

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**



## **FINAL REPORT**

**THIRD MEETING OF THE ASIA/PACIFIC AERODROME DESIGN AND OPERATIONS  
TASK FORCE (AP-ADO/TF/3)**

VIDEO TELECONFERENCE, 9 TO 11 FEBRUARY 2022

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

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

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## INTRODUCTION

### 1. Meeting

1.1 The Third Meeting of Asia/Pacific Aerodrome Design and Operations Task Force (AP-ADO/TF/3) was held as a video teleconference on 9 - 11 February 2022.

### 2. Attendance

2.1 85 participants from 13 Member States and 3 International Organizations attended the meeting.

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

### 3. Opening of the meeting

3.1 Dr. Punya Raj Shakya, Regional Officer/AGA welcomed the participants of the meeting. Sqn. Ldr. Dr. Somchanok Tiamtiabrat, Chairperson of AP-ADO/TF provided opening remarks.

### 4. Officers and Secretariat

4.1 Sqn. Ldr. Dr. Somchanok Tiamtiabrat, Chairperson of AP-ADO/TF presided over the meeting. Dr. Punya Raj Shakya, Regional Officer/AGA, ICAO Asia/Pacific Office was the Secretary of the Meeting.

### 5. Language and Documentation

5.1 The working language of the meeting and all documentation was in English. There were 11 Working Papers, 4 Information Papers, 1 Flimsy and 1 Presentation considered by the Meeting. A List of Papers and Presentation is included at **Attachment 2** to this Report.

### 6. Draft Conclusions, Draft Decisions and Decisions – Definition

6.1 The AP-ADO/TF recorded its actions in the form of Draft Conclusions, Draft Decisions and Decisions within the following definitions:

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

### 7. Terms of Reference of AP-ADO/TF

7.1 The Terms of Reference of AP-ADO/TF, 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), includes inter alia the following:

**TERMS OF REFERENCE**  
**ASIA/PACIFIC AERODROME DESIGN AND OPERATIONS TASK FORCE (AP-ADO/TF)**

**Objective:**

The main purpose of the AP-ADO/TF is to achieve some specific deliverables of the AOP/SG through the systematic works of the Task Force.

**Scope of works:**

To meet the above objective the AP-ADO/TF shall carry out the following tasks:

- (1) **Study and discuss** aerodrome SARPs and guidance materials related to aerodrome planning, design and operations including PANS-Aerodromes and provide expert advice and clarification to APAC States on any issues related to the implementation of the requirement specified in the SARPs and guidance materials.
- (2) **Review and discuss** AOP parts of the Asia/Pacific ANP and Seamless ANS Plan and formulate amendment proposals to the APAC ANP Table AOP I - 1 and Table AOP II – 1 as necessary.
- (3) **Review** provisions of facilities and services at international aerodromes specified in AOP Table of ANP through monitoring the following information published in the AIP and other official documents of the States:
  - Obstacle limitation surfaces;
  - visual aids;
  - rescue and firefighting services and emergency planning;
  - assessment and reporting of the runway surface condition;
  - preventive maintenance programme;
  - runway safety programme including establishment of a runway safety team at international aerodromes.
- (4) **Assist in conducting** seminars/workshops/trainings for the aerodrome regulatory and aerodrome operator staff in APAC Region;
- (5) **Identify** experts in various AOP fields and **maintain** Asia/Pacific database;
- (6) **Participate** in ICAO's activities/initiatives in aerodromes, if necessary.

**Composition:** The Task Force is composed of subject matter experts nominated by APAC States/Administrations and International Organization satisfying the criteria:

- (1) Minimum 3 years of experience in Aerodrome Regulatory functions of CAA or in Aerodrome Operations at international airports or in the International Organizations;
- (2) Familiar with Annex 14 and its guidance materials, GANP, GASP, APAC Seamless ANS Plan, APAC ANP; and
- (3) The nominated expert would continue to be a member for a minimum of three consecutive years.

Additional membership could be invited from other regions, if required.

