

3.4 The flow chart below provides a detailed view of the surveillance process.



Abbreviation:

Assigned Aerodrome Inspector (AAI)

Director of Aerodrome Standards (DAS)

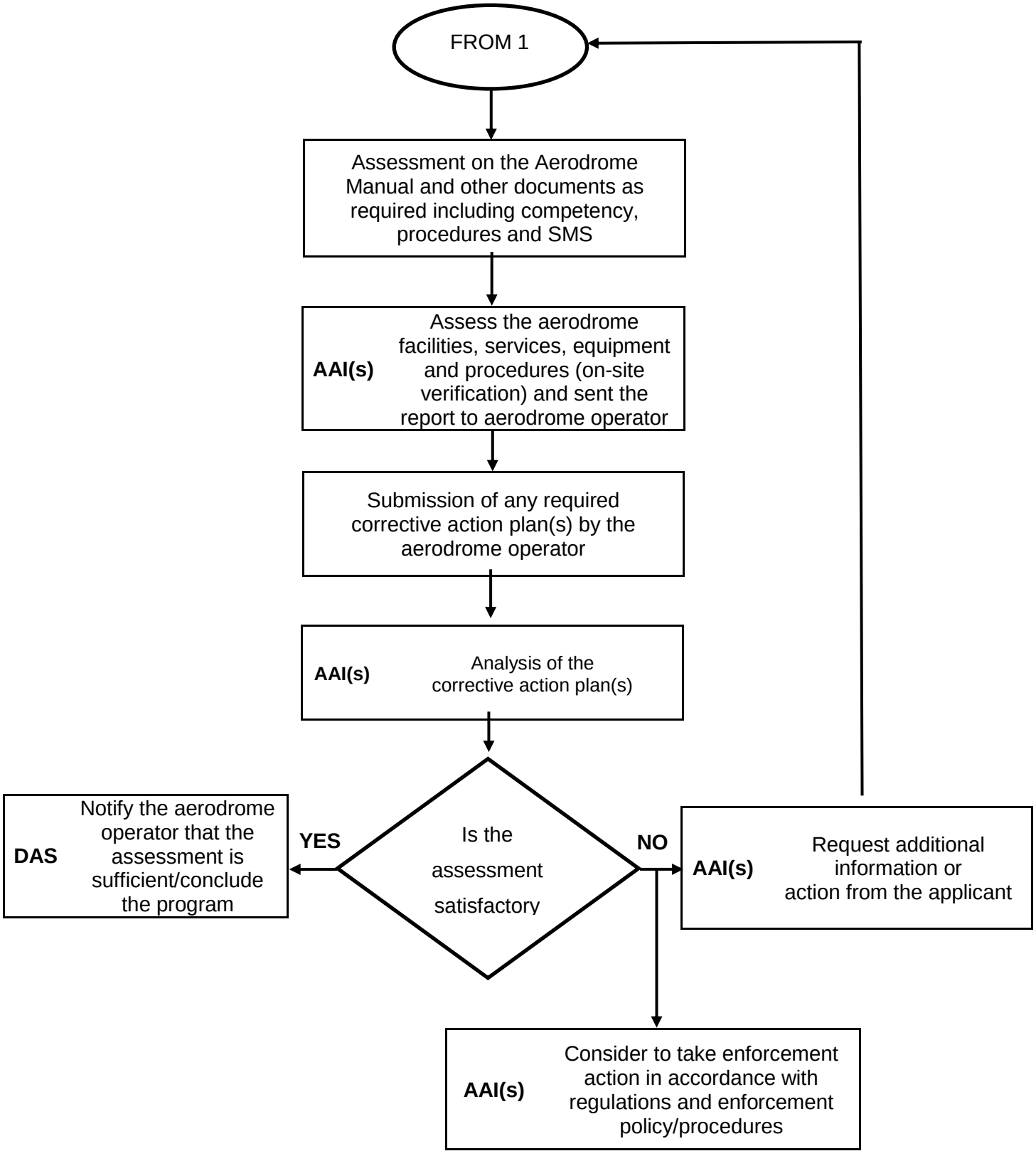


Figure. 1-1: Work Flow Process for the Surveillance of an Aerodrome

Chapter 4 – Surveillance Audit Preparation & Notification to Aerodrome Operator

4.1 Surveillance Pre-Audit Meeting

4.1.1 Surveillance pre-audit meeting may be conducted with a minimum of half of the members and can be conducted via any medium e.g. face to face or videoconference, keeping in mind that the Team Leader still has the final decision.

4.1.2 A thorough preparation before a surveillance audit will be confirmed in the pre-audit meeting as below:

a) confirm initial surveillance audit scope

b) define and plan surveillance team activities and expansion of scope

c) provide a defined structure, including timing and dates to enable the surveillance team to meet its objectives

d) ensure all decision making and planning documents are being recorded

e) review of AIP, Aerodrome Manual, Self-Assessment, outstanding findings and proposed action plans provided by aerodrome operator for the last inspection conducted

Note.- Aerodrome operator is required to submit copy of the Aerodrome Self-Assessment Verification Report conducted to the CAA.

f) travel arrangement (accommodation and mode of transportation)

4.2 Aerodrome inspectors (Audit Team Members) shall gather and review surveillance preparation documentation and produce their assessment report prior to attending the Surveillance Audit.

4.3 Notification to Aerodrome Operator (if it is announced audit)

4.3.1 The assigned aerodrome inspector shall draft the Surveillance Inspection Notification Letter to be signed by the DAS. It is usual practice to include the scoping elements in the notification letter, however these can be excluded, subject to the approval by the DAS.

4.3.2 The assigned aerodrome inspector shall forward the Surveillance Notification Letter to the aerodrome operator and ensure that the aerodrome operator receive the Surveillance Notification Letter two weeks prior to the scheduled surveillance audit.

Chapter 5 – Surveillance Audit

Note:- This chapter should align with the Chapter 5 of APAC Generic Aerodrome Inspector Handbook.

5.1 Surveillance Audit activities shall include but not limited to:

a) Opening meeting

b) Surveillance inspection/conduct verification process (collect, analyse and record evidence)

c) Pre-closing meeting

d) Closing meeting

5.2 Opening Meeting

5.2.1 The purpose of the opening meeting is to finalise the logistics of the surveillance, as well as to clarify the scope, timetable and availability of key personnel of the aerodrome operator. Matters that relate to the subject of the surveillance should not form part of the opening meeting processes, but rather should be conducted as part of the subsequent surveillance activities.

5.2.2 A sample of the typical agenda items for an opening meeting can be found in **Appendix I** and the opening meeting is normally conducted on the aerodrome operator's premises, but in some circumstances may require it to be conducted remotely.

5.2.3 The opening meeting will be chaired by the aerodrome operator, and the Audit Team Leader may explain CAA's approach to aerodrome operator engagement during the conduct of a surveillance audit, as well as any other procedural matters that may arise during the surveillance audit as appropriate.

