



ICAO

International Civil Aviation Organization

Thirty-Third Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/33)

Bali, Indonesia, Hybrid Meeting, 22 to 24 November 2022

Agenda Item 3: Performance Framework for Regional Air Navigation Planning and Implementation

3.1: AOP

REPORT ON THE SIXTH MEETING OF AOP SUBGROUP

(Presented by Chairperson of AOP/SG)

SUMMARY

This paper presents the outcomes of the Sixth Meeting of the APANPIRG Aerodrome Operations and Planning Subgroup (AOP/SG/6, Video Teleconference, 27 to 30 June 2022) for review by APANPIRG/33.

Strategic Objectives:

- A: **Safety** – Enhance global civil aviation safety*
- B: **Air Navigation Capacity and Efficiency** — Increase the capacity and improve the efficiency of the global aviation system*
- E: **Environmental Protection** — minimize the adverse environment effects of civil aviation activities.*

Action by the Meeting is in paragraph 3.

1. INTRODUCTION

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

1.2 The meeting was attended by 200 participants from 24 States, 2 Special Administration Regions of China and 4 International Organizations.

1.3 A total of 17 Working Papers, 9 Information Papers and 2 Flimsies covering 9 Agenda Items were considered by AOP/SG/6.

1.4 Based on the outcomes of discussions on various Agenda Items, the meeting adopted 5 (Five) Conclusions that were of a purely technical or operational nature. In addition, AOP/SG/6 formulated 4 (Four) Draft Conclusions for consideration by APANPIRG/33.

1.5 The full report of AOP/SG/6 is available at the following URL:
<https://www.icao.int/APAC/Meetings/Pages/2022-AOP-SG6.aspx>

1.6 **Appendices** used in this Working Paper carry the same **Appendix** numbers as those in the Report of AOP/SG/6 for easy reference.

2. DISCUSSION

2.1 **Attachment A** to this Paper provides a Summary Report of AOP/SG/6 for review by APANPIRG/33.

2.2 Some important discussions of AOP/SG/6 are summarized in the ensuing paragraphs.

Asia/Pacific Air Navigation Plans (WP/04)

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

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

2.4 **Appendix A** to this WP provides the detailed information of aerodromes yet to be listed in APAC ANP by Asia Pacific States/Administrations.

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

Draft Conclusion AOP/SG/6 - 1: Proposal for Amendment to Asia/Pacific ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1	
That, Asia Pacific States/Administrations are urged to: 1) review the aerodromes listed in APAC ANP Volume I, Table AOP I-1; 2) review the ANP Volume II, Table AOP II-1 for the list of facilities and services to be provided by the State concerned at each aerodrome that is listed in Table AOP I-1; and 3) initiate and send to ICAO APAC Office proposals for amendment to APAC ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1 in accordance with the template provided in Appendix B to the Report of AOP/SG/6, if their international aerodromes are not yet listed in Table AOP I-1 or require any amendments to update the information provided in Tables AOP I-1 and AOP II-1.	Expected impact: ☒ Political / Global ☐ Economic ☐ Environmental ☒ Inter -Regional ☒ Ops/Technical
Why: To update Tables AOP I-1 and AOP II-1 of ANP Volume I and II respectively, as ANPs serve as the primary basis for correspondence with States and within the Secretariat on ANP matters, which makes their accuracy and currency of critical importance.	Follow-up: ☒ Required from States
When: 24-Nov-22	Status: Draft to be adopted by PIRG
Who: ☒ Sub groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other	

Report on the Third Meeting of the Asia/Pacific Aerodrome Design and Operations Task Force (AP-ADO/TF/3) (WP/05)

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

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

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

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

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

2.9 ICAO APAC Office had received GRF Implementation Action Plans from 29 States/Administrations in 2021. So far, 15 States implemented GRF (14 States on 4 November 2021). 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.

2.10 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.

2.11 Recognizing the need for the promulgation of the procedures for the reporting of runway condition report and issuance of the new SNOWTAM format by States in their AIP in accordance with 6.3.1.2 of Annex 15 Aeronautical Information Services (AIS), AP-AA/WG/4 formulated the following Draft Conclusion and endorsed by AOP/SG/6 for consideration by APANPIRG/33 which was also supported by ATM/SG/10 (17 – 21 Oct. 2022):

Draft Conclusion AOP/SG/6 - 2 (AP-AA/WG/4-1): Publication of procedures for reporting of runway condition report and issuance of the SNOWTAM in AIP	
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: 24 November 2022	Status: Draft to be adopted by PIRG
Who: ☒ Sub groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other	

2.12 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”.

Generic Surveillance Programme for Certified Aerodromes

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

Conclusion AOP/SG/6 - 3 (AP-AA/WG/4 – 2): Generic Surveillance Programme for Certified Aerodromes

*That, the Generic Surveillance Programme for Certified Aerodromes developed by AP-AA/WG and placed in **Appendix C** to the AO/SG/6 Report be published in ICAO APAC Website for the reference by Asia Pacific States.*

2.14 The *Generic Surveillance Programme for Certified Aerodromes* is now available in ICAO APAC Website eDocuments under AGA heading at <https://www.icao.int/APAC/Pages/eDocs.aspx>.

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

2.15 18 APAC States/Administrations responded to the survey questionnaire developed by the AP-AA/WG for assistance to APAC States, which had not completed certification of international aerodromes, with an AGA EI score below 75% and/or having APANPIRG Air Navigation Deficiencies.

2.16 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 18 States were 563. Among them 275 (49%) were certified and 288 (51%) were yet to be certified.

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

Draft Conclusion AOP/SG/6 – 4 (AP-AA/WG/4-3): Assistance to APAC States that require assistance in AGA area including certification and surveillance of aerodromes.	
What: That, 1) States requiring assistance in developing regulations and Guidance Material are encouraged to utilize the generic guidance materials made available on ICAO-APAC website at eDocuments under AGA heading (https://www.icao.int/APAC/Pages/eDocs.aspx); 2) States requiring assistance in AGA area including certification and surveillance of aerodromes and USOAP CMA are encouraged to approach to COSCAPs and PASO or ICAO APAC Office with specific request for assistance; and 3) Champion States* and Industries** wishing to volunteer in assisting States and aerodromes that require assistance in AGA area including certification and surveillance of aerodromes are requested to inform to ICAO APAC Office and provide contact details of their subject matter experts (SME). <u>Notes:-</u> * Champion States - States with 100% aerodrome certification, without APANPIRG Air Navigation Deficiencies and having achieved USOAP EI score more than 75% ** Champion Industries – Certified aerodromes with good safety records and positive safety culture, and Industry Partners, Associations of Aerodrome Operators	Expected impact: ☒ Political / Global ☐ Inter -Regional ☒ Economic ☐ Environmental ☒ Ops/Technical
Why: For enhancing safety, regularity and efficiency of aerodrome operations through certification and surveillance of aerodromes and improving APAC USOAP EI in AGA area.	Follow-up: ☒ Required from States
When: 24 November 2022	Status: Draft to be adopted by PIRG
Who: ☒ Sub groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry Partners	

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

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

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

2.19 AP-WHM/WG had developed a generic template with 16 action items, responsible entities, target and actual implementation dates to assist Asia-Pacific States in establishing and implementing national Wildlife Hazard Management Programme (WHMP).

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

Draft Conclusion AOP/SG/6 – 5 (AP–WHM/WG/4–1): State Action Plan for Establishment and Implementation of WHMP - Generic Template			
What:	That, Asia/Pacific States are urged to:	Expected impact:	
	- Develop “State Action Plan for Establishment and Implementation of WHMP” in accordance with the generic template in Appendix D to the Report of AOP/SG/6 assigning State responsible entities and targeted implementation dates (milestones); and - Commence to execute the State Action Plan the latest from first quarter of 2023, and in accordance with the proposed targeted implementation date (milestone) and complete all actions by 2026.	☒ Political / Global ☐ Inter-regional ☒ Economic ☐ Environmental ☒ Ops/Technical	
Why:	To reduce wildlife strike hazards on or in the vicinity of aerodromes and enhance safety of aerodrome operations in Asia-Pacific States.	Follow-up:	☒ Required from States
When:	24-Nov-22	Status:	Draft to be adopted by PIRG
Who:	☒ Sub groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: NA		

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

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

Conclusion AOP/SG/6 – 6 (AP–WHM WG/4–2): Asia/Pacific Guidance on Development and Implementation of Aerodrome Wildlife Hazard Management Programme

*That, Asia/Pacific Guidance on Development and Implementation of Aerodrome Wildlife Hazard Management Programme provided in **Appendix E** to the Report of AOP/SG/6 be endorsed for publication on ICAO APAC Website.*

2.22 The Asia/Pacific Guidance on Development and Implementation of Aerodrome Wildlife Hazard Management Programme is now available in ICAO APAC Website eDocuments under AGA heading at <https://www.icao.int/APAC/Pages/eDocs.aspx>.