**Working Methods:** The Task force will hold at least one face-to-face meeting a year. Video teleconference may be held in lieu of face-to-face meeting when travel restrictions are in place. The work would be carried out through electronic correspondences and web conference as far as practicable.

**Time frame:** The tenure of the Task Force would last until September 2023.

**8. List of Draft Conclusions, Draft Decisions and Decisions**

Nil.

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**Adoption of Provisional Agenda (WP/01)**

1.1 The Provisional Agenda was adopted by the Meeting without amendment.

Agenda Item 1: Review Outcome of Relevant Meetings

Agenda Item 2: Planning, Design, Construction and Operations of Aerodromes

Agenda Item 3: Regional Air Navigation Plan, Part II, Tables AOP I-1 & II-1

Agenda Item 4: AP-ADO/TF Task List

Agenda Item 5: Any Other Business

Agenda Item 6: Provisional Agenda, Date and Venue for the Next Meeting

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**Agenda Item 1: Review Outcome of Relevant Meetings**Relevant 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) relevant to aerodrome design and operations.

2.2 AP-ADO/TF/3 noted the following Decision adopted by AOP/SG/5:

***Decision AOP/SG/5-10: TOR of AP-ADO/TF***

*That, the Terms of Reference of the Asia/Pacific Aerodrome Design and Operations Task Force be amended as in Appendix T of the AOP/SG/5 Report.*

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

Relevant Outcomes of APANPIRG/32 (WP/03)

2.4 WP/03 provided a summary of the outcomes of the 32<sup>nd</sup> Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/32, video teleconference, 1 to 3 December 2021).

2.5 AP-ADO/TF/3 noted the following Decision formulated by APA-CDM/TF/6 and supported by AOP/SG/5 and ATM/SG/9 and adopted by APANPIRG/32:

***Decision APANPIRG/32/1 (AOP/SG/5-4): Dissolution of the APA-CDM/TF***

*That:*

- a) the Airport Collaborative Decision Making Task Force (APA-CDM/TF), having completed most of the tasks assigned under its Terms of Reference, be dissolved, and any further Asia/Pacific Regional work in the A-CDM field (including Task List in **Appendix A to the AOP/SG/5 Report**) be undertaken by the Air Traffic Flow Management Steering Group (ATFM/SG); and*
- b) A-CDM Experts nominated by States and International Organisations are encouraged to attend the ATFM/SG Meetings.*

2.6 AP-ADO/TF/3 noted the following Conclusions 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.*

***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](https://portal.icao.int/def/Documents/FocalPoint_ANDef.pdf)).*

Outcomes of the OLS Symposium (WP/04)

2.7 WP/04 provided an update on the joint ICAO/ACI Obstacle Limitation Surfaces Symposium (OLSS 2021) which was held virtually on 8 - 10 December 2021 with an aim to increase international awareness on the proposed changes to the obstacle limitation surfaces in Annex 14, Volume I and obtain feedback from States and industry prior to ICAO adoption for global applicability.

2.8 The main objectives of the symposium were to:

- a) Increase global awareness on the proposed new OLS concept;
- b) Share the reasons for the changes to the existing OLS concept;
- c) Share the principles and rationale used in arriving at the proposed new concept;
- d) Share the guidance on conducting aeronautical study;
- e) Create awareness of the benefits of the proposed change; and
- f) Obtain feedback on the new OLS concept and its implementation.

2.9 Presentations related to the new concept of Obstacle Free Surface (OFS), Obstacle Evaluation Surface (OES), Aeroplane Design Group (ADG), aeronautical study, OLS related case studies, etc. were posted on ICAO Website at:  
<https://www.icao.int/Meetings/OLSS2021/Pages/presentations.aspx>.

2.10 AP-ADO/TF/3 noted that the ICAO Council would adopt the proposed amendments to OLS by Q1 2024 for applicability by November 2026.

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**Agenda Item 2: Planning, Design, Construction and Operations of Aerodromes**Construction Guideline for High Altitude Airports (WP/05)

3.1 Presented by China, the WP/05 put forward problems generally faced by high altitude airports, such as, complex terrain, complex clearances, alpine hypoxia and ecological fragility, etc. and the importance of drawing up a guideline about construction of high altitude airports due to lack of such global guidelines or manuals.