5.3 Surveillance inspection/conduct verification process

5.3.1 Audit of documentation and other standard operating procedures, preventive and corrective maintenance plans, maintenance records, AIPs, Aeronautical Charts, NOTAMS/SNOWTAMS and other relevant documentation relating to safe and efficient operations of the aerodrome.

5.3.2 The Audit Team will also conduct audits on aerodrome infrastructure, facilities, equipment, services and operational organization to assess compliance with relevant Directives. The Audit Team Members (Aerodrome Inspectors) may conduct the inspection based on a sampling technique in which the depth of sampling required to verify each finding has been determined with the Audit Team Leader (Chief Inspector) during a pre-audit meeting conducted earlier.

5.3.3 Evidence is collected while conducting a surveillance inspection with relevant information recorded in the checklist to support any associated findings.

5.3.4 Evidence includes:

- oral evidence – record date, time, details of conversation on the checklist
- notes taken during any surveillance inspection
- documents sighted during the surveillance inspection – always reference the document title and section affected
- copies of documents and records
- photographs (location shall be recorded, measurement to be taken (if applicable))

5.3.5 Audit Team Members (Aerodrome inspectors) shall validate areas of safety concern with the aerodrome operator to ensure all aspects of the area of concern are covered before concluding verification process.

5.3.6 Audit Team Members (Aerodrome inspectors) shall report the elements of the assessment in the checklist as either:

- Satisfactory;
- Not-Satisfactory; or
- Not-Applicable.

5.3.7 Elements in the report that are reported as Not-Satisfactory shall be accompanied with a brief description or remarks by the Audit Team Members (Aerodrome Inspectors), which may be either:

- deficiencies in the structure and format of documentation;
- deficiencies of information in the documentation;
- non-compliances with regulations, standards;
- inconsistencies of information in the documentation; or
- short-comings in the documentation that requires revision, additions or deletion.

5.3.8 A Non-Satisfactory element of the report shall also be referred to either:

- Section(s) of the Civil Aviation Act;
- Regulation(s) of the Civil Aviation Regulations;
- Paragraph(s) of Civil Aviation Requirements (Operating Regulations)/Civil Aviation Directive(s); or
- SARPs of ICAO Annex 14 or other relevant ICAO Annexes, if they are not covered under National Regulations.

5.3.9 The assessment report shall also contain Audit Team Member's (aerodrome inspector's) recommendation regarding the deficiencies, non-compliances, inconsistencies or shortcomings; which may either:

- require immediate clarification, correction and/or additional documentation from aerodrome operator; or

- registered as findings [Level 1 or Level 2 non-compliances or observations] and to be clarified by aerodrome operator during surveillance inspection.

5.4 Pre-closing meeting

5.4.1 Pre-closing meeting is conducted internally among the Team Leader (Chief Inspector) and Team Members (aerodrome inspectors). The purpose of this meeting is for the Team Leader and Members to analyse the results of the surveillance and to determine what will be presented at the closing meeting.

5.4.2 Audit Team Members shall prepare for the following:

a) Assess all evidences gathered during the surveillance inspection

b) Draft potential findings for the team's final analysis of the surveillance

c) Discuss results of the surveillance

d) Discuss the delivery of the closing meeting agenda to ensure a coordinated approach

5.5 Closing Meeting

5.5.1 The Audit Team Leader (Chief Inspector) chairs the closing meeting and will explain the subsequent processes to be followed, particularly in applying 'Just culture' principles to be followed, including procedural fairness principles whereby the aerodrome operator will be given the opportunity to consider and potentially object to any findings of the Aerodrome Operator.

5.5.2 During the closing meeting, preliminary findings identified during the surveillance inspection are brought to the attention of the Accountable Executive including Safety Managers and key technical personnel of the Aerodrome Operator.

5.5.3 It must be explained during the closing meeting that the aerodrome operator will have the opportunity to provide response or evidence on the preliminary findings within the timeframe stipulated in Civil Aviation Regulations (e.g. two (2) to four (4) weeks' time).

5.5.4 It should also be made clear that official Non-compliance/Observation Reports (NCRs) in the format provided in **Appendix II** are formulated and issued after finalisation in conjunction with the response provided by aerodrome operator on the potential findings.

Chapter 6 – Audit Report

6.1 Following the conduct of a surveillance inspection and review of evidence obtained, a copy of the Surveillance Audit Report is provided to the aerodrome operator to inform them of their current level of compliance and any identified findings. All the information on the findings will be registered in the Non-Compliance/Observation Report Form **(Refer Appendix II)**.

6.2 Findings shall be classified as follows:

(1) Level 1 non-compliances:

Where the CAA determines that the level of compliance and/or safety performance of an organisation or individual has fallen to the extent that there is a potential or significant risk to flight safety, a Level 1 finding will be made. The CAA will take action in accordance with the relevant regulation, which may result in provisional or substantive suspension or variation of the approval, or a proposal to revoke the approval. The CAA may also consider the need for possible prosecution. Corrective action will be required before the suspension is lifted and before the activity giving rise to the finding is recommenced.

(2) Level 2 non-compliances:

This action may be taken where the CAA identifies a non-compliance with a regulation but determine that the nature of that non-compliance is such that there is no immediate risk to safety. The CAA will require the Aerodrome Operator to develop a corrective action plan acceptable to the CAA that will restore compliance within an agreed timescale.

(3) Observations:

The CAA may provide advice and guidance to industry on how non-compliance might be avoided. The CAA expects Aerodrome Operator to take this advice seriously and act on it immediately. Observations will usually be raised as the result of an audit or inspection when best practices in accordance with CAA Guidance (i.e. Advisory Circulars, Directives etc.) are not being followed, or when it is anticipated that the auditee, although currently in compliance, is unlikely to remain so unless appropriate action is taken.

6.3 The Aerodrome Inspector assigned shall prepare a surveillance audit/inspection report to the aerodrome operator, containing a list of audit/inspection findings (report number).

Chapter 7 – Corrective Action

7.1 All non-compliances registered in an audit report, and which are stated and issued to the aerodrome operator in the Non-Compliance/Observation Report Form (**Appendix II**), will require corrective action by the aerodrome operator.

7.2 Aerodrome operator shall state their proposed corrective action plan in the Non–Compliance/Observation Report Form (**Appendix II**) and submit within timeframe stipulated in Civil Aviation Regulations (e.g. generally thirty (30) days of the date of the audit report).

7.3 The corrective action plan shall describe method(s) to be taken by the aerodrome operator to address the non-compliance, the time duration required and the date when a compliance will be achieved.

7.4 The Aerodrome Inspector assigned shall:

a) record the corrective action plan(s) received from the aerodrome operator;

b) check the list of audit/inspection findings issued to the aerodrome operator in audit/inspection report and ensure that the aerodrome operator submits all the required corrective action plans;

c) notify aerodrome operator, if any, corrective action plan(s) to findings not submitted by the aerodrome operator; and

d) distribute the corrective action plan(s) to relevant Aerodrome Inspectors for their assessment (if applicable).

