

INTERNATIONAL CIVIL AVIATION ORGANIZATION



FINAL REPORT

THE SEVENTH MEETING OF THE AERODROME OPERATIONS AND PLANNING SUB GROUP (AOP/SG/7)

BANGKOK, THAILAND, 3 TO 6 JULY 2023

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

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

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INTRODUCTION

1. Meeting

1.1 The Seventh Meeting of the Aerodrome Operations and Planning Sub Group (AOP/SG/7) was held in Bangkok, Thailand from 3 to 6 July 2023.

2. Attendance

2.1 80 participants from 16 Member States, 1 Special Administrative Regions and 2 International Organizations attended the meeting.

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

3. Opening of the meeting

3.1 Dr. Punya Raj Shakya, Regional Officer, Aerodromes and Ground Aids (AGA) of ICAO APAC Office welcomed the delegates to AOP/SG/7.

Election of Chairperson of AOP/SG

3.2 Dr. Punya Raj Shakya, Secretary of the AOP/SG invited the meeting to provide a nomination to the position of the Chairperson of AOP/SG.

3.3 The Head of Delegation from Maldives, Ms. Aminath Shiznee, Senior Aerodrome Inspector, Maldives Civil Aviation Authority proposed Mr. Jaehong Jung, Assistant Director, Airport Operations Division, Office of Civil Aviation, Ministry of Land, Infrastructure and Transport (MOLIT), Republic of Korea to be the Chairperson of AOP/SG for next four-year term. Ms. Aminath Shiznee provided a brief resume of Mr. Jung career achievements and experiences and expressed confidence that Mr. Jung would be able to provide an effective leadership to AOP/SG in its current challenging environment. The proposal was supported by Thailand, Tonga, Pakistan, Lao PDR, India, Fiji and China. As no other proposals were received, Mr. Jaehong Jung from Republic of Korea was unanimously elected as Chairperson of AOP/SG.

3.4 The newly elected Chairperson thanked all delegates of AOP/SG and ICAO APAC Office for entrusting him as Chairperson and encouraged State/Administrations to play more active roles in AOP/SG work.

3.5 The AOP/SG acknowledged the able leadership provided by Ms. Lyu Qing and recognized her significant contribution and valuable support to the AOP/SG as Chairperson. Therefore, the Meeting recorded its appreciation and gratitude to Ms. Lyu Qing as Chairperson of AOP/SG for her dedicated efforts and valuable contributions since 2019.

4. Officers and Secretariat

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

5. Language and Documentation

5.1 The working language of the meeting and all documentation was in English. There were 25 Working Papers, 12 Information Papers and 1 Presentation considered by the Meeting. A List of Papers was included at **Attachment 2** to this Report.

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

6.1 The AOP/SG recorded its actions in the form of Draft Conclusions, Draft Decisions Conclusions and Decisions within the following definitions:

- a) **Draft Conclusions** deal with matters that, according to APANPIRG Terms of Reference, require the attention of States, or action by the ICAO in accordance with established procedures;
- b) **Draft Decisions** deal with the matters of concern only to APANPIRG and its contributory bodies; and
- c) **Conclusions** of the AOP/SG deal with matters of a purely technical or operational nature, which APANPIRG had delegated authority to AOP/SG to act upon; and
- d) **Decisions** of the AOP/SG relate solely to matters dealing with the internal working arrangements of the AOP/SG.

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

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| Draft Conclusion AOP/SG/7 – 1 (AP-ADO/TF/4 – 1): Runway Turn Pad Design and Marking | |
| <p>What: That, the design of runway and taxiway widths is linked to the outer main gear wheel span (OMGWS) of the design aircraft and the size of the runway turn pad depends on aircraft wheelbase, OMGWS and maximum nose wheel steering angle. On the other hand, SARPs on runway turn pad markings are linked to aerodrome reference code (ARC) numbers (5.2.9 of Annex 14, Volume I refer). Therefore, ICAO is requested to review:</p> <p>1) Annex 14, volume I SARPs 3.3.1 & 3.3.2, where they have provided reference to ARC (code letters);</p> <p>2) Figure 1-3 of Aerodrome Design Manual (ADM, Doc 9157), Part 2 and Figure 4-1 of Aerodrome Design Manual, Part 1 for consistency with Annex 14, Volume I SARPs as specified in 5.2.9 (5.2.9.3 & 5.2.9.7 refer) regarding the runway turn pad marking.</p> | <p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p> |
| <p>Why: To review Annex 14, Volume I SARPs 3.3.1 & 3.3.2 and Figure 4-1 of ADM, Part 2 and Figure 1-3 of ADM, Part 1 by ICAO Aerodrome Design Group of Aerodrome Design and Operation Panel</p> | <p>Follow-up: <input type="checkbox"/> Required from States</p> |
| <p>When: 13-Dec-23</p> | <p>Status: Draft to be adopted by PIRG</p> |
| <p>Who: <input checked="" type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: XXXX</p> | |

| | |
|--|---|
| Decision AOP/SG/7 – 2 (AP-ADO/TF/4 - 2): Proposal for Amendment to AP-ADO/TF’s TOR | |
| <p>What: That, the Terms of Reference of the Asia/Pacific Aerodrome Design and Operations Task Force be amended as in Appendix B to the Report of the AOP/SG/7.</p> | <p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p> |
| <p>Why: To allow additional three years of time (until September 2026) to complete the work as per initial and additional scope of the work and assigned tasks and to provide some flexibility in the mode of meetings amid the aftermath of pandemic.</p> | <p>Follow-up: <input type="checkbox"/> Required from States</p> |
| <p>When: 6-Jul-23</p> | <p>Status: Adopted by Subgroup</p> |
| <p>Who: <input checked="" type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: AP-ADO/TF</p> | |

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|--|--|
| Draft Conclusion AOP/SG/7-3 (AP-AA/WG/5 – 1): ICAO Asia-Pacific Aerodrome Assistance Go-Team Methodology | |
| <p>What: That, as a follow up on <i>Conclusion APANPIRG 33/3 - Assistance to APAC States that require assistance in AGA area including certification and surveillance of aerodromes:</i></p> <ul style="list-style-type: none"> • The needs for technical assistance in the area of AGA for ICAO APAC States be periodically reviewed; • States with such needs be encouraged and invited to host Aerodrome Assistance Go-Team missions; and • The methodology for conducting such Assistance Go Teams Missions provided in Appendix C to the Report of AOP/SG/7 be posted on ICAO APAC Website. | <p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p> |
| <p>Why: To provide technical assistance to APAC States in AGA area including certification and surveillance of aerodromes</p> | <p>Follow-up: <input checked="" type="checkbox"/> Required from States</p> |
| <p>When: 13-Dec-23</p> | <p>Status: Draft to be adopted by PIRG</p> |
| <p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: AP-AA/WG</p> | |