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

Status on Certification of Aerodromes in Asia Pacific States

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

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

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

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

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

Status of Certification of Aerodromes in AIP

2.26 **Table 2** below illustrates States/Administrations that have yet to publish the status of certification of aerodromes in AIP AD 1.5.

States	North Asia (5 States & 2 SARs)	South East Asia (11 States)	South Asia (8 States)	Pacific (15 States & 8 OTs)
Aerodromes not listed in AD 1.5/ AD 1.5 missing in AIP	--	1) Brunei Darussalam 2) Timor-Leste	1) Afghanistan	1) American Samoa, Guam and N. Mariana Is. (US) 2) Kiribati 3) Nauru 4) Samoa 5) Solomon Is. 6) Tonga 7) Tuvalu 8) Vanuatu
Some but not all aerodromes listed in AD 1.5	1) China	1) Viet Nam	1) India	--
Status listed but not under AD 1.5	--	--	--	--
AIP cannot be located	--	--	--	1) Marshall Is. 2) Micronesia (Federated States of) 3) Palau
Total (17 States)	1 State	3 States	2 States	11 States / OTs

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

2.27 AOP/SG/6 urged:

- a) States and their aerodrome operators that have yet to certify aerodromes used for international operations to take an effective action on the 55th DGCA Action Item 55/42;
- b) States to provide periodic updates on the progress of the certification of aerodromes and AIP AD 1.5 to the ICAO APAC Office; and
- c) States that have not published the status of certification of aerodromes in State's AIP to publish the status as soon as possible in accordance with Annex 14 Vol I (para. 2.13.1), PANS-Aerodromes (para. 2.3.7) and Appendix 2 to PANS-AIM (Doc 10066).

ICAO Universal Safety Oversight Audit Programme (USOAP) and AGA Findings (WP/10)

2.28 The Table 3 below illustrates the APAC Average AGA EI scores in all 8 Critical Elements derived from iSTARS 3.0 SPACE (using PQ Tester) for 2017 – 2022:

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

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

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

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

Conclusion AOP/SG/6 – 7: State's Actions on USOAP CMA On-line Framework (OLF)

That, States/Administration are urged to take following actions through USOAP CMA OLF:

- continuous update of the compliance checklist/EFOD and SAAQ;*
- submission of the Corrective Action Plans (CAPs) on the USOAP CMA OLF, and inform the ICAO Regional Office when complete and ready for review; and*
- implementation of the CAPs and complete the self-assessment of the PQs on the OLF, including uploading the evidence documents, to report the progress on the OLF, and inform the ICAO Regional Office when complete and ready for validation.*

Status of Air Navigation Deficiencies in AOP Field (WP/13)

2.31 AOP/SG/6 reviewed the list of Air Navigation Deficiencies in the AOP field endorsed by APANPIRG/32. Cook Islands, New Zealand, Niue, Sri Lanka, Thailand, Timor-Leste and Viet Nam (6 States) provided updates on their Air Navigation Deficiencies in the AOP field before AOP/SG/6 Meeting.

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

2.33 The updated *List of Air Navigation Deficiencies in AOP Field* placed at **Appendix G** to the AOP/SG/6 Report. The updated *List of AOP Focal Points* placed at **Appendix H** to the AOP/SG/6 Report.

Asia/Pacific Generic Guidance Materials and Custodian (WP/15)

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

2.35 AOP/SG/6 also noted that AP-AA/WG and AP-WHM/WG identified custodian of the individual GGM from State(s)/ Industries with the responsibility to review and update the respective APAC GGM(s) in coordination with ICAO APAC Office whenever it becomes necessary.

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

Conclusion AOP/SG/6 – 8: Asia/Pacific Generic Guidance Materials and Custodians

*That, the process for periodic review and updating of the Asia/Pacific Generic Guidance Materials in the area of Aerodromes and Ground Aids placed at **Appendix J** to the AOP/SG/6 Report and Asia/Pacific Generic Guidance Materials with the details of the Custodians placed at **Attachments A to D** of **Appendix J** be published on ICAO APAC Website at eDocuments Webpage under the AGA heading.*

2.37 The *Procedure for periodic review and update of the Asia/Pacific Generic Guidance Materials in the area of Aerodromes and Ground Aids* is now available in ICAO APAC Website eDocuments under AGA heading at <https://www.icao.int/APAC/Pages/eDocs.aspx>.

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

2.38 The Seventeenth Meeting of the APAC Aeronautical Information Services (AIS) – Aeronautical Information Management (AIM) Implementation Task Force (AAITF/17, Video Teleconference, 20 to 23 June 2024) had included a workshop activity on World Geodetic System – 1984 (WGS-84) and (aeronautical) Data Accuracy. AAITF/17 meeting documentation including the workshop presentations was available on the AAITF/17 meeting webpage at: <https://www.icao.int/APAC/Meetings/Pages/2022-AAITF17.aspx>.

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

2.40 The *Draft Conclusion AAITF/17 – 3: Revalidation of Coordinate Data* formulated by the AAITF/17 for consideration by the Air Traffic Management Sub-Group of APANPIRG (ATM/SG), was supported and endorsed by the AOP/SG/6 meeting as *Conclusion AOP/SG/6-9* for awareness of the AOP/SG members.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note the Summary Report of AOP/SG/6 provided in **Attachment A** to this Working Paper;
- b) discuss and adopt the Draft Conclusions formulated by AOP/SG/6:
 - (i) **Draft Conclusion AOP/SG/6-1:** Proposal for Amendment to Asia/Pacific ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1 (paragraph 2.5 refers);
 - (ii) **Draft Conclusion AOP/SG/6-2 (AP-AA/WG/4-1):** Publication of procedures for reporting of runway condition report and issuance of the SNOTAM in AIP (paragraph 2.11 refers);
 - (iii) **Draft Conclusion AOP/SG/6 – 4 (AP-AA/WG/4-3):** Assistance to APAC States that require assistance in AGA area including certification and surveillance of aerodromes (paragraph 2.17 refers);
 - (iv) **Draft Conclusion AOP/SG/6–5 (AP–WHM/WG/4–1):** State Action Plan for Establishment and Implementation of WHMP - Generic Template (paragraph 2.20 refers);
- c) note the Conclusions adopted by AOP/SG/6:
 - (i) **Conclusion AOP/SG/6-3 (AP-AA/WG/4–2):** Generic Surveillance Programme for Certified Aerodromes (paragraph 2.13 refers);
 - (ii) **Conclusion AOP/SG/6–6 (AP–WHM/WG/4–2):** Asia/Pacific Guidance on Development and Implementation of Aerodrome Wildlife Hazard Management Programme (paragraph 2.21 refers);
 - (iii) **Conclusion AOP/SG/6 –7:** State’s Actions on USOAP CMA On-line Framework (OLF) (paragraph 2.30 refers);
 - (iv) **Conclusion AOP/SG/6–8:** Asia/Pacific Generic Guidance Materials and Custodians (paragraph 2.36 refers);
 - (v) **Conclusion AOP/SG/6–9 (AAITF/17-3):** Revalidation of Coordinate Data (paragraph 2.40 refers); and
- d) discuss any other relevant matters as appropriate.

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**Summary Report of the Sixth Meeting of the APANPIRG
Aerodrome Operations and Planning Subgroup (AOP/SG/6)**

Video Teleconference, 27 - 30 June 2022

1. Introduction

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

1.2 200 participants from 24 Member States, 2 Special Administrative Regions and 4 International Organizations attended the meeting.

1.3 There were 17 Working Papers, 9 Information Papers, 2 Flimsies and 1 Presentation considered by the Meeting.

1.4 Based on the outcomes of discussions on various Agenda Items, the meeting adopted 5 (Five) Conclusions that were of a purely technical or operational nature. In addition, AOP/SG/6 formulated 4 (Four) Draft Conclusions for consideration by APANPIRG/33.