7.5 Upon receipt and evaluation of aerodrome operator's corrective action plan, the plan may or may not be approved.

7.6 The Aerodrome Inspector(s) shall:

a) conduct an assessment whether corrective action plan(s) is suitable and acceptable to rectify the non-compliances; and

b) notify the Audit Team Leader (Chief Inspector) and DAS either the corrective action plan(s) acceptable or not.

7.7 Where the corrective action plan suggested is not satisfactory or the time duration to correct the findings is considered unacceptable, the aerodrome operator will be notified to revise the corrective action plan.

7.8 A revised corrective action plan shall be submitted within the timeframe stipulated in Civil Aviation Regulations (e.g. fourteen (14) days of the notification).

7.9 Regardless of the above, the CAA expects: -

- Level 1 non-compliances on aerodrome facilities, equipment and services shall be immediately corrected not exceeding the timeframe stipulated in Civil Aviation Regulations (e.g. 7 days from the date of closing meeting);

- Level 2 non-compliances, the default closure timeline is as stipulated in Civil Aviation Regulations (e.g. maximum 60 days from the date of closing meeting); and

- For Observations, which require an action, the default closure timeline is as stipulated in Civil Aviation Regulations (e.g. maximum 90 days from the date of closing meeting)

7.10 The Aerodrome Inspector assigned should:

a) monitor the progress of the corrective action taken by aerodrome operator;

b) inform DAS when corrective action is completed and finding(s) has been satisfactorily resolved;

c) classify corrective action plan(s) that has been satisfactorily accomplished and notify the aerodrome operator that the relevant finding is closed; and

d) update the information in the file of relevant aerodrome.

7.11 The aerodrome inspectors should conduct a follow-up inspection to check the progress on outstanding corrective action against the finding(s) unless a confirmation of completion of the same by the aerodrome operator has been received by DASS.

Appendix I – Sample Agenda Items for an Opening Meeting

a) Welcome
b) Introduction of the auditors and interviewees from the audited sectors
c) Presentation of the audit approach
d) Presentation of the audit context
e) If appropriate, mention the previous audit
f) Review of objectives and the scope (field of application) of the audit
g) Brief presentation of the audit methodology while insisting on its standardized nature
h) Presentation of the audit sequence: discussions, visits (ask if it is possible to take photos), consulting of documents
i) Auditor's code of ethics: non-argumentative, non-intrusive, non-accusatory, confidentiality assured
j) Presentation of the advantages of the audit (progress and improvements in the aerodrome programme)
k) Presentation of the audit plan with possible last-minute changes
l) Confirmation of the date and time of all discussions and of the final meeting
m) Clarification of any unclear aspects of the audit plan
n) Resolution of material aspects: Confirmation of the availability of the necessary equipment and installations
o) Clarification of any unclear aspect of the aerodrome certificate holders, aerodrome programmes or pre-audit questionnaire
p) Answer the questions of the representatives from the different services responsible for aerodrome operations
q) Record of attendees
r) Audit termination
s) Conclusion

Appendix II – Sample of Non-Compliance / Observation Report Form

NON-COMPLIANCE / OBSERVATION REPORT FORM

<table>
<tr><td colspan="2">NON-COMPLIANCE / OBSERVATION REPORT</td><td>Report No:</td></tr>
<tr><td rowspan="3"><u>STATUS</u>

☐ LEVEL 1
☐ LEVEL 2
☐ OBSERVATION</td><td>Name of CAA Aerodrome Inspector:</td><td>Reference No. / Document:</td></tr>
<tr><td>Date of Inspection:</td><td>Name of Aerodrome Operator:</td></tr>
<tr><td colspan="2">Procedure / Facility Title (With appropriate rule, CAR, GM etc. reference):</td></tr>
</table>

<table>
<tr><td>NON-COMPLIANCE DETAILED INFORMATION
(To be filled by CAA Aerodrome Inspector)</td><td>Aerodrome Inspector:
(Signature)

Director Aerodrome Standard, CAA:
(Signature)</td></tr>
<tr><td>CORRECTIVE ACTION DETAILED INFORMATION
(To be filled by Aerodrome Manager)</td><td>Aerodrome Manager:
(Signature)</td></tr>
<tr><td>AERODROME INSPECTOR VERDICT:
(To be filled by Aerodrome Inspector)

☐ NCR CLOSED Date of Closure:

☐ CAP ACCEPTED Expected Date of Closure:

☐ CA/CAP IS NOT ACCEPTED Date:
Remarks:</td><td>Director Aerodrome Standard, CAA:
(Signature)</td></tr>
</table>

Appendix III – Sample of Aerodrome Surveillance Programme for XYZ Airport for Year 2022 – 2025

Name of Aerodrome: XYZ Airport					
Date Certified: 21 June 2021			**Next Date of Certification: 22 June 2026**		
Year	**Tentative Date of Surveillance Programme**	**Type of Surveillance**	**Duration**	**Scope Covered**	**Surveillance Team Members**
2022	06/06/2022	Unscheduled Unannounced Audit	2 days	<u>Civil & Electrical</u> • maintenance of the movement area • visual aids and aerodrome electrical systems	Civil + Electrical AIs (2)
2023	10/07/2023	Scheduled Announced Audit	2.5 days	<u>Operations & AFRS</u> • vehicles control on the movement area • wildlife hazard management • removal of a disabled aircraft • reporting of Runway Surface Conditions • aerodrome emergency plan • rescue and firefighting (RFF)	Operations + AFRS AIs (2)
2024	06/05/2024	Unscheduled Announced Audit	1 day	<u>SMS</u> • SMS Manual • ALoSP • HIRARC	SMS AIs (2)

Name of Aerodrome: XYZ Airport					
Date Certified: 21 June 2021			**Next Date of Certification: 22 June 2026**		
Year	**Tentative Date of Surveillance Programme**	**Type of Surveillance**	**Duration**	**Scope Covered**	**Surveillance Team Members**
2025	05/05/2025	Scheduled Unannounced Audit	3 days	All	Civil + Electrical + Operations + AFRS + SMS AIs (5)

Abbreviation:

Aerodrome Inspector (AI)

REPORT OF THE ANALYSIS

OF

STATES' RESPONSES ON SURVEY QUESTIONNAIRE

ON

AERODROME ASSISTANCE IN APAC STATES

Version 02
Date 09/03/2022

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Figure 12 – Status of the States under the CE-8 questionnaires

REVISIONS HISTORY

VERSION	DATE	REVISION BY	COMMENTS
01	18.03.2021	AP-AA/WG/3	New Document
02	09.03.2022	AP-AA/WG/4	Revision-01

INTRODUCTION

Recognizing the needs to address the challenges faced in the AOP field and to achieve specific deliverables of AOP/SG through the systematic works of the Working Groups to support the certification of all aerodromes in the Asia/Pacific region used for international operations and assist States with low AGA EI in USOPA CMA activities, were adopted by the AOP/SG/2.