| Decision AOP/SG/7-4 (AP-AA/WG/5 – 2): Asia and Pacific Generic Aerodrome Enforcement Policy and Procedures Manual | |
|---|--|
| What: That, the Generic Aerodrome Enforcement Policy and Procedures Manual (Appendix D to the Report of AOP/SG/7) developed by the AP-AA/WG be published on the ICAO APAC Website. | Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical |
| Why: To assist State which have not completed the implementation of aerodrome certification for all international aerodromes and/or with an AGA EI below 75%. | Follow-up: <input type="checkbox"/> Required from States |
| When: 6-Jul-23 | Status: Adopted by Subgroup |
| Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: | |

| Decision AOP/SG/7-5 (AP-AA/WG/5 – 3): Asia - Pacific Generic Aerodrome Exemptions Policy and Procedures Manual | |
|---|--|
| What: That, the generic aerodrome exemptions policy and procedures manual (Appendix E to the Report of the AOP/SG/7) developed by the AP-AA/WG be published on the ICAO APAC Website. | Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical |
| Why: To assist State which have not completed the implementation of aerodrome certification for all international aerodromes and/or with an AGA EI below 75%. | Follow-up: <input type="checkbox"/> Required from States |
| When: 6-Jul-23 | Status: Adopted by Subgroup |
| Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: | |

| Decision AOP/SG/7-6 (AP-AA/WG/5 – 4): Amendments to Generic Aerodrome Inspector Handbook | |
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| What: that, the Generic Aerodrome Inspector Handbook, First Revision, 2023, at Appendix F to the Report of AOP/SG/7 be approved and made available on the ICAO Asia/Pacific Regional Office Website for reference by States/Administrations. | Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical |
| Why: To provide inspectors with a more comprehensive set of guidelines to improve the quality of aerodrome inspections | Follow-up: <input type="checkbox"/> Required from States |
| When: 6-Jul-23 | Status: Adopted by Subgroup |
| Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: XXXX | |

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| Decision AOP/SG/7-7 (AP-AA/WG/5 - 5): Proposal for Amendment to AP-AA/WG’s TOR | |
| <p>What: That, the Terms of Reference of the Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG) be amended as in Appendix F to the Report of AOP/SG/7.</p> | <p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p> |
| <p>Why: To allow additional three years of time for Working Group to focus on the onsite technical assistance to States for certification and surveillance of aerodromes, new tasks of the TOR, and to provide some flexibility in the mode of meetings amid the aftermath of COVID-19 pandemic.</p> | <p>Follow-up: <input checked="" type="checkbox"/> Required from States</p> |
| <p>When: 6-Jul-23</p> | <p>Status: Adopted by Subgroup</p> |
| <p>Who: <input checked="" type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: AP-AA/WG</p> | |

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| Decision AOP/SG/7-8 (AP-AA/WG/5 – 6): Updated List of Asia/Pacific Generic Guidance Materials Developed by the AP-AA/WG with Details of the Custodians | |
| <p>What: That, the <i>Attachment A</i> to the <i>Procedure for periodic review and update of the Asia/Pacific Generic Guidance Materials</i> published on the ICAO APAC Website at eDocuments Webpage under the AGA heading be replaced by the updated list of Generic Guidance Materials developed by the AP-AA/WG/5 (Appendix H to the Report of AOP/SG/7).</p> | <p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p> |
| <p>Why: To incorporate in the list the version control of Generic AI Handbook and include newly developed APAC GGMs.</p> | <p>Follow-up: <input checked="" type="checkbox"/> Required from States</p> |
| <p>When: 6-Jul-23</p> | <p>Status: Adopted by Subgroup</p> |
| <p>Who: <input type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: AP-AA/WG</p> | |

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|---|---|
| Decision AOP/SG/7-9 (AP-WHM/WG/5 - 1): Proposal for Amendment to AP-WHM/WG’s TOR | |
| <p>What: That, the Terms of Reference of the Asia/Pacific Wildlife Hazard Management Working Group (AP-WHM/WG) be amended as provided in Appendix I to the Report of AOP/SG/7.</p> | <p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p> |
| <p>Why: To allow additional three years of time for Working Group to focus on the onsite technical assistance to States for establishment of the National Wildlife Hazard Management Committee, Wildlife Hazard Management Programme, conduct new tasks of the TOR, and to provide some flexibility in the mode of meetings amid the aftermath of COVID-19 pandemic.</p> | <p>Follow-up: <input checked="" type="checkbox"/> Required from States</p> |

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| When: 6-Jul-23 | Status: Adopted by Subgroup |
| Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: AP-WHM/WG | |

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| Draft Conclusion AOP/SG/7-10 (AP-WHM/WG/5 – 2): ICAO Asia/Pacific WHM Go-Team Methodology | |
| What: That, <ul style="list-style-type: none"> • The needs for technical assistance in the area of WHM for ICAO APAC States be periodically reviewed; • States with such needs be encouraged and invited to host WHM missions; and • The methodology for running such Go-Team missions provided in Appendix J to the Report of AOP/SG/7 be adopted by APANPIRG/34. | Expected impact: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical |
| Why: To assist States in WHM | Follow-up: <input checked="" type="checkbox"/> Required from States |
| When: 13-Dec-23 | Status: Draft to be adopted by PIRG |
| Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: AP-WHM/WG | |

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| Decision AOP/SG/7 – 11: Adoption of Annex 14 Recommendations as National Standards | |
| What: Given the potential benefits in air navigation efficiency and aerodrome safety of a risk-based approach to the adoption of Annex 14 Recommendations as National Standards, AOP-SG/7 decided that the topic of “Adoption of Annex 14 Recommendations as National Standards” should be added to the agenda of the next Asia Pacific Aerodrome Design and Operation Task Force (AP-ADO/TF) Meeting for further deliberations. | Expected impact: <ul style="list-style-type: none"> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical |
| Why: To ensure the financial and human resources of aerodrome operators and States are optimized for enhancing aerodrome safety and, in doing so, help achieve the common objective of certifying all aerodromes used for international operations in Asia-Pacific Region. | Follow-up: <input type="checkbox"/> Required from States |
| When: 6-Jul-23 | Status: Adopted by Subgroup |
| Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: AP-ADO-TF | |

8. Terms of Reference of APANPIRG AOP/SG

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

The Objectives of the AOP/SG are to:

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

Deliverables to meet the Objectives:

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

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

Agenda Item 2: Review Outcome of Relevant MeetingsAction Items from 57th Conference of Directors General of Civil Aviation Asia and Pacific Regions (WP/02)

2.1 AOP/SG/7 reviewed all Action Items of the Fifty-Seventh Conference of Directors General of Civil Aviation Asia and Pacific Regions (DGCA/57, 4 – 8 July 2023, Incheon, Republic of Korea) related to AOP matters. All materials including DPs, IP, Presentations and DGCA/57 Action Items are posted on ICAO APAC Website at <https://www.icao.int/APAC/Meetings/Pages/DGCA57.aspx>.