1.5 The full report of AOP/SG/6 is available at the following URL:
<https://www.icao.int/APAC/Meetings/Pages/2022-AOP-SG6.aspx>

Agenda Item 1: Adoption of Provisional Agenda

1.6 All 9 agenda items were adopted by the Meeting without amendment.

2. Agenda Item 2: Review Outcome of Relevant Meetings

Relevant Outcomes of APANPIRG/32 and APAC Action Plan (WP/02)

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

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

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

2.3 AOP/SG/6 considered *IP/02 - RASG-APAC/11 Meeting Outcomes* under Agenda Item 2.

3. Agenda Item 3: Regional Reporting

Asia/Pacific Air Navigation Plans (WP/04)

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

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

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

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

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

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

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

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

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

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

Report on the Third Meeting of the Asia/Pacific Aerodrome Design and Operations Task Force (AP-ADO/TF/3) (WP/05)

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

Construction Guideline for High Altitude Airports

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

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

Cargo Hub Airport Planning and Construction in China

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

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

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

Alpha Numeric Call Sign Project

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

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

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

Draft Regional Guidance for Design and Operations of Altiports

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

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

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

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

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

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

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

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

Draft Conclusion AOP/SG/6 - 2 (AP-AA/WG/4-1): Publication of procedures for reporting of runway condition report and issuance of the SNOWTAM in AIP
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That, Asia Pacific States/Administrations:	Expected impact: ☒ Political / Global ☐ Economic ☐ Environmental ☐ Inter -Regional ☒ Ops/Technical
1) are urged to publish the procedures for reporting of runway condition report and issuance of SNOWTAM in their AIP in accordance with 6.3.1.2 of Annex 15 <i>Aeronautical Information Services</i> ; and	
2) may consider to publish above information in “AD 1.2.2 Snow plan” (refer to Appendix 2 of PANS-AIM (Doc 10066))	
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	

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

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

Generic Surveillance Programme for Certified Aerodromes

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

Conclusion AOP/SG/6 - 3 (AP-AA/WG/4 – 2): Generic Surveillance Programme for Certified Aerodromes	
What: that the Generic Surveillance Programme for Certified Aerodromes developed by AP-AA/WG and placed in Appendix C to the AO/SG/6 Report be published in ICAO APAC Website for the reference by Asia Pacific States.	Expected impact: ☐ 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: 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

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

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

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

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

Why: For enhancing safety, regularity and efficiency of aerodrome operations through certification and surveillance of aerodromes and improving APAC USOAP EI in AGA area.	Follow-up: ☒ 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	

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

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

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

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

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

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

Draft Conclusion AOP/SG/6 – 5 (AP-WHM/WG/4-1): State Action Plan for Establishment and Implementation of WHMP - Generic Template		
What: That, Asia/Pacific States are urged to:	Expected impact:	
- Develop “State Action Plan for Establishment and Implementation of WHMP” in accordance with the generic template in Appendix D to the Report of AOP/SG/6 assigning State responsible entities and targeted implementation dates (milestones); and - Commence to execute the State Action Plan the latest from first quarter of 2023, and in accordance with the proposed targeted implementation date (milestone) and complete all actions by 2026.	☒ Political / Global ☐ Inter-regional ☒ Economic ☐ Environmental ☒ Ops/Technical	
Why: To reduce wildlife strike hazards on or in the vicinity of aerodromes and enhance safety of aerodrome operations in Asia-Pacific States.	Follow-up:	☒ Required from States
When: 23-Nov-22	Status:	Draft to be adopted by PIRG
Who: ☒ Sub groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: NA		

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

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

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

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

Status on Certification of Aerodromes in Asia Pacific States

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

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

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

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

Aerodromes	North Asia (5 States & 2 SARs)	South East Asia (11 States)	South Asia (8 States)	Pacific (15 States & 8 OTs)
Total Number of Int’l Aerodromes [354]	136	97	53	68

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

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

Status of certification of aerodromes in AIP

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

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

States	North Asia (5 States & 2 SARs)	South East Asia (11 States)	South Asia (8 States)	Pacific (15 States & 8 OTs)
Status listed but not under AD 1.5	--	--	--	--
AIP cannot be located	--	--	--	1) Marshall Is. 2) Micronesia (Federated States of) 3) Palau
Total (17 States)	1 State	3 States	2 States	11 States / OTs

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

- 4.32 AOP/SG/6 urged:
- States and their aerodrome operators that have yet to certify aerodromes used for international operations to take an effective action on the 55th DGCA Action Item 55/42;
 - States to provide periodic updates on the progress of the certification of aerodromes and AIP AD 1.5 to the ICAO APAC Office; and
 - States that have not published the status of certification of aerodromes in State's AIP to publish the status as soon as possible in accordance with Annex 14 Vol I (para. 2.13.1), PANS-Aerodromes (para. 2.3.7) and Appendix 2 to PANS-AIM (Doc 10066).

4.33 Mr. Mike Haines, PASO AGA advisor, informed the meeting that PASO was actively working with Pacific Small Islands Developing States. In terms of certification of aerodromes, particularly in Nauru, Tuvalu and Kiribati, the progress is dependent on appropriate legislation being implemented. In the meantime, the States have engaged PASO to do aerodrome certification assessments and provide appropriate regulatory oversight including audits of the aerodromes. Regarding the AIP deficiencies, as New Zealand had addressed and resolved the deficiency regarding AIP, AD 1.5, PASO member States would be able to resolve the same deficiency because several PASO member States also used the services of Aeropath New Zealand, the AIS Service Providers for New Zealand. Depending on COVID 19 travel restriction relaxation, and with the assistance of PASO, it was expected to achieve good progress, both in certification and publication of certification status in AIP, AD 1.5, in 2022.

ICAO USOAP CMA and AGA Findings (WP/09)

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

4.35 AOP/SG/6 also noted Effective Implementation (EI) results taken from the USOAP CMA online framework and the common AGA findings identified by the USOAP in the APAC Region. APAC average EI in AGA area was **60.97 %** compared to the global average of **61.43 %** as at 19 June 2022.

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

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

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

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

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

Conclusion AOP/SG/6 – 7: State's Actions on USOAP CMA On-line Framework (OLF)		
What: That, States/Administration are urged to take following actions through USOAP CMA OLF: a) continuous update of the compliance checklist/EFOD and SAAQ; b) submission of the Corrective Action Plans (CAPs) on the USOAP CMA OLF, and inform the ICAO Regional Office when complete and ready for review; and c) implementation of the CAPs and complete the self-assessment of the PQs on the OLF, including uploading the evidence documents, to report the progress on the OLF, and inform the ICAO Regional Office when complete and ready for validation.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical	
	Why: For continuous update of the State's actions through USOAP CMA OLF to demonstrate their readiness for ICAO USOAP	Follow-up: ☒ Required from States

CMA activities and to improve EI in all CEs 75% and more.	
When: 30-Jun-22	Status: Adopted by Subgroup
Who: ☒ Sub groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Nil	

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

2020 Edition of USOAP CMA PQs

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

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

State Safety Programme Implementation Assessment (SSPIA)

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

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

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

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

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

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

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

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

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

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

Presentation and Information Papers under Agenda Item 4

4.48 AOP/SG/6 considered 1 Presentation and 4 Information Papers under Agenda Item 4 as listed below:

- i) Re-designation of taxiways at Singapore Changi Airport (PPT/1);
- ii) ICAO HQ Update on AGA Matters (IP/03);
- iii) Runway Safety Team and Runway Safety Go-Team (IP/07)
- iv) Enhanced Global Reporting Format for Assessing and Reporting Runway Surface Conditions (GRF) (IP/08); and
- v) ICAO Initiatives to Assist States in AGA Area (IP/09)

5. Agenda Item 5: Air Navigation Deficiencies in AOP Area

Status of Air Navigation Deficiencies in AOP Field (WP/13)

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

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

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

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

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

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

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

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

6. Agenda Item 6: Airport Environmental Initiatives

Information Papers under Agenda Item 6

5.9 AOP/SG/6 considered 3 Information Papers under Agenda Item 6 as listed below:

- i) Latest Developments on ICAO's Work on Airports and Operations (IP/04);
- ii) Aircraft Noise Management Survey Findings (IP/05); and
- iii) ACI's Approach to Airports Decarbonization (IP/06).

7. Agenda Item 7: AOP/SG Task List

APANPIRG AOP Subgroup Task List (WP/14)

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

8. Agenda Item 8: Any other Business

Asia/Pacific Generic Guidance Materials and Custodian (WP/15)

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

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

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

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

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

Seminar on Airport Master Planning (WP/17)

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

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

8.7 The following tentative topics were proposed for the seminar:

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

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

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

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

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

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

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

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

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

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

Conclusion AOP/SG/6 – 9 (AAITF/17-3): Revalidation of Coordinate Data			
What: That: noting the factors that cause WGS-84 coordinate data to change over time, States are urged to ensure that all surveyed and calculated coordinate data published in AIP or used in Instrument Flight Procedure design is revalidated: 1. each five years; or 2. after a major natural event such as an earthquake or volcanic eruption; or 3. following construction of critical airport elements, whichever is the sooner, by ground survey, Light Detection and Ranging (LIDAR) survey, or imagery collection.		Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical	
Why: To ensure that the coordinates of surveyed and calculated points (calculation based on a surveyed point or points) are updated as necessary to ensure their accuracy and integrity is maintained when changes occur due to geophysical effects.		Follow-up: ☒ Required from States	
When: 30-Jun-22		Status: Adopted by Subgroup	
Who: ☒ Sub groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other:			

Alpha Numeric Call Signs (Flimsy/2)

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

8.17 The *Safety Significance and Implementation of Alphanumeric Call Signs* webinar, jointly conducted by CANSO and ACI and supported by IATA, was held on 01 June 2022. Webinar presentations were available on the CANSO website at: https://canso.fr1.digitaloceanspaces.com/uploads/2022/04/CANSO_Regional-Focus_Safety-Significance-and-Implementation-of-Alphanumeric-Call-Signs_slide-deck.pdf.