The Scope of work for AP-AA/WG so established was to**:**

1. Conduct a survey on States which have not completed the implementation of aerodrome certification for all international aerodromes, with an AGA EI below 75% and/or air navigation deficiencies to establish the requirements for assistance;

2. Review the air navigation deficiencies in the field of AOP and assist the concerned States to develop corrective action plans;

3. Assist States which have not implemented aerodrome certification, with non-satisfactory aerodrome certification related PQs, and/or aerodrome certification related air navigation deficiencies to establish an aerodrome certification process including developing guidance material, plans and programme,

4. Assist in conducting seminars/workshops/trainings for the aerodrome regulatory and aerodrome operator staff in APAC region; provide experts to deliver presentations at the seminars/workshops in aerodrome certification, implementation of SMS and other technical areas such as aerodrome emergency planning, runway safety, etc.

During its first meeting in Bangkok, Thailand from 25 to 27 September 2019, Task 1/1 of APAA/ WG TASK LIST was to develop a survey on States with low AGA EI (i.e., below 61%) and/or air navigation deficiencies to establish the requirements for assistance. A draft survey questionnaire (WP/08 was presented by India); the survey questionnaire was reviewed during the second meeting of the Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/2) in Bangkok, Thailand, 27 to 30 January 2020.

The ICAO APAC Office had circulated the survey questionnaire to 40 States including United States, 2 Special Administration Regions (SAR), Hong Kong and Macao. Till the last date for submission of completed questionnaire i.e., 15 March 2021, only 13 APAC States/Administrations have responded to the survey questionnaire. During the AP-AA/WG/3 it was decided to re-circulate the Survey Questionnaire for gathering more information from remaining States and till the preparation of this report only 18 countries have responded to the questionnaire.

1. PURPOSE OF THIS DOCUMENT

a) Summarize the results from the **Survey Questionnaire for Aerodrome Assistance in APAC States** and provide a general overview of the status and plans for the assistance requirements for States which have not completed the certification of aerodromes used for international operations, have AGA EI below 75% and/or AOP air navigation deficiencies and

b) Provide conclusions on the survey results, where applicable.

2. MAIN SUMMARY OF THE SURVEY RESULTS

a) The Survey questionnaire was sent out to 40 States (including USA) and 2 Special Administration Regions of China (Hong Kong and Macao, China).

b) There are altogether 49 survey questions in the 8 different critical areas.

c) 18 APAC States/Administrations (China, Bhutan, Brunei Darussalam, India, Indonesia, Kiribati, Lao PDR, Macao SAR China, Maldives, Republic of the Union of Myanmar, Nepal, Philippines, Singapore, Sri Lanka, Thailand, Timor Leste, Tuvalu and USA) responded to survey questionnaire.

d) The percentage of States/Administrations responding to survey questionnaire is 45%.

e) The highest EI in AGA is 99.28 % and the lowest EI is 48.85 % among the responding 18 States.

f) Most of the respondent States have Air Navigation Deficiencies (AN DEFs) in Aerodrome Operations and Planning (AOP) field.

g) International Aerodrome are yet to be certified in Brunei Darussalam (1), Kiribati (2), Lao, PDR (4) and Timor Leste (1), the process of aerodrome certification is in progress.

h) With respect to USA, international aerodromes of US Overseas Territories within APAC Region were only considered. All 5 aerodromes are certified. (Samao-1, Gaum-1 and N Mariana-3)

3. OVERVIEW OF SURVEY RESULTS

3.1 The results show (see Figure-1) 50% States have USOAP CMA EI in AGA area greater than 75%. The States having 60% -75% USOAP CMA EI in AGA area is 22%. Remaining 28% of responding States have less than 60% USOAP CMA EI in AGA area.

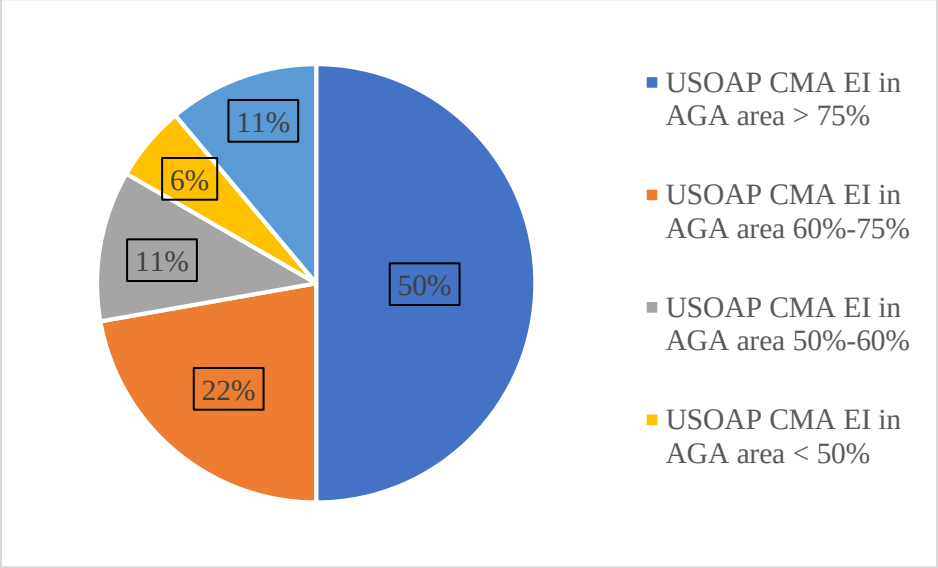

Figure - 1: Status of USOAP CMA in AGA

3.2 The results shows (see Figure-2) that the States having some Air Navigation Deficiencies in AOP field are 61% and remaining 39 % States have no Air Navigation Deficiencies at the time of the response.

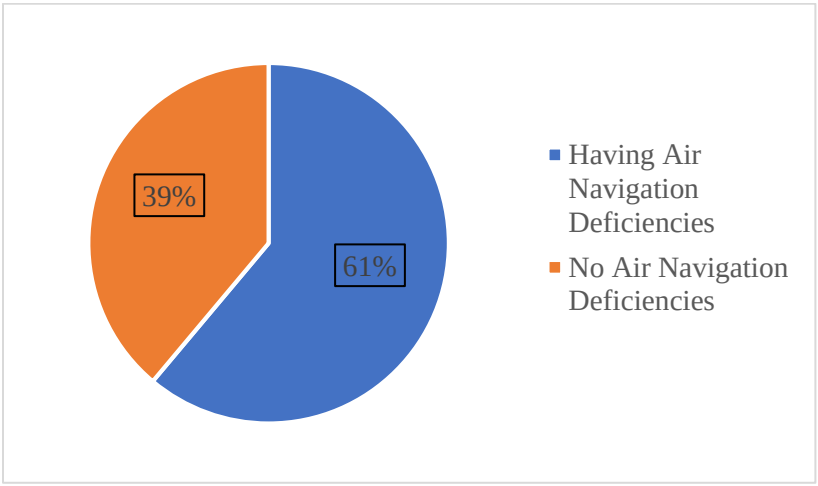

Fig-2: Air Navigation Deficiencies in AOP Field

3.3 The results show (see Figure-3) the 90 % of international aerodromes are certified and 10 % of international aerodromes are yet to be certified out of 162 international aerodromes.