2.2 The AOP/SG/7 Meeting urged States CAAs and Aerodrome Operators to take necessary actions in accordance with Action Item 57/15 (Ground handling), 57/17 (Aerodrome certification), 57/46 (Decarbonization), 57/56 (Manpower shortage) and 57/57 (Beijing Declaration) arising from DGCA/57.

Relevant Outcomes of APANPIRG/33 and APAC Action Plan (WP/03)

2.3 AOP/SG/7 reviewed and noted the follow up actions taken by ICAO APAC Office on the 5 4 Conclusions (Proposal for Amendment to Asia/Pacific ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1, Publication of procedures for reporting of runway condition report and issuance of the SNOWTAM in AIP, Assistance to APAC States that require assistance in AGA area including certification and surveillance of aerodromes, State Action Plan for Establishment and Implementation of WHMP - Generic Template, and Update of Information in APANPIRG Air Navigation Deficiencies Reporting Form) adopted by the Thirty-Third Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/33, hybrid meeting, 22 to 24 November 2022) related to AOP/SG.

Actions on AOP/SG/6 Conclusions and Decisions (WP/04)

2.4 AOP/SG/7 reviewed and noted the follow up actions taken by ICAO APAC Office on the 5 Conclusions (Generic Surveillance Programme for Certified Aerodromes, Asia/Pacific Guidance on Development and Implementation of Aerodrome Wildlife Hazard Management Programme, State's Actions on USOAP CMA On-line Framework (OLF), Asia/Pacific Generic Guidance Materials and Custodians, and Revalidation of Coordinate Data) adopted by the AOP/SG/6 Meeting, video teleconference from 27 June to 30 June 2022.

Relevant Outcomes of ATFM/SG/13 and AAITF/18 (WP/24)

2.5 The Secretariat presented the outcomes of the Thirteenth Meeting of Air Traffic Flow Management Steering Group (ATFM/SG/13, Bangkok, Thailand, 03 to 07 April 2023) and the Eighteenth Meeting of the Aeronautical Information Services (AIS) – Aeronautical Information Management (AIM) Implementation Task Force (AAITF/18, Bangkok, Thailand, 19 to 23 June 2023).

2.6 ATFM/SG/13 had agreed to develop an annual regional monitoring and reporting scheme for the elements of the Asia/Pacific Aerodrome Collaborative Decision-Making (A-CDM) Implementation Plan, which was developed by the Asia/Pacific A-CDM Task Force (APA-CDM/TF) and approved by AOP/SG. The monitoring and reporting scheme would be developed by the ATFM Information Requirements Small Working Group (ATFM/IR/SWG). The meeting was invited to nominate A-CDM experts, through the Secretariat.

2.7 AAITF/18 was informed of a request by AOP/SG/6 that the Air Traffic Management Sub-Group of APANPIRG (ATM/SG) assist in encouraging States to comply with requirements for publication of aerodrome certification status in the Aeronautical Information Publication (AIP). ATM/SG had recorded an Action Item in this regard. The Action Item was added to the AAITF Task List for follow-up AIS action by all APAC Administrations.

2.8 PASO informed the meeting that the inclusion of certification status in AIP was very relevant to Pacific Small Island Developing States (PSIDS), several of which had APANPIRG Air Navigation Deficiencies recorded against aerodrome certification, and whose AIP was provided by a third-party organization. There was a need for a template for them to submit aerodrome certification information. ICAO would assist in coordinating on this matter through PASO.

2.9 ACI informed the meeting that they had already nominated an A-CDM Expert to ATFM/IR/SWG and will provide details by email to the Secretariat.

RASG-APAC/12 Meeting Outcomes (IP/02)

2.10 IP/02 provided information about the outcomes of the Twelfth Meeting of the RASG-APAC (Bangkok, Thailand, 17-18 November 2022) and noted that the RASG-APAC/12 adopted 12 Decisions.

2.11 Regarding Aerodrome Certification, RASG-APAC/12 had noted that, 321 out of 354 aerodromes used for international operations were certified as of November 2022, which corresponds to 90.68%. States were encouraged to expedite the certification of international aerodromes, as the target was the end of 2020.

2.12 The Report of the RASG-APAC/12 and the 2022/2023 RASG-APAC Work Programme can be accessed through <https://www.icao.int/APAC/Meetings/Pages/2022-RASG-APAC12.aspx>.

Agenda Item 3: Regional ReportingAsia/Pacific Air Navigation Plans (WP/05)

3.1 AOP/SG/7 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/7 recalled *Conclusion APANPIRG/33/1: Proposal for Amendment to Asia/Pacific ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1* and noted that **282** out of **355** aerodromes used for international operations in Asia and Pacific Regions had been listed in Asia/Pacific Region ANP Volume I as of 21 June 2023 (**271** in June 2022).

Note: -

- 1) *Japan informed the Secretariat that Sapporo Airport (RJCO) was no more open for international operations. Therefore, Sapporo Airport was removed from **Appendix A**.*
- 2) ***282** out of **354** aerodromes used for international operations in Asia and Pacific Regions have been listed in Asia/Pacific Region ANP Volume I as of 6 July 2023.*

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

3.5 AOP/SG/7 urged States to take note of *Conclusion APANPIRG/33/1* and initiate and send proposals to ICAO APAC Office for amendment to APAC ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1, as necessary, particularly by States/Administrations identified in **Appendix A** to the Report of AOP/SG/7.

3.6 In response to States queries, the Secretariat responded that only one critical aircraft type should be shown in the “*Remarks Column of the Table AOP II – 1*”, if that aircraft is used to determine aerodrome reference code (RC), RFF category and pavement strength (all three elements). Otherwise, different critical aircraft types need to be shown for different elements, e.g., one critical aircraft type for RC and/or pavement strength and another critical aircraft type for RFF category.

Asia/Pacific Seamless ANS Plan Update (WP/25)

3.7 AOP/SG/7 was briefed on the proposed update of the Asia/Pacific Seamless Air Navigation Services (ANS) Plan Section 7 – *Performance Improvement Plan*.

3.8 APANPIRG/33 had agreed to update the Seamless Plan in 2022/2023, and to a change to the update cycle of the Seamless ANS Plan, to be conducted in the year immediately following the meeting year of the ICAO Assembly in order to facilitate inclusion of relevant updates of the Global Air Navigation Plan (GANP) Aviation System Block Upgrades (ASBUs).