3.2 WP/05 provided the brief information on the draft of *Planning and Design Guidelines for Higher-Plateau Airports (i.e., Higher-Plateau Airports Guideline)* developed by the Civil Aviation Administration of China (CAAC) on the basis of prior construction experience of higher-plateau airports and also some alternative solutions in the *Higher-Plateau Airports Guideline*.

3.3 The WP/05 invited the meeting to review the Higher-Plateau Airports Guideline presented in this WP/05 and suggested to set up the group to compile the guideline about construction of high altitude airports.

3.4 The meeting agreed to send the WP/05 to the Secretariat of Aerodrome Design Working Group at ICAO HQs for their consideration as suggested by the Chairman of AP-ADO/TF.

Cargo Hub Airport Planning and Construction in China (WP/06)

3.5 Asia/Pacific Region, with the highest proportion of global air cargo market, expected to become a key region of the global air cargo market in the future. As the world's major air cargo hubs currently concentrated in Europe and the United States, and there was no operational cargo hub airport in Asia-Pacific, China expected to complete and put into operation Ezhou Huahu Airport as the fourth professional cargo hub airport in the world and the first in the Asia-Pacific region by 2022. During the planning and construction of Ezhou Huahu Airport, the operation mode and characteristics of the cargo hub airport had been fully integrated and valuable experience had been accumulated.

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

Alpha Numeric Call Sign Project (WP/07 and Flimsy 1)

3.7 ACI, CANSO, IATA and ICAO informed the meeting of the APAC Alpha Numeric Call Sign (ANCS) project, a safety initiative intended to mitigate against call sign confusion in Air Traffic Services (ATS) radiotelephony caused by similar call signs. *Conclusions APANPIRG 27/15 and ATM/SG/5-5 and 5-6* referred. The project had commenced in 2016, when APANPIRG and its ATM Sub-Group had been informed of the safety issues associated with call sign confusion, and of the successful implementation of ANCS in the ICAO Europe (EUR) and Middle East (MID) Regions.

3.8 APANPIRG/31 (14 – 16 December 2020) was informed that the 25<sup>th</sup> Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/25, 27 – 30 October 2020) had noted similar call signs had been a causal factor in several Category D (ATC system loop error) Large Height Deviation (LHD events). It had been noted by RASMAG/25 that, while ANCS had been successfully implemented in the EUR and MID Regions, the project had not been able progress in APAC. One of the reasons for this was the reluctance of aerodrome operators to implement change until an automated tool was available to accommodate alphanumeric call signs. Consequently, *Conclusion APANPIRG/31/11: Alphanumeric Call Sign Initiative*, urged leading Air Navigation Service Providers (ANSPs) and aerodrome operators, in coordination with ACI and CANSO, to consider a trial to identify and overcome any barriers for the implementation of ANCS in the APAC Region.

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

3.10 Airport operators were encouraged to participate in a seminar on ANCS to be jointly conducted by ACI and CANSO, tentatively scheduled for 01 June 2022. Expressions of interest in making presentations to the seminar could be communicated to the Secretariat.

3.11 ACI supported the ANCS project, and encouraged airport operators and all stakeholders to participate in the seminar and subsequent ANCS trials.

ICAO HQ Update on AGA Matters (IP/04)

3.12 IP/04 presented information related to aerodrome activities carried out recently in the Airport Operations and Infrastructure Section, Air Navigation Bureau, ICAO Montreal.

Airport Planning Overview (PPT/01)

3.13 USA made a presentation on airport planning, emphasizing that it is a complex, yet valuable activity that encompasses capacity planning, master and regional planning, aviation forecasting, and airspace planning. The goal of the brief was to explain, at a high level, how airports plan at the local level and how that information ultimately informs national needs. The brief also provided an overview of the Federal Aviation Administration (FAA) Office of Airports (ARP), the U.S. system of airports, and FAA approach to planning.