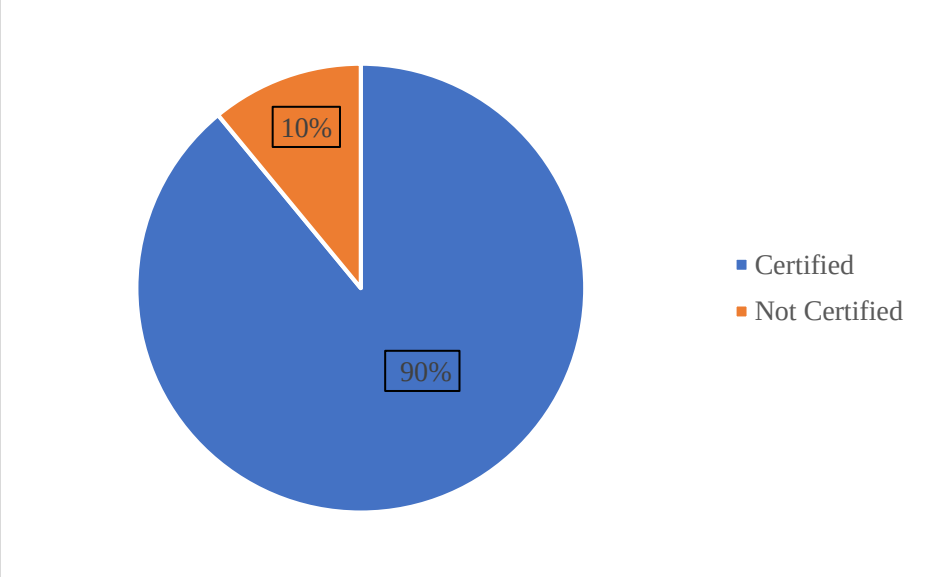

Fig-3: Status of certified and not certified international aerdromes

3.4 The overall responses from the States against all Critical Elements CE-1 to CE-8 are presented in Figure - 4. The results show (see Figure - 4) that most of the responses by the States are 'Yes' except few 'No' responses in CE-3 and CE-8.

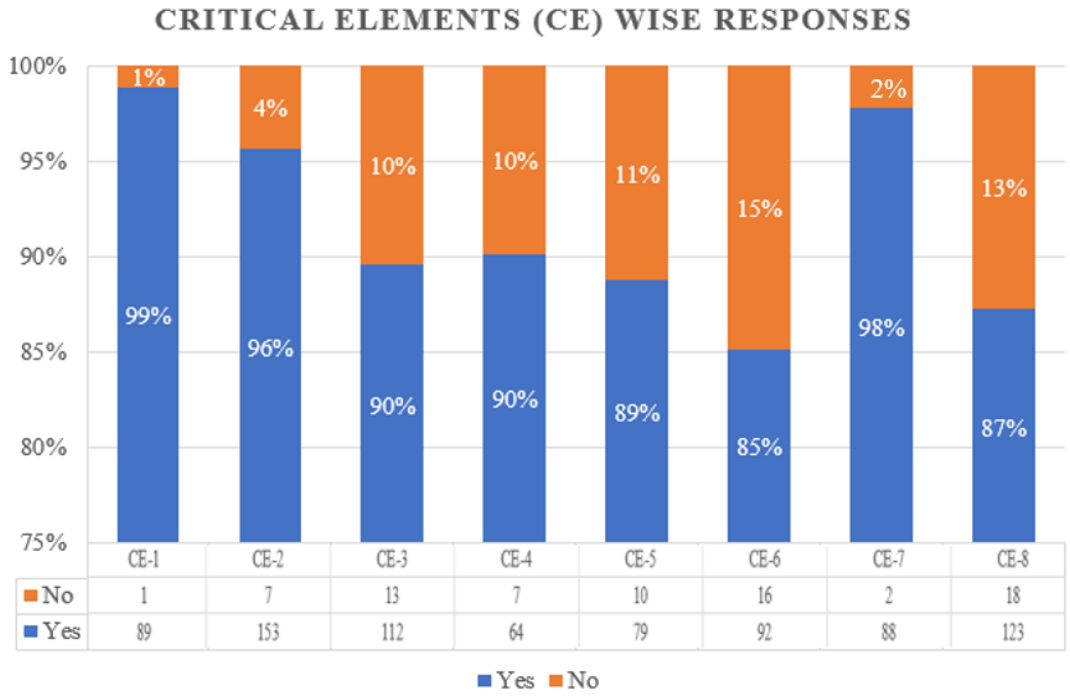

Figure - 4: Overall summary of the responses in 8 critical areas

4. Critical Element Wise Analysis of Responded Questionnaires

4.1 CE-1: Primary Aviation Legislation

4.1.1 The results show (see Figure - 5) almost all of the responses in this area by the States are 'Yes' except only one 'No' responses in questionnaire 1-5.

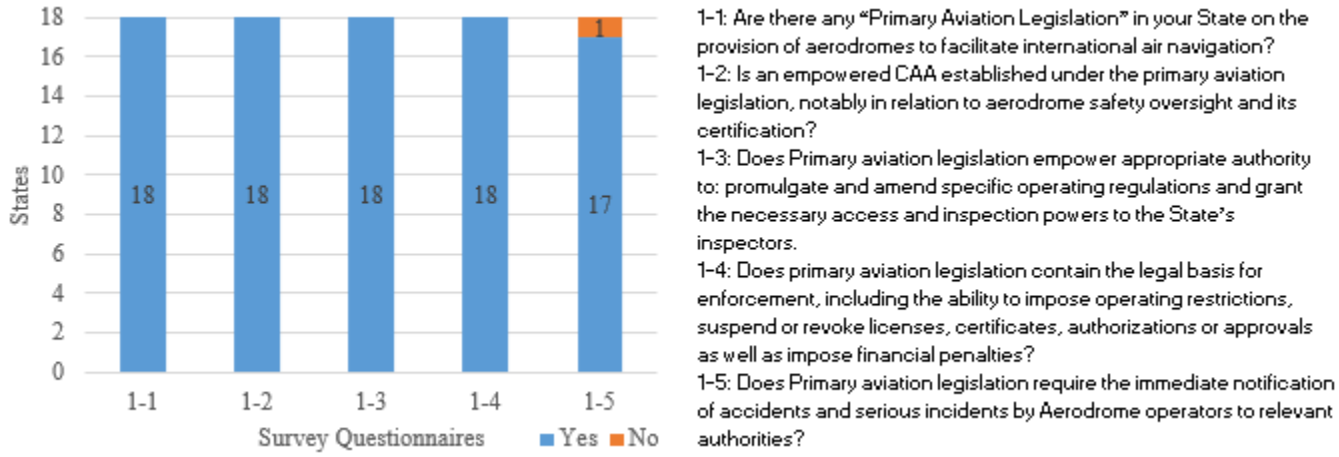

Figure - 5: Status of the States under the CE-1 questionnaires

4.2 CE-2: Specific Operating Regulation

4.2.1 The results show (see Figure - 6) most of the responses of questionnaires in this area by the States are 'Yes'. However, there are seven number of 'No' responses and one response is not clear in questionnaire 2-2.