3.9 Guiding principles applied to this work by the Secretariat included:

- refrain from introducing new regional elements except where absolutely necessary;

- focus on APAC regional prioritization of ASBU elements; and
- keep in mind the ICAO *No Country Left Behind* (NCLB) principle.

3.10 AOP/SG/7 was briefed on the process agreed by APANPIRG/33 for updating the Seamless ANS Plan and invited to participate in further development of the Plan update and provide feedback on proposed changes to Section 7 – *Performance Improvement Plan* (AOP/SG/7-WP/25 Attachment 2).

3.11 Referring to the proposed change to existing paragraph 7.48 of the Seamless ANS Plan, the Secretariat noted there may be need for further revision.

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

Report on the Fourth Meeting of the Asia/Pacific Aerodrome Design and Operations Task Force (AP-ADO/TF/4) (WP/06)

4.1 AOP/SG/7 reviewed the Report of the Fourth Meeting of the Asia/Pacific Aerodrome Design and Operations Task Force (AP-ADO/TF/4, hybrid meeting in Chiang Rai, Thailand from 10 – 13 January 2023). 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/2023-AP-ADO-TF4.aspx>.

Runway Turn Pad Specification

4.2 AP-ADO/TF/4 had noted the inconsistency observed in Annex 14 Volume I and Aerodrome Design Manual (Doc 9157) Part 1 regarding the basis taken for runway turn pad design (aerodrome reference code (ARC) letter versus outer main gear wheel span (OMGWS)) and ambiguity created by markings of turn pad as shown in Aerodrome Design Manual (Doc 9157) Part 1 and Part 2 (which was actually shown as aircraft cockpit track but misinterpreted/misunderstood by some aerodrome operators as marking) and formulated the following Draft Conclusion which was endorsed by AOP/SG/7 for further consideration by APANPIRG/34:

| Draft Conclusion AOP/SG/7 – 1 (AP-ADO/TF/4 – 1): Runway Turn Pad Design and Marking | |
|--|---|
| <p>What: That, the design of runway and taxiway widths is linked to the outer main gear wheel span (OMGWS) of the design aircraft and the size of the runway turn pad depends on aircraft wheelbase, OMGWS and maximum nose wheel steering angle. On the other hand, SARPs on runway turn pad markings are linked to aerodrome reference code (ARC) numbers (5.2.9 of Annex 14, Volume I refer). Therefore, ICAO is requested to review:</p> <p>3) Annex 14, volume I SARPs 3.3.1 & 3.3.2, where they have provided reference to ARC (code letters);</p> <p>4) Figure 1-3 of Aerodrome Design Manual (ADM, Doc 9157), Part 2 and Figure 4-1 of Aerodrome Design Manual, Part 1 for consistency with Annex 14, Volume I SARPs as specified in 5.2.9 (5.2.9.3 & 5.2.9.7 refer) regarding the runway turn pad marking.</p> | <p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p> |
| <p>Why: To review Annex 14, Volume I SARPs 3.3.1 & 3.3.2 and Figure 4-1 of ADM, Part 2 and Figure 1-3 of ADM, Part 1 by ICAO Aerodrome Design Group of Aerodrome Design and Operation Panel</p> | <p>Follow-up: <input type="checkbox"/> Required from States</p> |
| <p>When: 13-Dec-23</p> | <p>Status: Draft to be adopted by PIRG</p> |
| <p>Who: <input checked="" type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: XXXX</p> | |

Review on Requirement of Intermediate Holding Position Lights during CAT I Conditions

4.3 AP-ADO/TF/4 had noted the difficulties encountered by pilots in identification of the Intermediate Holding Position (IHP) when taxiway centreline lights (TCLs) are operated in CAT I conditions. In the scenario when the TCLs were switched on, the tendency of the pilot in focusing on the green lights and difficulty in sudden switchovers of identifying the IHP marking could be a challenge. For this reason, it was recommended to provide IHP lights whenever TCLs are operated.

4.4 AP-ADO/TF/4 had also noted the benefits in providing IHP lights when the airport had only taxiway edge lights and signs, such as, early information about a junction, less installation cost as configuration requires only 3 lights, increase of situational awareness as identification of IHP marking still could be a challenge from a long distance etc.

4.5 For both cases, it was proposed to have a light distribution of IHP lights similar to TCL's with RVR conditions > 350 m.

4.6 AOP/SG/7 noted that the Secretariat had sent the AP-ADO/TF/4-WP/05 (Revision 1) to the Air Navigation Bureau, ICAO HQ for review by and discussion at the forthcoming meeting of the ICAO HQ Visual Aids Group as agreed at the AP/ADO/TF/4 Meeting.

4.7 In response to Philippines query, it was clarified that IHP lights are not required at the intersection of taxiways for NPA runway operations.

Development of fully integrated safeguarding surfaces to uphold flight safety while facilitating pressing needs of infrastructure/building developments in Hong Kong, China

4.8 AP-ADO/TF/4 had noted the successful experience of Hong Kong China in making use of advanced 3-dimensional computer modelling to proactively develop integrated safeguarding surfaces for CNS equipment, aerodrome and flight procedures, and publish them under a regulatory framework to uphold flight safety while minimising constraints to infrastructure/building developments to cope with the pressing needs for lands for developments in the Hong Kong territories.

4.9 AP-ADO/TF/4 had also noted that all safeguarding surfaces had been integrated through a highly complex and iterative process with a high degree of accuracy in formulating a combined set of the most limiting surfaces and published as "Airport Height Restriction Plan" (AHRP) under the Hong Kong Airport (Control of Obstructions) Ordinance with effect from 31 May 2022.

4.10 The aviation geographic information system experts from ESRI China (Hong Kong) conducted an online demonstration of integrating the safeguarding surfaces to derive the lowest limiting surface. The model could be verified using captured flight data to understand and demonstrate the surface design in practice. The combined data layers could be exported to a 3D model database or shared as a web application, allowing complex geographic information to be simplified and shared with users.

4.11 AP-ADO/TF/4 had encouraged States/Administrations to be fully aware of the potential risks induced by the protrusion of safeguarding surfaces and take proactive steps to engage advanced computer modelling to develop integrated safeguarding with high accuracy and publish them under a regulatory framework to uphold flight safety while facilitating pressing needs of infrastructure/building developments.

Review on Requirement of Sequenced Flashing Lights (SFL) for the Barrette Approach Lighting System in CAT I/II/III Conditions

4.12 As per Annex 14 Volume I – Aerodrome Design and Operations, Sequenced Flashing Lights (SFL) to be provided for Category I approach lighting system for every barrette i.e., from the first barrette to the end of the approach lighting system and for Category II/III approach lighting system the SFL to be provided beyond 300 m.