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

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

9. Agenda Item 9: Provisional Agenda, Date and Venue of Next Meeting

Provisional Agenda, Date and Venue of Next Meeting (WP/16)

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

DRAFT PROVISIONAL AGENDA

- | | |
|----------------|---|
| Agenda Item 1: | Adoption of Provisional Agenda |
| Agenda Item 2: | Review Outcome of Relevant Meetings |
| Agenda Item 3: | Regional Reporting <ul style="list-style-type: none"> – Asia Pacific Air Navigation Plan – Asia Pacific Seamless ANS Plan |
| Agenda Item 4: | Provision of AOP in the Asia/Pacific Region <ul style="list-style-type: none"> – Reports of Working Group/Task Force Meetings – Planning & Design of Aerodromes – Certification and Operations of Aerodromes – Capacity Development and Trainings |
| Agenda Item 5: | Air Navigation Deficiencies in AOP |
| Agenda Item 6: | Airport Environmental Initiatives |
| Agenda Item 7: | AOP/SG Task List |
| Agenda Item 8: | Any other business |
| Agenda Item 9: | Date and Venue for the Next Meeting |

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

Closing of the meeting

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

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Aerodromes to be listed in Asia Pacific Air Navigation Plan [Updated on 13 May 2022]

Serial #	Sub-region	State / Admin	ICAO Code	Name of City	Name of Aerodrome	Type	APAC ANP
1	SA	Afghanistan	OAHR	Herat	Herat Intl	UNK	0
4	SA	Afghanistan	OAMS	Mazar-e-Sharif	Mazar-e-Sharif	UNK	0
44	SEA	Cambodia	VDSV	Sihanouk	Sihanouk Intl	UNK	0
45	NA	China	ZBOW	Baotou		UNK	0
46	NA	China	ZGBH	Beihai		UNK	0
48	NA	China	ZBAD	Beijing	Daxing	UNK	0
49	NA	China	ZYCC	Changchun	Longjia	UNK	0
51	NA	China	ZSCG	Changzhou	Benniu	UNK	0
55	NA	China	ZLDH	Dunhuang		UNK	0
56	NA	China	ZHES	Enshi	Xujiaping	UNK	0
58	NA	China	ZSGZ	Ganzhou	Huangjin	UNK	0
62	NA	China	ZUGY	Guiyang	Longdongbao	UNK	0
63	NA	China	ZBLA	Hulunbeier	Hailar	UNK	0
64	NA	China	ZJHK	Haikou	Meilan	UNK	0
69	NA	China	ZWTN	Hotan		UNK	0
70	NA	China	ZSSH	Huai'an	Lianshui	UNK	0
71	NA	China	RCYU	Hualien	Hualien	UNK	0
72	NA	China	ZSTX	Huangshan	Tunxi	UNK	0
73	NA	China	ZYJM	Jiamusi		UNK	0
74	NA	China	ZGOW	Jieyang	Chaoshan	UNK	0
79	NA	China	ZULS	Lhasa	Gonggar	UNK	0
80	NA	China	ZSLG	Lianyungang	Baitabu	UNK	0
81	NA	China	ZPLJ	Lijiang	Sanyi	UNK	0
82	NA	China	ZSLY	Linyi	Shubuling	UNK	0
83	NA	China	ZHLY	Luoyang	Beijiao	UNK	0
84	NA	China	ZPMS	Dehong	Mangshi	UNK	0
85	NA	China	ZBMZ	Manzhouli	Xijiao	UNK	0
86	NA	China	ZYMD	Mudanjiang	Hailang	UNK	0
87	NA	China	ZSCN	Nanchang	Changbei	UNK	0
90	NA	China	ZSNT	Nantong	Xingdong	UNK	0
91	NA	China	ZSNB	Ningbo	Lishe	UNK	0
92	NA	China	ZBDS	Ordos	Ejin Horo	UNK	0
94	NA	China	ZYQQ	Qiqihar	Sanjiazi	UNK	0
95	NA	China	ZSQZ	Quanzhou	Jinjiang	UNK	0
101	NA	China	ZBSJ	Shijiazhuang	Zhengding	UNK	0
104	NA	China	RCMQ	Taichung	Cingcyuangang	UNK	0
105	NA	China	RCNN	Tainan	Tainan	UNK	0
109	NA	China	ZSWH	Weihai	Dashuipo	UNK	0

Serial #	Sub-region	State / Admin	ICAO Code	Name of City	Name of Aerodrome	Type	APAC ANP
110	NA	China	ZSWZ	Wenzhou	Longwan	UNK	0
112	NA	China	ZSWX	Wuxi	Shuofang	UNK	0
113	NA	China	ZSWY	Wuyishan		UNK	0
117	NA	China	ZLXN	Xining	Caojiabao	UNK	0
118	NA	China	ZPJH	Xishuangbanna	Gasa	UNK	0
119	NA	China	ZSXZ	Xuzhou	Guanyin	UNK	0
120	NA	China	ZSYN	Yancheng	Nanyang	UNK	0
121	NA	China	ZYYJ	Yanji	Chaoyangchuan	UNK	0
122	NA	China	ZSYT	Yantai	Penglai	UNK	0
123	NA	China	ZSYA	Yangzhou	Taizhou	UNK	0
124	NA	China	ZHYC	Yichang	Sanxia	UNK	0
125	NA	China	ZLIC	Yinchuan	Hedong	UNK	0
126	NA	China	ZSYW	Yiwu		UNK	0
127	NA	China	ZGZJ	Zhanjiang		UNK	0
128	NA	China	ZGDY	Zhangjiajie	Hehua	UNK	0
129	NA	China	ZHCC	Zhengzhou	Xinzheng	UNK	0
130	NA	China	ZSZS	Zhoushan	Putuoshan	UNK	0
131	NA	China	ZUZY	Zunyi	Xinzhou	UNK	0
133	PAC	Cook Islands	NCAI	Aitutaki		UNK	0
144	SA	India	VEBS	Bhubaneswar		UNK	0
146	SA	India	VICG	Chandigarh		UNK	0
151	SA	India	VOGO	Goa		UNK	0
162	SA	India	VOPB	Port Blair		UNK	0
163	SA	India	VAPO	Pune		UNK	0
164	SA	India	VISR	Srinagar		UNK	0
202	NA	Japan	RJSA	Aomori		UNK	0
203	NA	Japan	RJEC	Asahikawa		UNK	0
205	NA	Japan	RJSF	Fukushima		UNK	0
207	NA	Japan	RJSI	Hanamaki		UNK	0
209	NA	Japan	RJAH	Hyakuri		UNK	0
210	NA	Japan	ROIG	Ishigaki	New Ishigaki	UNK	0
213	NA	Japan	RJFR	Kitakyushu		UNK	0
214	NA	Japan	RJNK	Komatsu		UNK	0
216	NA	Japan	RJFM	Miyazaki		UNK	0
224	NA	Japan	RJFS	Saga		UNK	0
226	NA	Japan	RJCO	Sapporo	Sapporo	MIL	0
228	NA	Japan	RORS	Shimajiri		UNK	0
229	NA	Japan	RJNS	Shizuoka		UNK	0

Serial #	Sub-region	State / Admin	ICAO Code	Name of City	Name of Aerodrome	Type	APAC ANP
231	NA	Japan	RJOS	Tokushima		UNK	0
234	NA	Japan	RJNT	Toyama		UNK	0
235	NA	Japan	RJOH	Yonago	Miho	UNK	0
269	PAC	Micronesia	PTSA	Kosrae I.	Kosrae	UNK	0
270	NA	Mongolia	ZMCD	Dornod	Choibalsan	UNK	0
292	PAC	N. Mariana Is.	PGWT	Tinian I.	West Tinian	UNK	0
326	PAC	Solomon Islands	AGGM	Munda		UNK	0
330	SA	Sri Lanka	VCCJ	Jaffna		UNK	0
350	SEA	Viet Nam	VVDL	Da Lat	Lien Khuong	UNK	0
Notes: Australia: Need to finalize the Table AOP II -1, APAC ANP V-II. US 1) Tinian I./West Tinian [PGWT] for N. Mariana Is. should be added in Table AOP I – 1 of APAC ANP Volume - I and Table AOP II – 1 of APAC ANP Volume - II. 2) JOHNSTON ATOLL/Johnston I (PJON) should be withdrawn from Table AOP I – 1 of APAC ANP Volume - I and Table AOP II – 1 of APAC ANP Volume - II as it had been permanently closed for operation.							