3.14 ACI thanked FAA for presentation on airport planning overview and invited FAA to participate in and speak at an aerodrome seminar tentatively on *Airport Master Plan* that ACI and ICAO were considering to organize for late 2022. FAA agreed to participate and provide speaker for the seminar.

3.15 The Secretariat also thanked FAA for their presentation on *Airport Planning Overview*, which emphasized an importance of *Airport Master Plan* for airports for their phased wise development. The Secretariat reminded participants that *Amendment 15 to Annex 14, Volume I* introduced new specifications with applicability date of 3 November 2022 regarding provisions related to airport master plan (*Section 1.5 – Airport design and master plan* referred). *Airport Planning Manual (Doc 9184), Part 1 – Master Planning (2<sup>nd</sup> Edition, 1987)* provides detailed guidance on airport master plan.

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**Agenda Item 3: Regional Air Navigation Plan, Part II, Tables AOP I-1 & II-1**Asia/Pacific Air Navigation Plan (WP/09)

4.1 The Secretariat presented the structure of the Asia/Pacific Air Navigation Plans (APAC ANPs) and the procedures for the amendment of these Plans. All three Volumes of Asia/Pacific air Navigation Plan and the Proposal for Amendments (PfA) template provided at <https://www.icao.int/APAC/Pages/APAC-eANP.aspx>.

4.2 The procedure for the amendment of all three Volumes of the Regional Air Navigation Plans as approved by the Council is provided in Appendix A to the ANP Volume I.

4.3 States and Administrations are reminded of the following items when preparing the Proposal for Amendment to Table AOP II-1 of APAC ANP Volume II:

- a) the required level of protection expressed by means of an aerodrome rescue and firefighting (RFF) category number, determined in accordance with *Annex 14, Volume I, 9.2*, would be provided under column 2;
- b) changes in the level of protection normally available at an aerodrome for RFF should not be detailed in this Table, but should be notified to the appropriate air traffic services unit and aeronautical information services units, in accordance with *Annex 14, Volume I, 2.11.3 and 2.11.4*. Further guidance is available in *ICAO Doc 9137 Airport Services Manual, Part 1 – Rescue and Firefighting, Chapter 16*;
- c) the aerodrome reference code (RC) selected for aerodrome planning purposes in accordance with *Annex 14, Volume I, 1.6* should be provided under column 3; and
- d) the critical design aircraft selected for determining RC, RFF category and pavement strength should be provided under column 6. Only one critical aircraft type should be shown, if it was used to determine all three elements. Otherwise, different critical aircraft types should be shown for different elements.

4.4 AP-ADO/TF/3 recalled the *Conclusion AOP/SG/3–1* adopted by AOP/SG/3 (Bangkok, Thailand, 24-26 June 2019):

***Conclusion AOP/SG/3–1: Proposal for Amendment of Asia/Pacific ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1***

*That,*

*Many aerodromes used for international operations or aerodromes under construction or planned for international operations in Asia/Pacific Region were not included in APAC ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1. It is also important that information included in Tables AOP I-1 and Table AOP II-1 are accurate and current for regional planning of the other air navigation services.*

*States are urged to:*

- a) review the aerodromes listed in APAC ANP Volume I, Table AOP I-1;*
- b) review the ANP Volume II, Table AOP II-1 for the list of facilities and services to be provided by the State concerned at each aerodrome that is listed in Table AOP I-1;*

- c) *initiate and send to ICAO APAC Office proposals for amendment of APAC ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1 in accordance with the template provided in Appendix A to the AOP/SG/3 Report, if their international aerodromes are not listed in Table AOP I-1 or require any amendments to update the information provided in Tables AOP I-1 and AOP II-1.*

4.5 AP-ADO/TF/3 was informed that as of 26 January 2022, there were **267** international aerodromes listed in Asia/Pacific Region ANP Volume I. However, the number of international aerodromes used for international operations in Asia/Pacific Region had reached to **353** based on information gather from Doc 7910 (Location Indicator), States Aeronautical Information Publication (AIP), CAA Websites and ICAO Missions.