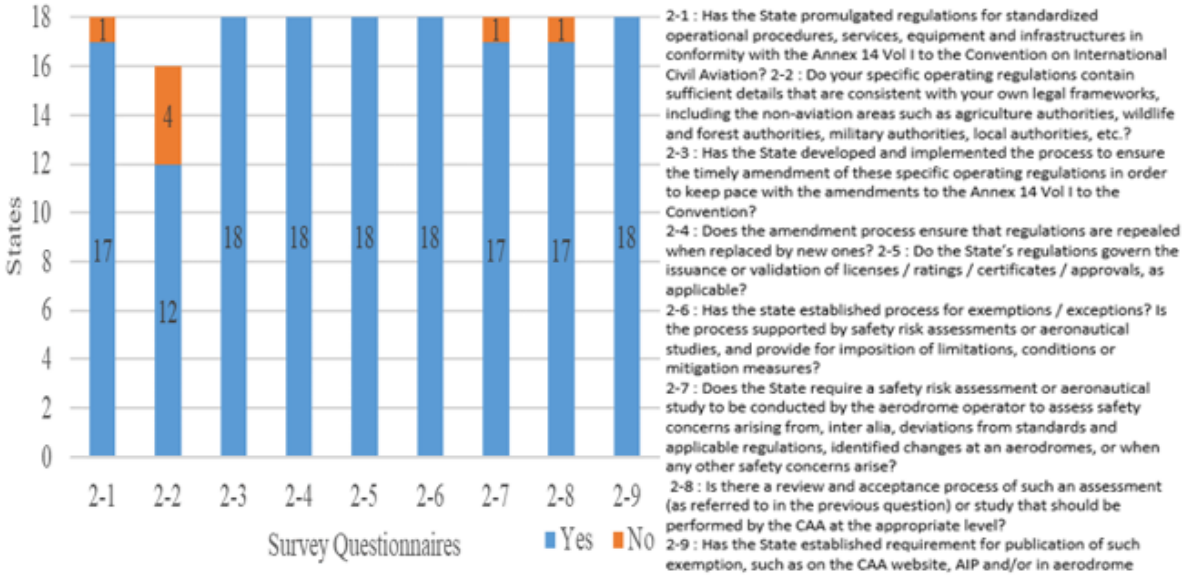

Figure - 6: Status of the States under the CE-2 questionnaires

4.3 CE-3: State Civil Aviation Functions

4.3.1 The results show (see Figure - 7) most of the responses from the respondent States are 'Yes'. There are thirteen number of 'No' responses by the different respondent Sates in questionnaires 3-2, 3-3, 3-4, 3-6 and 3-7.

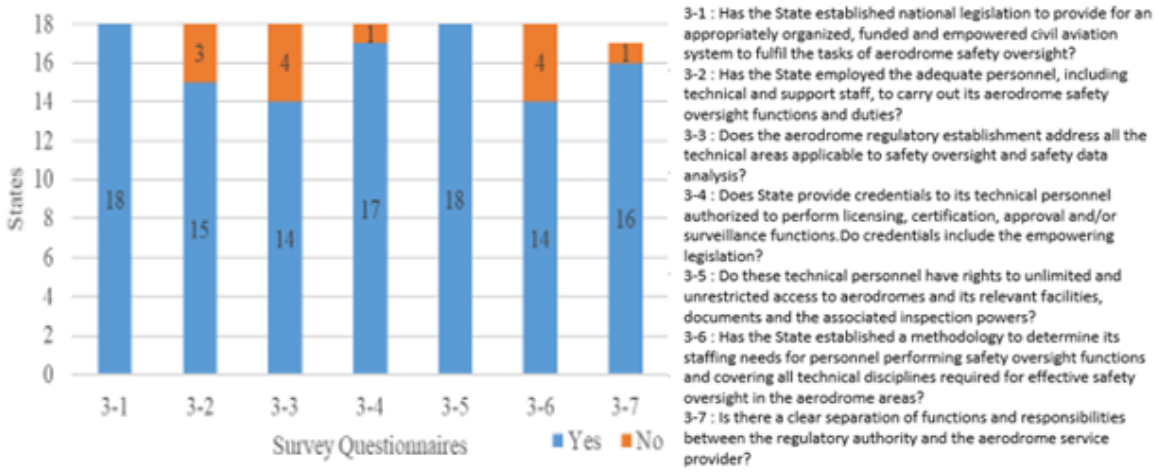

Figure - 7: Status of the States under the CE-3 questionnaires

4.4 CE-4: Qualified Technical Personnel

4.4.1 The results show (see Figure - 8) most of the responses of questionnaires in this area by the States are 'Yes' and seven 'No' responses.

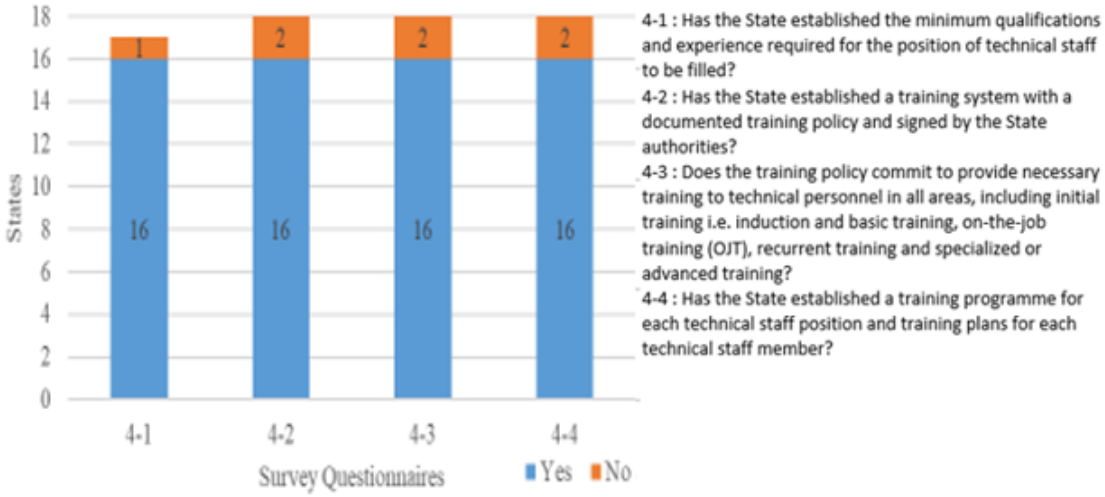

Figure - 8: Status of the States under the CE-4 questionnaires

4.5 CE-5: Technical Guidance, Tools and Provision of Safety-Critical Information

4.5.1 The results show (see Figure - 9) most of the responses from the respondent States are 'Yes', ten are 'No' responses and no clear response in questionnaire 5-4 by the different respondent states.