**PROPOSAL FOR AMENDMENT OF THE ICAO
ASIA AND PACIFIC REGIONS AIR NAVIGATION PLAN, VOLUME XX**

(Serial No.: APAC-XX XX/XX – AOP)

a) Plan:	Doc 9673, Asia and Pacific Air Navigation Plan (ANP), Volume XX
b) Proposed amendment:	Editorial Note: Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted) Add, Amend or Delete requirement as follows: 1) Volume I PART II – AERODROMES/AERODROME OPERATIONS (AOP) In respect of aerodromes in [Name of State], amend Table AOP I-1 as indicated in Appendix 1 to this document. (cf. Part II, Table AOP I-1, Page II-xx) 2) Volume II PART II – AERODROMES/AERODROME OPERATIONS (AOP) In respect of aerodromes in [Name of State], amend Table AOP II-1 as indicated in Appendix 2 to this document. (cf. Part II, Table AOP II-1, Page II-xx to)
c) Originated by:	[Name of State or Organization]
d) Originator's reasons for amendment:	[Example of the Text] To reflect the current requirements in respect of aerodromes (including their designations) that are required in the Regions to serve international civil aviation operations (international scheduled air transport, non-scheduled air transport and general aviation operations).
e) Intended date of implementation	As soon as possible after final approval of the proposal.

f) Proposal circulated to the following States and International Organizations:	[PROPOSING STATE OR STATES]* [LIST OTHER STATES]	[LIST OTHER STATES]	[LIST OTHER STATES AND/OR INTERNATIONAL ORGANIZATIONS]
	* for information		

g) Secretariat Comments:	1. [TEXT] 2. [TEXT] 3. [TEXT]
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Appendix 1

Editorial Note: Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted)

Amend Table AOP I-1 – International aerodromes required in the Asia/Pacific Region. **Add/delete** the following requirements under [**Name of State**]

Table AOP I-1 [Example only]

Location Indicator	Name of City/Aerodrome	Designation
PAKISTAN		
OPFA	FAISALABAD/Faisalabad Intl	RS
OPGD	GWADAR/Gwadar	RS
OPRN	ISLAMABAD/Benazir Bhutto Intl	RS
~~OPIS~~	~~ISLAMABAD/Islamabad Intl~~	~~RS~~
OPKC	KARACHI/Jinnah Intl	RS
OPLA	LAHORE/Allama Iqbal Intl	RS
OPMT	MULTAN/Multan Intl	RS
OPNH	NAWABSHAH/Nawabshah	AS
OPPS	PESHAWAR/Peshawar	RS
OPQT	QUETTA/Quetta Intl	RS

Explanation of the Table AOP I-1

City/Aerodrome: Name of the city and aerodrome, preceded by the location indicator.

Designation: Designation of the aerodrome as:
 RS — international scheduled air transport, regular use;
 RNS — international non-scheduled air transport, regular use;
 AS — international scheduled air transport, alternate use;
 ANS — international non-scheduled air transport, alternate use.

Note 1 — when an aerodrome is needed for more than one type of use, normally only the use highest on the above list is shown.

[Example — an aerodrome required for both RS and AS use would only be shown as RS in the list.]

Note 2 — when the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of the name of a city.

New aerodrome

- 1) For a new aerodrome, States should first send a formal request to ICAO APAC Office for obtaining ICAO Location Indicator in the format below:

Subject: Request registration of a new location indicator in ICAO Doc 7910 – *Location Indicators*:

Location Name:	[XXXXXXX]
Location Indicator Requested:	[XXXX]
FIR:	XXXXXX
Use:	[e.g. Civil, Military, Civil/Military]
IATA Code (if any):	
Connected to AFTN:	[YES/NO]

- 2) On receipt of the formal request, ICAO APAC will coordinate with ICAO headquarters, and respond to the State in due course.
- 3) Following approval by ICAO the Location Indicator will be included in the next routine update of Doc 7910.

Appendix 2

Editorial Note: Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (**text to be inserted**)

[Example only]

Table AOP II-1 — Requirements and capacity assessment in international aerodromes in the Asia and Pacific Regions, **add** the following requirements under [Name of State].

City/Aerodrome/Designation		RFF category	Physical characteristics			Remarks
1	2		RC 3	RWY No. 4	RWY type 5	
PAKISTAN						
OPFA	FAISALABAD/Faisalabad Intl	8	4D	03	PAI	A310
	RS			21	NPA	
OPGD	GWADAR/Gwadar Intl	4	3C	06	NPA	ATR72
	RS			24	NPA	
OPRN	ISLAMABAD/Benazir Bhutto intl	9	4E	12	NPA	B747
	RS			30	PA1	
OPIS	ISLAMABAD/Islamabad Intl	10	4E	10L	NPA	B747
	RS			28R	PA1	
			4F	10R	PA1	A380
				28L	PA2	
OPKC	KARACHI/Jinnah Intl	9	4E	07L	NPA	A310
	RS			25R	PA1	
			4E	07R	NPA	B747
				25L	PA1	
OPLA	LAHORE/Allama Iqbal Intl	9	4E	18L	NPA	B747
	RS			36R	PA3B	
			4E	18R	NPA	EA 30
				36L	PA1	
OPMT	MULTAN/Multan Intl	9	4E	36	PAI	B747
	RS			18	NPA	
OPNH	NAWABSHAH/Nawabshah	9	4E	02	NPA	B747
	AS			20	NPA	
OPPS	PESHAWAR/Bacha Khan Intl	9	4D	17	NPA	B777
	RS			35	PA1	
OPQT	QUETTA/Quetta Intl	9	4D	13L	PAI	A310
	RS			31R	NINST	

Explanation of the Table AOP II-1

Note: Columns 3 to 5 for physical characteristics relate to runways and taxiways. The physical characteristics of taxiways and aprons should be compatible with the aerodrome reference code (Column 3) and appropriate for the runways with which they are related.

Column

- 1 Name of the city and aerodrome, preceded by the location indicator.

Note 1— When the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of a city.

Designation of the aerodrome as:

RS — international scheduled air transport, regular use;
 RNS — international non-scheduled air transport, regular use;
 AS — international scheduled air transport, alternate use; and
 ANS — international non-scheduled air transport, alternate use.

- 2 Required rescue and firefighting service (RFF). The required level of protection expressed by means of an aerodrome RFF category number, in accordance with Annex 14, Volume I, 9.2.
- 3 Aerodrome reference code (RC). The aerodrome reference code for aerodrome characteristics expressed in accordance with Annex 14, Volume I, Chapter 1. The code letter or number within an element selected for design purposes is related to the critical aeroplane characteristics for which the facilities are provided.
- 4 Runway Designation numbers.
- 5 Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume I, Chapter 1, are:

NINST — non-instrument runway;
 NPA — non-precision approach runway;
 PA1 — precision approach runway, Category I;
 PA2 — precision approach runway, Category II;
 PA3 — precision approach runway, Category III.

- 6 Remarks. Additional information including critical design aircraft selected for determining RC, critical aircraft selected for determining the RFF category and critical aircraft for pavement strength. Only one critical aircraft type is shown if it is used to determine all the above three elements: otherwise different critical aircraft types need to be shown for different elements.

General Guidance

It is the responsibility of a State originating an amendment proposal to ensure that the proposal is consistent, complete and unambiguous, whilst it is the responsibility of the Regional Office to verify that this is the case before processing the proposal; and in particular ensure that it is:

- a) **fully justified:** It should state the operational requirement that support the proposed change.
- b) **accurate:** This applies in particular to typographical errors which can be critical in the case of geographical coordinates or air route headings.
- c) **complete:** The proposal should give full details under the seven headings under which it is presented. Proposals for changes in airspace organization, ATS routes, location of facilities, etc. should always be accompanied by simplified, although accurate, sketches, charts, diagrams, etc.
- d) **consistent:** The consequences produced by proposals should be properly reflected throughout the plan. Amendment proposals need to be systematically examined for the potential need for consequential amendment, and, if necessary, refer the proposal back to the originating State for consultation. Any consequential amendments should then be combined with the original into one multiple amendment proposal and processed in the established manner.
- e) **timely:** Proposed implementation dates should allow sufficient time for the required processing formalities to be completed.