4.6 AP-ADO/TF/3 was also informed of the detailed information of aerodromes yet to be listed in APAC ANP by Asia Pacific States/Administrations as provided in **Appendix A** to this report.

4.7 AP-ADO/TF/3 urged States to take a note of **Conclusion AOP/SG/3-1**, and initiate and send proposals for amendment to APAC ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1 to ICAO APAC Office, as necessary, particularly by States/Administrations identified in **Appendix A** to this report.

4.8 Australia acknowledged the need to finalize Table AOP II – 1 (PfA to APAC ANP Volume II) which required coordination among other State Organizations. Australia would send the PfA to ICAO APAC Office once coordination and consultation with other State Organizations are complete.

Asia Pacific Seamless ANS Plan (IP/03)

4.9 IP/03 provided the details of *Preferred Aerodrome/Airspace and Route Specification (PARS) Phase II in aerodrome operations* extracted from the *Asia/Pacific Seamless ANS Plan V3.0 (paragraphs 7.1 to 7.3 referred)*, which had an expected implementation date of 7 November 2019.

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**Agenda Item 4: AP-ADO/TF Task List**Draft Regional Guidance for Design and Operations of Altiport (WP/09)

5.1 India, Indonesia and Nepal prepared and presented the first draft of the *Regional Guidance for Design and Operations of Altiport*.

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

5.3 The meeting reviewed in detail the *Draft Regional Guidance for Design and Operations of Altiport* and requested the members of the Task Force to send their comments and suggestions to the Secretariat after the meeting once they would have an opportunity to review it thoroughly. The *Draft Regional Guidance for Design and Operations of Altiport*, provided in **Appendix B** to this Report was also posted separately on ICAO Meeting Webpage at <https://www.icao.int/APAC/Meetings/Pages/2022-AP-ADO-TF3.aspx> as **Attachment** to WP/09 in word format.

5.4 In response to Pakistan query on OLS, it was clarified that the Expert Group would study new OLS principles (OFS & OES) and if feasible to use these new OLS principles for altiports then they would consider it.

5.5 In response to the second query of Pakistan on certification of altiports, the Secretariat explained that it would depend on States legislations and decision to adopt/adapt altiport's design and operations guidelines into national regulations, once they become available for States.

TOR and Task List of AP-ADO/TF (WP/10)

5.6 WP/10 provided the first amendment to Terms of Reference (TOR) of AP-ADO/TF approved by AOP/SG/5 for information and the task list of AP-ADO/TF for review and update by the meeting.

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

5.8 The meeting updated the task list of AP-ADO/TF and the updated task list provided in **Appendix C**.

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**Agenda Item 5: Any Other Business**

NIL

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**Agenda Item 6: Provisional Agenda, Date and Venue for the Next Meeting**Provisional Agenda, Date and Venue of Next Meeting (WP/11)

7.1 AP-ADO/TF/3 reviewed the draft agenda proposed by the Secretariat and agreed on the following Provisional Agenda for the AP-ADO/TF/4:

**AP-ADO/TF/4****PROVISIONAL AGENDA**

- Agenda Item 1: Review Outcome of Relevant Meetings
- Agenda Item 2: Planning, Design and Construction of Aerodromes
- Agenda Item 3: Regional Air Navigation Plan, Part II, Tables AOP I-1 & II-1
- Agenda Item 4: Seamless ANS Plan
- Agenda Item 5: AP-ADO/TF Task List
- Agenda Item 6: Any other business
- Agenda Item 7: Provisional Agenda, Date and Venue for the Next Meeting

7.2 The next AP-ADO/TF Meeting would be held in January/February 2023 for three to five days. The venue proposed was ICAO APAC Office, Bangkok; however, State/Administration interested to host the meeting was requested to contact the Secretariat. The venue of the meeting would be communicated to States/Administrations through ICAO APAC Invitation Letter for AP-ADO/TF/4 Meeting.

Closing of the Meeting

7.3 Dr. Somchanok, Chairperson of AP-ADO/TF thanked all participants and members of the Task Force for their contribution and cooperation to the Meeting.

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