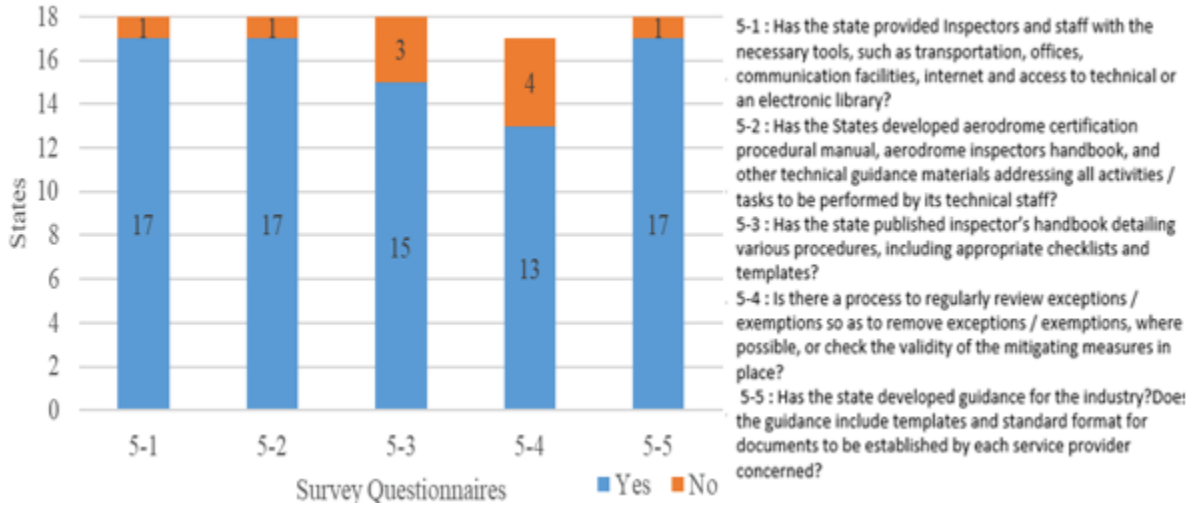

Figure - 9: Status of the States under the CE-5 questionnaires

4.6 CE-6: Licensing, Certification, Authorization and Approval Obligations

4.6.1 The results show (see Figure - 10) the responses in questionnaires 6-5 and 6- 6 are 'Yes'. There are sixteen responses with 'No' responses among which the questionnaire 6-2 has thirteen 'No' responses.

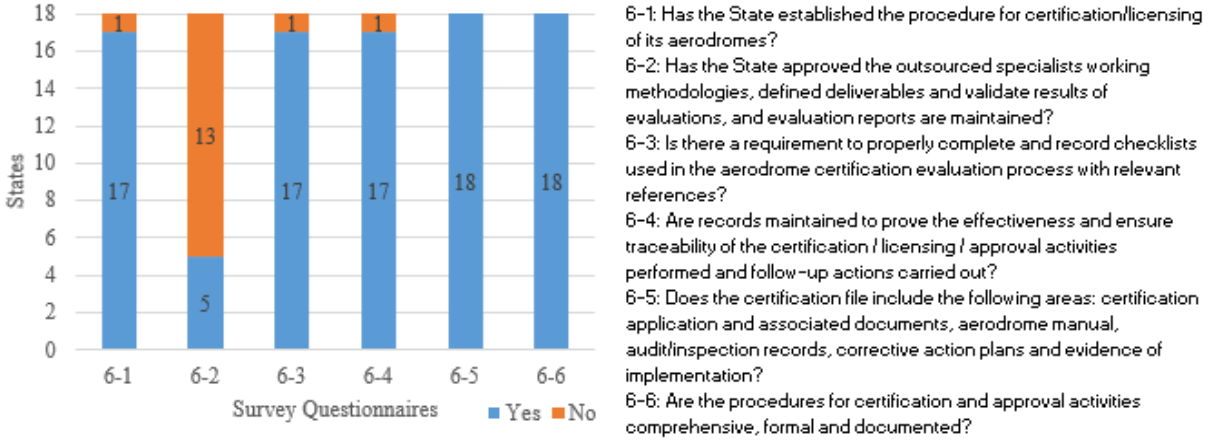

Figure - 10: Status of the States under the CE-6 questionnaires

4.7 CE-7: Surveillance Obligation

4.7.1 The results show (see Figure - 11) almost all of the responses of questionnaires in this area by the States are 'Yes' and only 2 'No' responses.

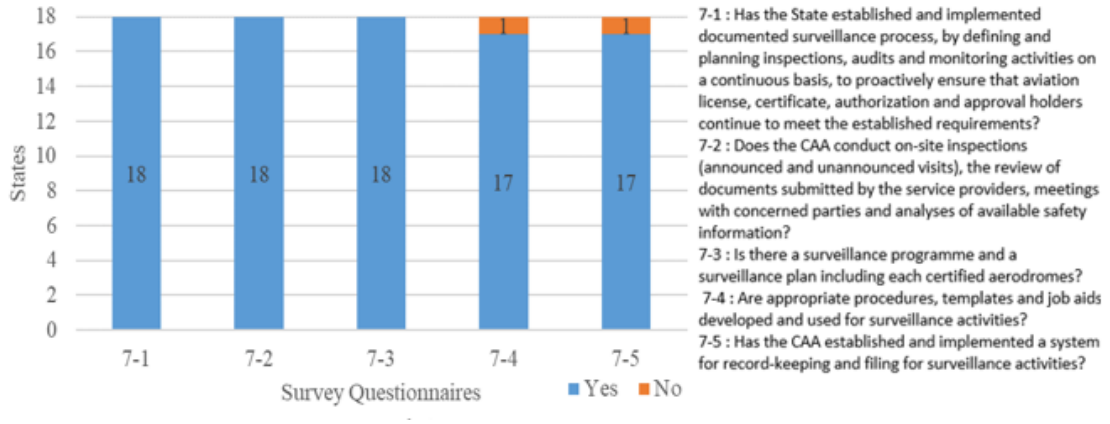

Figure - 11: Status of the States under the CE-7 questionnaires

4.8 CE-8: Resolution of Safety Issues

4.8.1 The results show (see Figure -12) different responses compare to the questionnaires of under remaining seven CEs. There are eighteen numbers of 'No' responses in the questionnaires 8-2, 8-3, 8-5, 8-6, 8-7 & 8-8. All States' responses are 'Yes in 8-1 and 8-4.