The following minimum information should be given to States in respect of each proposal that is circulated to them for comments:

- a) Plan (a reference to the air navigation plan document should be given);
- b) Proposed amendment;
- c) Originated by xxx;
- d) Originator's reason for amendment;
- e) Intended date of implementation;
- f) Proposal circulated to the following States and organizations; and
- g) Secretariat comments.

Each proposal should be complete in itself and be stated in narrative form whenever possible. Item e) should provide a realistic implementation date or alternatively the phrase “As soon as possible after final approval of the proposal” may be used. Item g) should include additional explanatory comments or background information which is considered necessary for a clear understanding of the amendment proposal, both by States and by Headquarters as well as comments of technical and operational nature that would indicate the added value of Secretariat’s examination of the proposal. The concurrence of the State(s) whose facilities will be affected by proposals submitted by international organizations or initiated by the Secretariat should also be shown under this item.

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WILDLIFE HAZARD MANAGEMENT PROGRAMME (WHMP)

STATE ACTION PLAN FOR DEVELOPMENT AND IMPLEMENTATION OF WHMP

GENERIC TEMPLATE

_____ [Insert name of State]

This generic template provides a recommended action plan for States to implement WHMP. Certain action(s) and/or order of actions recommended here may be not applicable in all States. States may adapt this action plan to suit their national and local conditions as appropriate.

ID	ACTION	ENTITY RESPONSIBLE	TARGETED IMPLEMENTATION DATE	ACTUAL IMPLEMENTATION DATE	REMARKS
WHMP 1	Designate a WHM National Coordinator to coordinate activities for the development and implementation of WHMP at the national level	State Aviation Authority ¹ responsible for aviation safety (hereafter referred to as CAA)			
WHMP 2	Identify/designate WHM Focal Points in all stakeholders, e.g. aerodrome operators, ANSPs, aircraft operators, and pilots. <i>Note.– Stakeholders may be represented by their national, regional or international associations, e.g. ACI, CANSO and IFALPA.</i>	CAA, Aerodrome Operators, ANSPs, Aircraft Operators.			
WHMP 3	Review ICAO provisions and guidance issued by other relevant aviation organisations.	CAA, Aerodrome Operators, ANSPs, Aircraft Operators			

ID	ACTION	ENTITY RESPONSIBLE	TARGETED IMPLEMENTATION DATE	ACTUAL IMPLEMENTATION DATE	REMARKS
WHMP 4	Establish National WHM Committee (NWHMC) with defined terms of reference. <i>Note.— See list of publications in suggested references below.</i>	CAA or industry representative appointed by CAA			
WHMP 5	Facilitate WHM initial training in basic WHM concepts for NWHMC members.	CAA			
WHMP 6	Organize initial and recurrent technical WHM training and seminars for Focal Points and relevant staff members of all stakeholders. <i>Note.— Regular seminars, e.g. annual, are important for maintaining recency and promoting sharing of knowledge and best practices in WHM.</i>	Other stakeholders, e.g. ANSP, aerodrome operators			
WHMP 7	Identify, if non-existing, develop, and if need be, amend regulations, standards and guidance materials, e.g. SSP, reference to WHMP in aerodrome manual and SMS manual. <i>Note.— States may reverse order of WHMP7 and WHMP9 as they see fit. See Note 2 below the Table.</i>	CAA, National WHM Coordinator and all relevant Focal Points for all stakeholders			

ID	ACTION	ENTITY RESPONSIBLE	TARGETED IMPLEMENTATION DATE	ACTUAL IMPLEMENTATION DATE	REMARKS
WHMP 8	Establish regulations and/or guidelines that consider WHM aviation safety impacts related to land and infrastructural developments outside the aerodrome boundary. <i>Note.– Examples of land and infrastructural developments that may have safety impacts are theme parks, restaurants, solar panel installations.</i>	State, e.g. Ministry responsible for Civil Aviation in coordination with other concerned Ministries.			
WHMP 9	Establish airport WHM committees with defined terms of reference and representation from all relevant stakeholders. <i>Note.1 – States may reverse order of WHMP7 and WHMP9 as they see fit. See Note 2 below the Table.</i> <i>Note 2.– Examples of relevant stakeholders to be represented on the WHM committees are airport runway safety team, urban planning and land administration authorities.</i>	Aerodrome operators			

ID	ACTION	ENTITY RESPONSIBLE	TARGETED IMPLEMENTATION DATE	ACTUAL IMPLEMENTATION DATE	REMARKS
WHMP 10	Develop airport WHM Plan covering on and off airport activities, facilities and infrastructure and any changes thereof, contingencies and crises so that any impact of such elements shall be included in the WHM plan. Consistency with other plans shall also be duly considered. <i>Note.1 – Refer to Part 3 of Doc 9137 for guidance on the establishment of airport WHM plan.</i> <i>Note 2.– An example of “other plans” is waste management plan.</i> <i>Note 3.– WHMP should be drafted with achievable actions, define clear list of roles & responsibilities.</i>	Aerodrome operators			
WHMP 11	Include the review of effectiveness of airport-level WHM Plan(s) in State safety oversight program. <i>Note. – The review of the effectiveness of airport WHM Plan could be included in the aerodrome SMS.</i>	CAA			
WHMP 12	Establish methodology and procedures to review regularly, e.g., annually, the effectiveness of national WHM program. <i>Note. – This could be part of SSP.</i>	CAA			

ID	ACTION	ENTITY RESPONSIBLE	TARGETED IMPLEMENTATION DATE	ACTUAL IMPLEMENTATION DATE	REMARKS
WHMP 13	Coordinate airport WHM Plan with air operators and other airport users in the identification of wildlife hazards, e.g. locations and probabilities of wildlife presence, to improve effectiveness of mitigation measures, e.g. by providing a mechanism to share in a timely manner wildlife hazard intelligence with other stakeholders, in particular, pilots, such as alert bulletins, NOTAMs and wildlife detection technologies. <i>Note. – “timely manner” in this context means “as close to real time as possible”.</i>	CAA and all relevant Focal Points for all stakeholders			
WHMP 14	Identify the necessary means and resources for the implementation of national WHMP (human, financial and material resources)	National Coordinator and NWHMC			
WHMP 15	Promote safety and reporting culture as per safety management principles	CAA and all relevant stakeholders			
WHMP 16	Establish wildlife hazard database as part of SDCPS³ under SMS and SSP and report electronically wildlife strikes in the standard ICAO format. <i>Note. – Information technologies should be adopted to facilitate the recording, sharing and reporting of wildlife activities and strikes.</i>	CAA and aerodrome operators			

Notes:

1. Examples of State Aviation Authority are CAA, DGCA and DCA.
2. State may change order of action items as they see fit.
3. SDCPS stands for Safety Data Collection and Processing Systems

ReferencesPublications / Websites

1. PANS Aerodromes (Doc 9981)
2. Airport Services Manual (Doc 9137), Part 3 - Wildlife Hazard Management
3. ICAO [Asia Pacific Guidance for Evaluation of Aerodrome Wildlife Hazard Management Programm](#)
4. ICAO Asia Pacific [Guidance for Establishment of National Procedure for Recording and Reporting Wildlife Strikes to Aircraft](#)
5. ICAO Asia Pacific Guidelines on the drafting of [Terms of References of National Wildlife Hazard Management Committee](#)
6. IBIS Manual (under revision as at 2021). See <https://www.icao.int/safety/Pages/IBIS.aspx>.
7. ACI Wildlife Hazard Management [Handbook](#)

Training

1. ACI Wildlife Hazard Management Professional Certificate Course ([classroom](#) interactive)
2. ACI Wildlife Hazard Management Training Couse ([online](#) self-learning)

Activities

1. ICAO AP-WHM/WG

List of Aerodromes used for International Operations in APAC Region that are yet 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	Kaisongphimvihan	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

Appendix F to Report of AOP/SG/6

32	SEA	Thailand	VTSG	Krabi		RS
33	SEA	Thailand	VTPH	Prachuap Khiri Khan	Hua Hin	RS
34	SEA	Thailand	VTSM	Surat Thani	Samui	RS
35	SEA	Thailand	VTSB	Surat Thani		RS
36	SEA	Timor Leste	WPDL	Dili	Presidente Nicolau Lobato Intl	RS
37	SEA	Timor Leste	WPDB	Suai	Commander-in-Chief of the FALINTIL – Kay Rala Xanana Gusmão Intl	RNS
38	PAC	Tuvalu	NGFU	Funafuti	Funafuti Intl	RS

* Airports granted with temporary aerodrome certificates.