(a) *Precision Approach CAT I Lighting System*

4.13 Considering the detailed explanation provided in the working paper and thereby expressing the concern over the provision of SFL for the section from threshold lights to 300 m in the CAT I conditions, it was proposed to amend the Recommendation 5.3.4.17 of Annex 14, Volume I as below:

5.3.4.17 Recommendation:— *If the centre line consists of barrettes as described in 5.3.4.14 b) or 5.3.4.15 b), each barrette beyond 300 m should be supplemented by a flashing light, except where such lighting is considered unnecessary taking into account the characteristics of the system and the nature of the meteorological conditions.*

(b) *Precision Approach CAT II and III Lighting System*

4.14 It was explained that the CAT II/III condition itself warrants that the meteorological conditions are impaired. Therefore, it was proposed to make two changes in 5.3.4.34 Recommendation of Annex 14, Volume I:

- a) change from recommendation to standard, as without SFL identifying the approach lights would be tough task; and
- b) in CAT II/III condition, both the characteristics of system perceivability and meteorological conditions are affected, the reference of the same is not required.

4.15 Based on the explanation above, the paper proposed the changes to 5.3.4.34 of Annex 14, Volume I as Standard as below:

5.3.4.34 **Recommendation:**— *If the centre line beyond 300 m from the threshold consists of barrettes as described in 5.3.4.31 a) or 5.3.4.32 a), each barrette beyond 300 m ~~should~~ shall be supplemented by a flashing light., ~~except where such lighting is considered unnecessary taking into account the characteristics of the system and the nature of the meteorological conditions~~*

4.16 AOP/SG/7 noted that the Secretariat had sent the AP-ADO/TF/4-WP/07 to the Air Navigation Bureau, ICAO HQ for review by and discussion at the forthcoming meeting of the ICAO HQ Visual Aids Group as agreed at the AP/ADO/TF/4 Meeting.

Draft Regional Guidance for Design and Operations of Altiports

4.17 AOP/SG/7 noted that the AP-ADO/TF/4 meeting had reviewed in detail the Draft Regional Guidance for Design and Operations of Altiport which was also posted separately on ICAO Meeting Webpage at <https://www.icao.int/APAC/Meetings/Pages/2023-AP-ADO-TF4.aspx> as Attachment to AP-ADO/TF/4-WP/09 for comments by States/Administrations for further improvement. The AP-ADO/TF/4 meeting noted the progress in drafting the *Regional Guidance for Design and Operations of Altiport* and which was expected to be completed by the next meeting of the Task Force (AP-ADO/TF/5).

Task List of AP-ADO/TF

4.18 AOP/SG/7 noted that AP-ADO/TF/4 had agreed with the US proposal to organise a “Workshop on Aerodrome Pavement Design and Evaluation including ICAO ACR-PCR Method in Reporting Pavement Strength” back-to-back with next AP-ADO/TF Meeting in Jan/Feb 2024 or as standalone workshop as appropriate at the convenient dates for Asia and Pacific States and to be supported by FAA.

Aerodrome Activity in the Pacific

4.19 AOP/SG/7 noted that at the AP-ADO/TF/4 meeting Pacific Aviation Safety Office (PASO) had provided an overview of aerodrome and ground aids activity undertaken by PASO since 2020 for the ten Pacific States with the funding support from the Australian Department of Foreign Affairs and Trade to continue regulatory audits and surveillance as States had reduced aviation income due to border closures from COVID-19. The work included assisting on ICAO matters including Global Reporting Format training and implementation.

4.20 AP-ADO/TF/4 had noted the development of an offsite certification audit process funded by the World Bank enabling States to continue to get PASO support for audits and inspections whilst the State borders were closed due to COVID-19 preventing onsite access by inspectors. AP-ADO/TF/4 had also noted the challenges Pacific aerodromes face especially in regard to Annex 14 compliance, aerodrome certification and aerodrome operations. AP-ADO/TF/4 had further noted PASO’s involvement with States to get all international aerodromes, where PASO provides assistance, to be certificated and removed current State aerodrome deficiencies identified by ICAO.

Proposal for Amendment to AP-ADO/TF TOR

4.21 AOP/SG/7 noted that the TOR was proposed to be amended to include in its scope the topics, such as, Surface Movement Guidance and Control System (SMGCS) and Advanced SMGCS (A-SMGCS), Aerodrome Operations (AOP), Aerodrome Operation Centre (AOPC) and Total Airport Management (TAM) provisions of GANP and upcoming new concept of obstacle limitation surfaces (OLS) and runway strength reporting (ACR/PCR) as shown in **Appendix B** to the Report of the AOP/SG/7. The proposed amendment to the TOR would allow additional time for this Task Force to complete the work related to initial as well as additional scope of work and assigned tasks, and to provide some flexibility in the mode of meetings.

4.22 AOP/SG/7 adopted the following Decision formulated by AP-ADO/TF/4:

| Decision AOP/SG/7 – 2 (AP-ADO/TF/4-2): Proposal for Amendment to AP-ADO/TF’s TOR | |
|--|---|
| What: That, the Terms of Reference of the Asia/Pacific Aerodrome Design and Operations Task Force be amended as in Appendix B to the Report of the AOP/SG/7. | Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical |
| Why: To allow additional three years of time (until September 2026) to complete the work as per initial and additional scope of the work and assigned tasks and to provide some flexibility in the mode of meetings amid the aftermath of pandemic. | Follow-up: <input type="checkbox"/> Required from States |
| When: 6-Jul-23 | Status: Adopted by Subgroup |
| Who: <input checked="" type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: AP-ADO/TF | |

4.23 On behalf of Airports of Thailand, the Chairman of AP-ADO/TF graciously offered to host the Fifth Meeting of the AP-ADO/TF at Chiang Rai in January/February 2024.

Report on the Fifth Meeting of Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/5) (WP/07)

4.24 AOP/SG/7 reviewed the Report of the Fifth Meeting of the Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/5, Maldives from 13 to 16 March 2023). 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/2023-AP-AA-WG-5.aspx>.

ICAO Asia-Pacific Aerodrome Assistance Go-Team Methodology

4.25 As per experience of ICAO, COSCAPs and the Industry, one of the most effective methods to provide technical assistance to States is “Go-Team missions”, i.e., missions consisting of members from ICAO or COSCAPs, States and Industry Partners with the required expertise and background, spending time on site reviewing documents, conducting joint inspection of aerodrome operations, and coaching the State in need of such assistance.