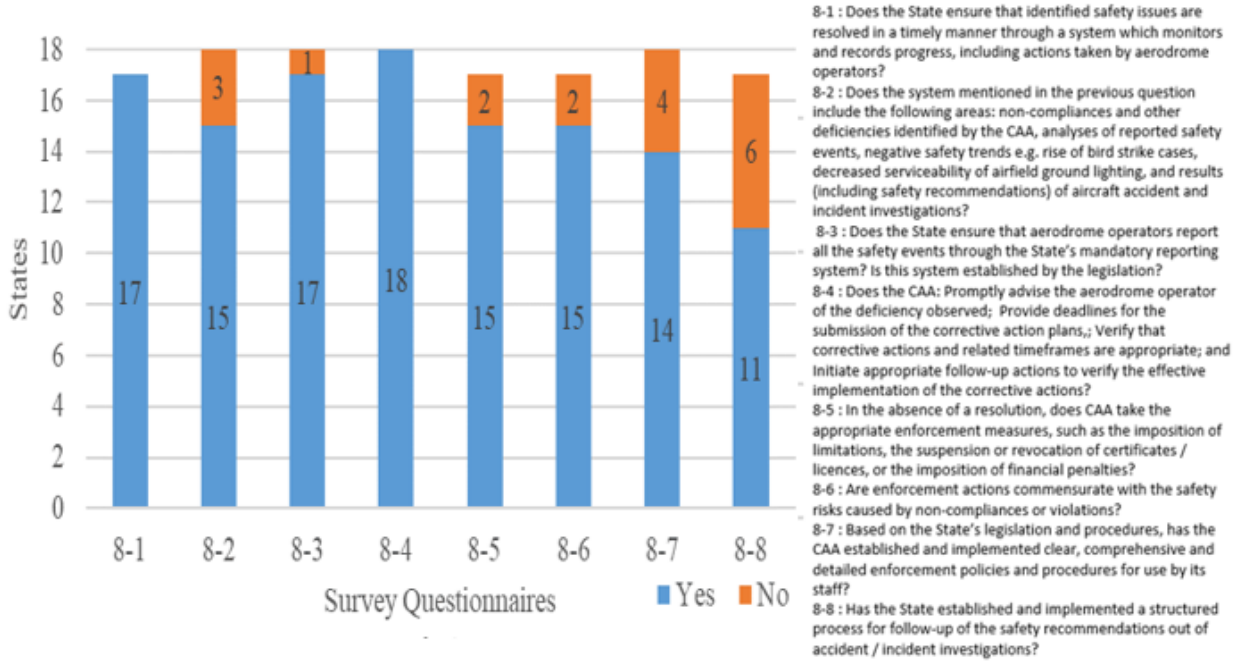

Figure - 12: Status of the States under the CE-8 questionnaires

5. CONCLUSION

5.1 The survey questionnaire was circulated to 40 States and 2 SARs of China (Hong Kong and Macao) and responses received are 45%; the information is being used to map out the assistance need and area of support required by States.

5.2 The questionnaire also highlighted the gap between responses receives from States and USOAP-CMA statistics in AGA area particularly related to EI of CE 4 CF-6 and CE 8. This shift may be due to possible corrective actions taken by States in the intervening period.

5.3 The questionnaire has clearly underlined the area of action required in respect of Air Navigation Deficiencies (ANDs). With responses from the 18 States, action plan can be drawn to provide assistance to the concerned State(s) in development of regulations, augmentation of capabilities of DASS, implementation of surveillance and in development of their respective corrective action plans.

6. RECCOMENDATIONS:

6.1 The survey questionnaire analysis suggests that some States in APAC region require assistance in multiple areas, particularly from CE-3 to CE-8 and these States are predominantly falling in low EI band (less than 60%)

6.2 It is further indicated that few other States require assistance in few specific areas, particularly in CE-4, CE-6 and CE-8 and these States have an EI score between 60-75%.

6.3 The States requiring assistance in developing regulations and Guidance Material may be encouraged to utilize the generic guidance resources made available on ICAO-APAC website at eDocuments under AGA heading (https://www.icao.int/APAC/Pages/eDocs.aspx).

6.4 The possibilities of identifying Champion States and modalities for their engagement in assisting needy States would enable the realization of 75% EI target of GASP 2022. In addition, the involvement of Industry Champions is expected to speed-up the pace of achieving the target.

AP-AA/WG TASK LIST (Updated at AP-AA/WG/4)

	ACTION ITEM/PLANNED ACTIVITIES	RESPONSIBLE PARTY	TIME FRAME	STATUS	REMARKS
1/1	Develop a survey on States which have not completed the implementation of aerodrome certification for all international aerodromes, with an AGA EI below 75% and/or AOP air navigation deficiencies to establish the requirements for assistance	India to lead Bangladesh, Nepal and Thailand to assist	December 2019	Closed	From TOR **Conclusion AOP/SG/4-8** agreed to circulate the survey to APAC States / Administrations Circulated through SL AN 3/3 – AP258/20 (AGA) dated 18 December 2020 Interim results presented in AP-AA/WG/3 WP/12 [Continued in Task 3/1]
1/2	Review the status of air navigation deficiencies in the field of AOP (as listed in the APANPIRG air navigation deficiencies database) and assist the concerned State(s) to develop corrective action plans	States COSCAPs to support	Continuous	Open	From TOR
1/3	To assist States which have not completed the implementation of aerodrome certification for all international aerodromes and/or with an AGA EI below 75% in establishing an aerodrome certification process, develop a set of generic documents, such as:	Thailand to lead (c & d) Philippines – item (c) Bangladesh – item (d) India – item (e) & (f) Nepal – item (g) Malaysia (lead), India and Nepal – item (a), (b) & (h)	January 2020	Closed – Item (a), (b), (c), (e), (f), (g) & (h) ~~Open~~ Closed - Item (d)	From TOR Tasks 1/3 (a), (b), (c) and (g) completed and documents are posted on APAC Website https://www.icao.int/APAC/Pages/eDocs.aspx Agreed by **Decision AOP/SG/4-7** SL AN 3/3 – AP257/20 (AGA) dated 18 December 2020

	ACTION ITEM/PLANNED ACTIVITIES	RESPONSIBLE PARTY	TIME FRAME	STATUS	REMARKS
	(a) specific operating regulations; (b) organization structure of the aerodrome regulatory unit; (c) aerodrome certification procedure manual; (d) generic aerodrome inspector handbook with checklists; (e) generic template of the aerodrome manual; (f) training programme and training plan; (g) procedures for accepting non compliances; and (h) surveillance programme.	Secretariat to support Request support from TCB/IPAV Thailand – item (d) Malaysia (lead), India and Nepal - item (h)	 May 2021 December 2021	and (h)	Task 1/3 (a), (b), (d), (e), & (f) completed and documents are posted on APAC Website https://www.icao.int/APAC/Pages/eDocs.aspx ~~Task 1/3 (h) – A Generic Procedural Manual for Surveillance of Certified Aerodromes by CAA incorporating a sample of surveillance programme and plan yet to be developed~~ Task 1/3 (h) completed (AP-AA/WG/4 – WP/08) and document will be posted after approval by AOP/SG/6 on APAC Website https://www.icao.int/APAC/Pages/eDocs.aspx
3/1	For the aerodrome assistance survey questionnaire: (a) Recirculate to States / Administration which have yet to respond (b) Conduct analysis and recommend way forward	 Secretariat India and Nepal	 May 2021 December 2021	~~Open~~ Closed	Task 3/1 (a): SL Ref.: AN 3/3 - AP075/21 (AGA), dated 5 May 2021 Task 3/2 (b): AP-AA/WG/4-WP/09 Task 3/1 (a) & (b) completed.
4/1	Develop Generic Enforcement Policy and Procedure Manual	Malaysia (Lead), India	December 2022	Open	
4/2	Develop Generic Exemption Policy and Procedure Manual	Australia (Lead), Nepal	December 2022	Open	