** Lahad Datu Airport is deleted from the list as this was not used for international air transport operations as per information provided by Malaysia at AOP/SG/6 meeting.

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>Afghanistan</u>							
	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**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	<u>American Samoa (US)</u> 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	<u>Bangladesh</u> 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	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
				Objects on taxiway strips; vegetation on pavement joints and maintenance of joints				A
		Apron		non provision of ICAO compliant signage in accordance with section 5.4 Annex 14, Volume I	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**
Annex 14 Volume I	<u>China</u> 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	<u>Cook Islands</u> 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	<u>Guam (US)</u>	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
	AIP							

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>India</u> 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>	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Christmas Island Airport, Kiritimati							
	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 30 th 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 29 th December 2022	A
	Savannakhet International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.			Aerodrome Certification will be completed in 28 th December 2023	A
	Pakse International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.			Aerodrome Certification will be completed in 28 th December 2024	A

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

Updated 24 May 2021 29 June 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	<u>Malaysia</u> 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
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**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	<u>Marshall Islands</u> 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	<u>Maldives</u> 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**
Annex 14 Volume I	<u>Micronesia (Federated States of)</u> 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	<u>Nauru</u> 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-AM	<u>Niue</u> (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	<u>New Zealand</u> 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**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	<u>Northern Mariana Islands (US)</u> 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 PANS- Aerodromes PANS-AIM	<u>Palau</u> 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

Updated 10 June 2021 to 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	<u>Philippines</u>	Aerodrome Certification	Effective from 1 Jan 2021	~~Aerodrome yet to be certified.~~			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
	Permanent aerodrome certificate yet to be issued.							
	Puerto Princesa International Airport	Aerodrome Certification	Effective from 1 Jan 2021	~~Aerodrome yet to be certified.~~			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.~~			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**
Annex 14 Volume I	<u>Mongolia</u> 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 m ² 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

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

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**
Annex 14 Volume I	<u>Myanmar</u> 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

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>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

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>Solomon Islands</u> 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

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

Updated 16-Dec-2020 15 June 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	<u>Sri Lanka</u> 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	Statistical analysis submitted by AASL has been accepted in 2021. Request made to submit the improved risk assessment with necessary amendments within 2022. 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.		A meeting to be held with all stakeholders to establish the Committee and to ratify the TOR by end of September 2022. 1 st Draft of TOR of National Bird Control Committee of Sri Lanka has been compiled and ready for ratification.	

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

2 April 2022 6 June 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	<u>Thailand</u> 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 2024. Airports of Thailand Public Company Limited already has had the contractor for this construction's project and the safety assurance and project management documentation has been approved by the Civil Aviation Authority of Thailand to ensure that the aerodrome can continue to operate safely during the project. Currently, the construction progress is 11.40% ~~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~~	U

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

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
							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.	
				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 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).	Airports of Thailand Public Company Limited	The construction is expected to be completed in 2024. Airports of Thailand Public Company Limited already has had the contractor for this construction's project and the safety assurance and project management documentation has been approved by the Civil Aviation Authority of Thailand to ensure that the aerodrome can continue to operate safely during the project. Currently, the construction progress is 11.40%	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**
							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 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	~~31 December 2022~~ ~~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;	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**
							Phase 2 Formal Application; Phase 3 Document Evaluation; Phase 4 Demonstration and Audit; and Phase 5 Certification.	
	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 June 2023 ~~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
	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:	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**
							~~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]	
	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	31 December 2022 ~~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	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**
							~~Audit; and Phase 5 Certification.~~	
	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	~~31 December 2022~~ ~~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

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

Updated 4 May 2021 17 May 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	<u>Timor-Leste</u>	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 completion will be probably extended up to 31 December 2021. Based on the newly revised PNLIA Certification Road Map, the completion of the certification process is estimated to be concluded by December 2022.	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

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 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**
Annex 14 Volume I	<u>Tuvalu</u> 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

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	<u>Vanuatu</u> 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 3 June 2021 26 June 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	<u>Viet Nam</u>	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). Due to the impact of the Covid-19 pandemic, the procedure for upgrading, announcing Lien Khuong aerodrome as an international aerodrome has not been completed as planned. The CAAV has	A
	AIP							

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**
							adjusted the schedule as follows: - Completing the transition from the Aeronautical Information Service (AIS) to the Aeronautical Information Management (AIM) by the end of 2022. After the transition completed, the certifications of all operating aerodromes in Viet Nam will be published in AIP (including Lien Khuong aerodrome). - Completing the procedure for upgrading, announcing Lien Khuong aerodrome as an international aerodrome in accordance with the Civil Aviation Law by the end of 2022. - Completing publishing Lien Khuong aerodrome as an international aerodrome in AIP in the first quarter of 2023. Target date of completion: ~~End of 2021~~ the first quarter of 2023.	

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

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

“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.



ICAO

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

LIST OF AOP FOCAL POINTS [Updated on 8 December 2021 29 June 2022]