4.26 To achieve the above purpose, the ACI had developed and presented the methodology for planning, coordination, execution and follow up on Go-Team missions to assist States in AGA area including certification and surveillance of aerodromes. The detailed methodology provided in **Appendix C** to the AOP/SG/7 Report was reviewed by the AP-AA/WG/5 and the AOP/SG/7 Meeting endorsed the following draft Conclusion for consideration by APANPIRG/34:

| | |
|--|--|
| Draft Conclusion AOP/SG/7-3 (AP-AA/WG/5 – 1): ICAO Asia-Pacific Aerodrome Assistance Go-Team Methodology | |
| <p>What: That, as a follow up on <i>Conclusion APANPIRG 33/3 - Assistance to APAC States that require assistance in AGA area including certification and surveillance of aerodromes</i>:</p> <ul style="list-style-type: none"> • The needs for technical assistance in the area of AGA for ICAO APAC States be periodically reviewed; • States with such needs be encouraged and invited to host Aerodrome Assistance Go-Team missions; and • The methodology for conducting such Assistance Go Teams Missions provided in Appendix C to the Report of AOP/SG/7 be posted on ICAO APAC Website. | <p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p> |
| <p>Why: To provide technical assistance to APAC States in AGA area including certification and surveillance of aerodromes</p> | <p>Follow-up: <input checked="" type="checkbox"/> Required from States</p> |
| <p>When: 13-Dec-23</p> | <p>Status: Draft to be adopted by PIRG</p> |
| <p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: AP-AA/WG</p> | |

4.27 The AOP/SG/7 Meeting was informed that Aerodrome Assistance Go-Teams Missions were planned for Lao PDR and Brunei in 2023.

Asia-Pacific Generic Aerodrome Enforcement Policy and Procedures Manual

4.28 AOP/SG/7 noted that AP-AA/WG/5 had reviewed the draft Generic Aerodrome Enforcement Policy and Procedures Manual and found appropriate for reference/or use by States/Administrations. AOP/SG/7 adopted the following Decision formulated by AP-AA/WG/5:

| Decision AOP/SG/7-4 (AP-AA/WG/5 – 2): Asia and Pacific Generic Aerodrome Enforcement Policy and Procedures Manual | |
|---|--|
| What: That, the Generic Aerodrome Enforcement Policy and Procedures Manual (Appendix D to the Report of AOP/SG/7) developed by the AP-AA/WG be published on the ICAO APAC Website. | Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical |
| Why: To assist State which have not completed the implementation of aerodrome certification for all international aerodromes and/or with an AGA EI below 75%. | Follow-up: <input type="checkbox"/> Required from States |
| When: 6-Jul-23 | Status: Adopted by Subgroup |
| Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: | |

Generic Aerodrome Exemptions Policy and Procedures Manual

4.29 AOP/SG/7 noted that AP-AA/WG/5 had reviewed the draft Generic Aerodrome Exemptions Policy and Procedures Manual and found appropriate for reference/or use by States/Administrations in APAC Region. AOP/SG/7 adopted the following Decision formulated by AP-AA/WG/5:

| Decision AOP/SG/7-5 (AP-AA/WG/5 – 3): Asia - Pacific Generic Aerodrome Exemptions Policy and Procedures Manual | |
|---|--|
| What: That, the generic aerodrome exemptions policy and procedures manual (Appendix E to the Report of the AOP/SG/7) developed by the AP-AA/WG be published on the ICAO APAC Website. | Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical |
| Why: To assist State which have not completed the implementation of aerodrome certification for all international aerodromes and/or with an AGA EI below 75%. | Follow-up: <input type="checkbox"/> Required from States |
| When: 6-Jul-23 | Status: Adopted by Subgroup |
| Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: | |

Amendments to Generic Aerodrome Inspector Handbook

4.30 AOP/SG/7 noted that the AP-AA/WG/5 Meeting had reviewed the proposed updates in the Generic Aerodrome Inspector Handbook and found appropriate to be incorporated in the Handbook. AOP/SG/7 adopted the following Decision formulated by AP-AA/WG/5:

| | |
|---|--|
| Decision AOP/SG/7-6 (AP-AA/WG/5 – 4): Amendments to Generic Aerodrome Inspector Handbook | |
| What: that, the Generic Aerodrome Inspector Handbook, First Revision, 2023, at Appendix F to the Report of AOP/SG/7 be approved and made available on the ICAO Asia/Pacific Regional Office Website for reference by States/Administrations. | Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical |
| Why: To provide inspectors with a more comprehensive set of guidelines to improve the quality of aerodrome inspections | Follow-up: <input type="checkbox"/> Required from States |
| When: 6-Jul-23 | Status: Adopted by Subgroup |
| Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: XXXX | |

AP-AA/WG Task List

4.31 AOP/SG/7 noted that AP-AA/WG/5 had reviewed and updated the AP-AA/WG Task List and the new task to develop a Generic GM for the evaluation of Aerodrome SMS was added to the list.

Proposal for an Amendment to Terms of Reference of AP-AA/WG

4.32 AOP/SG/7 noted that the AP-AA/WG’s TOR was proposed to be amended to include in its scope an assistance to States through “Asia-Pacific Aerodrome Assistance Go-Team” missions as proposed in AP-AA/WG/5-WP/08 presented by ACI and maintain the register of AGA Experts nominated by States and Industry Partners in accordance with the **Conclusion APANPIRG/33/3 - Assistance to APAC States that require assistance in AGA area including certification and surveillance of aerodromes**. The additional scopes of the Working Group were incorporated in the proposed amendment to the TOR of the AP-AA/WG provided in **Appendix G** to the Report of AOP/SG/7. This would allow additional time for this Working Group to focus on the implementation aspects, such as, onsite technical assistance to States for certification or surveillance of aerodromes, customization of Asia-Pacific Generic Guidance Materials for developing State’s Guidance Materials, providing on-the-job trainings to States’s Aerodrome Inspectors when necessary, assist States in establishing runway safety programme and implementation of Global Reporting Format (GRF), complete the new task added to the Working Group’s Task List to develop Generic Guidance for the Evaluation of Aerodromes SMS and provide some flexibility in the mode of conducting meetings amid the aftermath of COVID-19 pandemic.

4.33 AOP/SG/7 adopted the following Decision endorsed by the AP-AA/WG/5 Meeting:

| Decision AOP/SG/7-7 (AP-AA/WG/5-5): Proposal for Amendment to AP-AA/WG's TOR | |
|--|---|
| What: That, the Terms of Reference of the Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG) be amended as in Appendix G to the Report of AOP/SG/7. | Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical |
| Why: To allow additional three years of time for Working Group to focus on the onsite technical assistance to States for certification and surveillance of aerodromes, new tasks of the TOR, and to provide some flexibility in the mode of meetings amid the aftermath of COVID-19 pandemic. | Follow-up: <input checked="" type="checkbox"/> Required from States |
| When: 6-Jul-23 | Status: Adopted by Subgroup |
| Who: <input checked="" type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: AP-AA/WG | |

Asia Pacific Generic Guidance Materials (GGMs) and Custodian

4.34 AOP/SG/7 noted that the AP-AA/WG/5 Meeting had reviewed and updated the list of GGMs developed by the AP-AA/WG including the following three GGMs and the new version of the Asia Pacific Generic Aerodrome Inspector's Handbook presented at the AP-AA/WG/5 Meeting:

- i) ICAO Asia-Pacific Aerodrome Assistance Go-Team Methodology;
- ii) Asia-Pacific Generic Aerodrome Enforcement Policy and Procedures Manual; and
- iii) Asia-Pacific Generic Aerodrome Exemptions Policy and Procedures Manual.