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. Dan Parsons	Senior Standards Officer (Aerodromes & Heliports) Flight Standards Branch National Operations and Standards/CASA 180 Ann Street Brisbane QLD 4000 GPO Box 2005 Canberra ACT 2601	Tel: +61 7 3144 7426 Dan.Parsons@casa.gov.au ;
	3.	Mr. Rodney Evans	ARFF Standards Lead Airservices Australia Eastern Avenue Bilinga Coolangatta Airport, PO Box 300 Coolangatta QLD 4225	Tel: +61 7 5599 5909 Fax: +61 7 5590 2718 Rodney.Evans@airservicesaustralia.com ;
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 ;
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 ;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
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;
	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;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
	13.	Mr. Guo Jingcheng	Deputy Consultant Airport Division, Civil Aviation Administration of China (CAAC) Beijing, China	Tel: +86 010-64092854 guojingcheng@caac.gov.cn ;
	14.	Mr. Yu Yali	Department of Airport Civil Aviation Administration of China	yl_yu@caac.gov.cn
HONG KONG CHINA				
	15.	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 ;
	16.	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 ;
	17.	Ms. Rosa YIP	Senior Safety Officer (Airport), Civil Aviation Department, Civil Aviation Department Headquarters, 1 Tung Fai Road, Hong Kong International Airport, Hong Kong China	Tel.: +852-2910 6973 Fax: +852-2795 8469 rmlyip@cad.gov.hk ;
	18.	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;
MACAO CHINA				
	19.	Mr. LAM Tat Ming (Taft)	Director of Airport Infrastructure & Air Navigation Civil Aviation Authority Macao, China	Tel: +853 2851 1213 +853 8796 4120 Fax: +853 2833 8089 taftlam@aacm.gov.mo ;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
8.	COOK ISLANDS			
	20.	Mr. John Hosking	Ministry of Transport PO Box 61 Avarua, Rarotonga, Cook Islands	Tel: +(682) 28810 john.hosking@cookislands.gov.ck ;
	21.	Mr. Dennis Hoskin	Ministry of Transport PO Box 61 Avarua, Rarotonga, Cook Islands	Tel: +(682) 28810 dennis.hoskin@cookislands.gov.ck ;
9.	DPR KOREA (1)			
	22.	Mr. Rim Chong Il	Deputy Director of Aerodrome Department General Administration of Civil Aviation DPR of Korea	Tel: +850 2 18111 Ext. 8108 Fax: +850 2 3814410 Ext. 4625 gaca@silibank.net.kp ;
10.	FIJI (1)			
	23.	Mr. Ratu Maibulu Q. Laliqavoka	Technical Officer Aerodromes, Ground Safety Department Civil Aviation Authority of Fiji Private Mail Bag NAP 0354, Nadi International Airport, Nadi	Tel: +679 672 1555 Mob: +679 992 8949 maibulu.laliqavoka@caaf.org.fj ;
11.	INDIA			
	24.	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 ;
	25.	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 ;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
12.	INDONESIA			
	26.	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 ;
	27.	Mr. Agung Wibowo	Airport Inspector Directorate of Airport Directorate General Civil Aviation Sinath Tower, Jl. Silangit Blok B, Jakarta 10610	Tel: +62 822990 05421 agungwibowost@yahoo.com ;
	28.	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 ;
	29.	Mr. Alexander	Aerodrome Inspector Directorate General Civil Aviation Medan Merdeka Barat No. 8, Jakarta 10110	Tel: +62 350 6661 alex.dgca@gmail.com ;
13.	JAPAN			
	30.	Mr. YOKONO Hideaki	Director for Airport Operations Safety Planning and Coordination, 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 ;
	31.	Mr. HAYASHIDA Futoshi	Chief Coordinator of Airport Safety Information Japan Civil Aviation Bureau 2-1-3 kasumigaseki, Chiyodaku, Tokyo100-8918	– hayashida-f117f@mlit.go.jp ;
14.	KIRIBATI			
	32.	Mr. Tiamwa Teaiwa	Civil Aviation Authority Ministry of Information, Communications, Transport and Tourism Development Tarawa, Kiribati	– ans.ai@micttd.gov.ki ;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
15.	LAO PDR			
	33.	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 ;
	34.	Ms. Malaythong Phimmassone	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 ;
	35.	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 ;
16.	MALAYSIA			
	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 ;
17.	MALDIVES			
	37.	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 ;
	38.	Ms. Aminath Shiznee	Senior Aerodrome Inspector Maldives Civil Aviation Authority, Velaanage 11 th Floor, Ameer Ahmed Magu, Male' 20096	Tel: +960 3324983 Fax: +960 3323039 civav@caa.gov.mv ; shiznee@caa.gov.mv ;
18.	MARSHALL ISLANDS			
	39.	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 ;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
19.	MICRONESIA (FEDERATED STATES OF)			
	40.	Mr. Ryan L. Donre Airport Safety Inspector FSM Transportation, Communications & Infrastructure, Division of Civil Aviation	–	ryan.donre@tci.gov.fm ;
	41.	Mr. Glenn Harris Assistant Secretary FSM Transportation, Communications & Infrastructure, Division of Civil Aviation	–	glenn.harris@tci.gov.fm ;
20.	MONGOLIA			
	42.	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 ;
21.	MYANMAR			
	43.	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 ;
	44.	Mr. Hla Phone Zaw Deputy Director, Aerodrome Standards & Safety Div. Department of Civil Aviation Headquarters Building, Yangon, Myanmar	Tel: +951 533002 +951 533013 Fax: +951 533000	hpzdca28@gmail.com ;
	45.	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 ;
	46.	Mr. Tin Maung Thein Deputy Director, Aerodrome Standards & Safety Div. Department of Civil Aviation Headquarters Building, Yangon, Myanmar	Tel: +951 533002 +951 533013 Fax: +951 533000	akttaaviation@gmail.com ;
	47.	Mr. Tun Zaw Executive Engineer, Aerodrome Standards & Safety Division, Department of Civil Aviation Headquarters Building, Yangon, Myanmar	Tel: +951 533002 +951 533013 Fax: +951 533000	tunzawdca@gmail.com ;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
22.	NAURU			
	48.	Mr. Dominic Tabuna	Director, Civil Aviation Authority of Nauru 1 st Floor, Nauru International Airport, Yaren, Nauru	Tel: +674 557 3122 Mob: +674 557 3091 djtabuna@gmail.com ;
23.	NEPAL			
	49.	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 ;
	50.	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 ;
	51.	Mr. Dipendra Shrestha	Manager Civil Aviation Authority of Nepal Head Office, Babarmahal, Kathmandu	Tel: +977 1 426 2387 dpndrs@gmail.com ;
24.	NEW ZEALAND			
	52.	Mr. Sean Rogers	Manager Aeronautical Services Civil Aviation Authority of New Zealand PO Box 3555, Wellington, New Zealand 6140	– Sean.Rogers@caa.govt.nz ;
	53.	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 ;
25.	PAKISTAN			
	54.	Mr. Abdullah Khan	Sr. Joint Director National Airfield Clearance Policy & Airstrip/Heliports Licensing	Tel: +021 99072759 Abdullah.Khan@caapakistan.com.pk ;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
	55.	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 Mob: +0345-9998916, +0336-9498916 John.William@caapakistan.com.pk ;
26.	PALAU			
	56.	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
27.	PAPUA NEW GUINEA			
	57.	Mr Percy Sukbat	Senior Aerodrome Inspector, Civil Aviation Safety Authority	Tel: +675 3027541 Mob: +70306849 psukbat@casapng.gov.pg ;
28.	PHILIPPINES			
	58.	Mr. Arnel F. Borlado	Department Manager III, Aerodromes Development and Management Service Civil Aviation Authority of the Philippines	Tel: +639162193221 arnelfb_67@yahoo.com ;
	59.	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 ;
29.	REPUBLIC OF KOREA			
	60.	Mr. Jaehong Jung	Assistant Director Ministry of Land Infrastructure & Transportation No.11 Doum Gro, Sejong self-governing city	Tel: +82 44 201 4343 Fax: +82 44 201 5635 pans2021@korea.kr ;
30.	SAMOA			
	61.	Mr. Aussie Tanuvasa	Operations Officer I, Civil Aviation Division Ministry of Works, Transport & Infrastructure I Level 4, TATTE Building, SOGI	Tel: (0685) 21 611 ext 228 I Fax: (0685) 23 565 aussie.tanuvasa@mwti.gov.ws ;

LIST OF AOP FOCAL POINTS

NAME			TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
	62.	Ms. Malagamaalii Tamara Ketu Fuimaono Michael	Operations Officer I, Civil Aviation Division Ministry of Works, Transport & Infrastructure I Level 4, TATTE Building, SOGI	Tel: +685 21 611 ext. 228 I; +685 7588038 Fax: +685 23 565	tamara.michael@mwti.gov.ws ;
31.	SINGAPORE				
	63.	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 ;
	64.	Mr. Teo Tian Hong	Senior Chief (Aerodrome)/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 ;
32.	SOLOMON ISLANDS				
	65.	Mr. Rex Alafa	Coordinator (Aerodromes) Civil Aviation Authority of Solomon Islands	–	alafa_r@caasi.com.sb ;
33.	SRI LANKA				
	66.	Ms. Shereena Casseer	Director Aerodromes & Facilitation Civil Aviation Authority of Sri Lanka No. 152/1, Minuwangoda Road, Katunayake	Tel: +94112355800	daf@caa.lk ;
	67.	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 ;
34.	THAILAND				
	68.	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 ;
	69.	Ms. Chomchanok Huayhong	Aerodrome Certification Officer Civil Aviation Authority of Thailand	Tel: +66 2 568 8827 Fax: +66 2 576 1904	chomchanok.h@caat.or.th ;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
	70.	Ms. Angsana Roonthong Aerodrome Safety Inspector Civil Aviation Authority of Thailand	Tel: +66 2 568 8827	angsana.r@caat.or.th ;
	71.	Mr. Pongsatorn Punoppakit Aerodrome Safety Inspector Civil Aviation Authority of Thailand	Tel: +66 2 568 8827	pongsatorn.p@caat.or.th ;
35.	TIMOR-LESTE			
	72.	Mr. Armando Da Silva Civil Aviation Authority of Timor-Leste (AACTL) Ministry of Transports and Telecommunications Caicoli Dili, Timor-Leste	Tel: (+670) 78572600	asilva@aactl.gov.tl ;
36.	TONGA			
	73.	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 ; ;
37.	TUVALU			
	74.	Mr. Uinga Paelate Director, Civil Aviation, Tuvalu	–	dca.tuvalu@gmail.com ;
38.	UNITED STATES			
	75.	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 ;
	76.	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 ;
	77.	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 ;

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NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
39.	VANUATU			
	78.	Ms. Jackie Langati Trief	Director Civil Aviation Authority of Vanuatu	– civav@vanuatu.com.vu ; jlangati.civav@vanuatu.com.vu ;
	79.	Ms. Naiany Karu	Assistant Director / Aerodromes Officer Civil Aviation Authority of Vanuatu	– naiany.civav@vanuatu.com.vu ;
40.	VIET NAM			
	80.	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 ;
	81.	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				
41.	ACI			
	82.	Mr. S. L Wong	Head - Technical Affairs, Safety, Capacity and ATM, Airports Council International	– sl@aci-asiapac.aero ;
	83.	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 ;
42.	COSCAPs			
	84.	Capt. Marie Zubryckyj	Programme Coordinator COSCAP-South Asia Dhaka-1229, Bangladesh	Tel: +880 2 8901497 Fax: +880 2 8901498 mzubryckyj@icao.int ;
	85.	Ms. Susan	COSCAP-NA Beijing 100600, P.R. China	Tel: +86-10-84001671 Fax: +86-10-84024554 sun.qun.susan@coscap-icao.org ;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
43.	PACIFIC AVIATION SAFETY OFFICE			
	86.	Mr. Mike Haines	AGA Technical Advisor PASO	— mhaines@paso.aero ;

Note:-

Representative of DCA, Niue (For reference and communication):

Mr. Bill McGregor

Director, Civil Aviation

Department of Transport

Ministry of Infrastructure

Government of Niue

Alofi, NIUE

E-mail: wkl.macgregor@gmail.com