4.35 AOP/SG/7 adopted the following Decision formulated by the AP-AA/WG/5 Meeting.

| Decision AOP/SG/7-8 (AP-AA/WG/5 – 6): Updated List of Asia/Pacific Generic Guidance Materials Developed by the AP-AA/WG with Details of the Custodians | |
|---|---|
| What: That, the <i>Attachment A</i> to the <i>Procedure for periodic review and update of the Asia/Pacific Generic Guidance Materials</i> published on the ICAO APAC Website at eDocuments Webpage under the AGA heading be replaced by the updated list of Generic Guidance Materials developed by the AP-AA/WG/5 (Appendix H to the Report of AOP/SG/7). | Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical |
| Why: To incorporate in the list the version control of Generic AI Handbook and include newly developed APAC GGMs. | Follow-up: <input checked="" type="checkbox"/> Required from States |
| When: 6-Jul-23 | Status: Adopted by Subgroup |
| Who: <input type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: AP-AA/WG | |

Report on the Fifth Meeting of the Asia/Pacific Wildlife Hazard Management Working Group (AP-WHM/WG/5) (WP/08)

4.36 AOP/SG/7 reviewed the Report of the Fifth Meeting of the Asia/Pacific Wildlife Hazard Management Working Group (AP-WHM/WG/5) held in Bangkok, Thailand from 3 to 5 May 2023. The full report of AP-WHM/WG/5 provided on ICAO APAC Office website at: <https://www.icao.int/APAC/Meetings/Pages/2023-AP-WHM-WG5.aspx>.

Draft Knowledge Article on Best Practices by WBA

4.37 The World Birdstrike Association (WBA) had presented an overview of effective wildlife hazard management with a multi-faceted approach that involves regular surveys, effective control programs, personnel training, and use of technology. The paper had recommended that the airport wildlife hazard management should include assessments of habitat, food sources, and identify potential wildlife activities. The paper also provided examples of recommended standards developed by WBA.

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

4.38 AOP/SG/7 noted that India and Pakistan had agreed to provide progress update on implementation of their Action Plan at the AP-WHM/WG/6 Meeting in 2024.

Proposal for an Amendment to the Terms of Reference of AP-WHM/WG

4.39 AOP/SG/7 noted that the TOR of AP-WHM/WG was proposed to be amended to include in its scope an assistance to States through “Asia-Pacific WHM Go-Team” missions as proposed in AP-WHM/WG/5 - **WP/05** presented by ACI and maintain the register of the WHM Experts nominated by States and Industry Partners (AP-WHM/IP-02 refers). The additional scopes of the Working Group were incorporated in the proposed amendment to the TOR of the AP-WHM/WG provided in **Appendix I**. The proposed amendment to the TOR would allow additional time for this Working Group to focus on the implementation aspects, such as, onsite technical assistance to States for establishment of the National Wildlife Hazard Management Committee, Wildlife Hazard Management Programme, conducting WHM workshops/seminars/trainings, customization of Asia-Pacific Generic Guidance Materials for developing State’s Guidance Materials, providing on-the-job trainings to States’s Aerodrome Inspectors (WHM) as and when necessary, continue to carry out the ongoing tasks and complete the new task added to the Working Group’s Task List and provide some flexibility in the mode of conducting meetings amid the aftermath of COVID-19 pandemic.

4.40 AOP/SG/7 also noted that the proposal for the amendment to AP-WHM/WG’s TOR was supported by all participating States and International Organizations at the AP-WHM/WG/5 Meeting. AOP/SG/7 adopted the following Decision endorsed by AP-WHM/WG/5:

| | |
|--|--|
| Decision AOP/SG/7-9 (AP-WHM/WG/5-1): Proposal for Amendment to AP-WHM/WG’s TOR | |
| What: That, the Terms of Reference of the Asia/Pacific Wildlife Hazard Management Working Group (AP-WHM/WG) be amended as provided in Appendix I to the Report of AOP/SG/7. | Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical |

| | |
|---|---|
| Why: To allow additional three years of time for Working Group to focus on the onsite technical assistance to States for establishment of the National Wildlife Hazard Management Committee, Wildlife Hazard Management Programme, conduct new tasks of the TOR, and to provide some flexibility in the mode of meetings amid the aftermath of COVID-19 pandemic. | Follow-up: <input checked="" type="checkbox"/> Required from States |
| When: 6-Jul-23 | Status: Adopted by Subgroup |
| Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: AP-WHM/WG | |

AP-WHM/WG TOR and Task List

4.41 AOP/SG/7 noted that the WBA has developed the WHM questionnaire, circulated to participants of the AP-WHM/WG/5 and requested to response to the questionnaire by July 2023. WBA's WHM questionnaire is provided in **Appendix C** to the Report of AP-WHM/WG/5.

ICAO Asia-Pacific Wildlife Hazard Management Go-Team Methodology

4.42 Complementary to guidance materials and webinars/workshops, a time-tested effective method to provide technical assistance is to organize a "Go Team mission" whereby a team of experts in the relevant areas is sent to the State concerned to review the situation on site and to coach and mentor the personnel there.

4.43 To achieve the above purpose, the ACI had developed and presented at the AP-WHM/WG/5 the methodology for planning, coordination, execution and follow up on Go-Team missions to assist States in WHM field. The methodology provided in **Appendix J** to the Report of AOP/SG/7 was reviewed by the AP-WHM/WG/5. AOP/SG/7 endorsed the following Draft Conclusion formulated by AP-WHM/WG/5 for further consideration by APANPIRG/34:

| | |
|--|---|
| Draft Conclusion AOP/SG/7-10 (AP-WHM/WG/5-2): ICAO Asia/Pacific WHM Go-Team Methodology | |
| What: That, <ul style="list-style-type: none"> The needs for technical assistance in the area of WHM for ICAO APAC States be periodically reviewed; States with such needs be encouraged and invited to host WHM missions; and The methodology for running such Go-Team missions provided in Appendix J to the Report of AOP/SG/7 be adopted by APANPIRG/34. | Expected impact: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical |
| Why: To assist States in WHM | Follow-up: <input checked="" type="checkbox"/> Required from States |
| When: 13-Dec-23 | Status: Draft to be adopted by PIRG |
| Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: AP-WHM/WG | |

IBIS Focal Points for Asia and Pacific States

4.44 AOP/SG/7 noted that the List of ICAO Bird Strike Information System (IBIS) Focal Points of Asia and Pacific States had been updated based on information provided by States (**Appendix K**) and sent to ICAO.

4.45 States that have yet to update the details of the IBIS Focal Points were requested to send the details of their Focal Points to ICAO APAC Office for further updating the list.

Certification of Aerodromes in the Asia/Pacific Region (WP/09)*Status on Certification of Aerodromes in Asia Pacific States*

4.46 AOP/SG/7 noted that out of **355** aerodromes used for international operations in Asia and Pacific Regions **325** aerodromes have been certified as of 21 June 2023 (**322** out of **351** aerodromes in June 2022) corresponding to **91.55%** progress.

4.47 AOP/SG further noted that in 2022/2023, the following four airports have been certified:

- 1) Samui Airport (Thailand) - on 22 August 2022;
- 2) Wattay International Airport (Lao PDR) - on 12 October 2022;
- 3) Pokhara International Airport (Nepal) – on 1 January 2023; and
- 4) President Nicolau Lobato International Airport (Timor-Leste) – on 26 January 2023.

4.48 Hua Hin Airport has been de-listed from APAC Air Navigation Plan as per CAA Thailand request as this airport is no longer open to international operations.

4.49 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] | 139 | 95 | 54 | 66 |
| Number of Certified Int’l Aerodromes [325] | 136 | 87 | 45 | 57 |
| Number of Int’l Aerodromes yet to be certified [29] | 3 | 8 | 9 | 9 |

| Aerodromes | North Asia (5 States & 2 SARs) | South East Asia (11 States) | South Asia (8 States) | Pacific (15 States & 8 OTs) |
|---|--------------------------------------|--|---|--|
| States with Int'l Aerodromes <u>yet</u> to be certified (number and percentage of aerodromes <u>yet</u> to be certified) [12 States, 29 Aerodromes, 8.19%] | 1) China (3, 3%) | 1) Brunei Darussalam (1, 100%), 2) Lao PDR (3, 75%) 3) Malaysia (2, 11%) 4) Thailand (2, 20%), 5) Timor-Leste (1, 50%) | 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

4.50 The list of aerodromes used for international operations in Asia/Pacific Region which are yet to be certified is in **Appendix L**.

4.51 PASO updated the meeting on the certification progress of several Pacific Island States aerodromes used for international operations. The status of aerodromes detailed in Table 1 of the Working Paper are:

- 1) Kiribati: Bonriki Aerodrome had a certification inspection in December 2022, and Cassidy Aerodrome will have a certification inspection in August 2023.
- 2) Nauru: Nauru International Airport had a certification inspection in January 2023.
- 3) Samoa: Fagali'i Aerodrome completed certification in June 2023 and a Part 139 Aerodrome Operating Certificate has been issued. Samoa is in progress of sending ICAO evidence of the certification.
- 4) Tuvalu: Funafuti Aerodrome had a certification inspection in February 2023.

PASO is supporting these States to complete any outstanding certification inspection findings so a final certification assessment can be completed to allow issue of an aerodrome operating certificate.

Notes:-

- 1) *Post meeting the following information have been received from following States:*
 - a) *Considering the "Note" provided under Para 3.3, there were 354 aerodromes used for international operations in Asia and Pacific Regions.*
 - b) *Samoa provided a copy of aerodrome certificate issued on 17 June 2023 to Fagali'i Intl Airport.*
- 2) *325 out of 354 aerodromes have been certified as of 13 July 2023 corresponding to 91.81% progress.*

Publication of the Status of Certification of Aerodromes in AIP

4.52 AOP/SG/7 noted that in 2023, India, Timor-Leste and United States (for American Samoa, Guam and Northern Mariana Islands) provided evidence of the publication of the status of certification of aerodromes in their AIPs.

4.53 States / Administrations that have yet to publish the status of certification of aerodromes in AIP AD 1.5 are provided in Table 2.

| 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 | 1) Afghanistan | 1) Kiribati 2) Nauru 3) Samoa 4) Solomon Is. 5) Tonga 6) Tuvalu 7) Vanuatu |
| Some aerodromes are not listed in AD 1.5 | 1) China | 1) Viet Nam | | -- |
| Status listed but not under AD 1.5 | -- | | -- | |
| AIP cannot be located | -- | -- | -- | 1) Marshall Is. 2) Micronesia (Federated States of) 3) Palau |
| Total (14 States) | 1 State | 2 States | 1 State | 10 States / OTs |

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

4.54 *Asia Pacific Regional Guidance on Aeronautical Information Publication – AD 1.5 Status of Certification of Aerodromes* approved by AOP/SG/4 (Video Teleconference, 10 – 13 November 2020) and published by ICAO Asia and Pacific Office, Bangkok on ICAO APAC Website eDocuments under AGA heading (<https://www.icao.int/APAC/Pages/eDocs.aspx>) may be referred by States/Administrations for this purpose.

4.55 PASO updated the AOP/SG/7 Meeting that issues with the AIP service provider for many Pacific States has been resolved so that Kiribati, Nauru, Samoa, Solomon Islands, Tonga, Tuvalu and Vanuatu can publish aerodrome status in AD 1.5 in the coming months. PASO and the Pacific States would continue to keep ICAO updated on progress.

ICAO USOAP CMA and AGA Findings (WP/10)

4.56 The USOAP CMA Activity Plan, which was issued as an Electronic Bulletin and posted on ICAO-NET twice a year, lists the scheduled USOAP CMA activities and can be accessed at ICAO secure portal (<https://soa.icao.int/USOAPLibrary/Library.aspx>).

4.57 In 2022, **2 CMA** audits (including 1 focused audit), **1 ICVM**, **5 off-site validation activities** and **1 SSPIA** were conducted in in Asia and Pacific Regions as shown in Table 3.

| Dates (2022) | States | | | |
|-------------------|--------|------------------------------|---------------------|-------------------------------|
| | ICVM | Audit | Off-site validation | SSP Implementation Assessment |
| Feb. 2022 | | | China | |
| 18 to 22 Apr 2022 | | | | Singapore |
| 4 to 14 Apr 2022 | | Singapore (Focused Audit) | | |
| 13 to 25 Apr 2022 | | Nepal | | |
| 9 to 16 Nov 2022 | India | | | |
| Nov. 2022 | | | Australia | |
| Nov. 2022 | | | Bhutan | |
| Nov. 2022 | | | Philippines | |
| Dec. 2022 | | | Myanmar | |

Table 3: USOAP CMA activities conducted in 2022 in APAC States

4.58 ICAO planned to conduct the following USOAP CMA activities in the Asia and Pacific Regions in 2023 as shown in Table 4.

| Dates (2023) | States | | | |
|--------------------------------|----------|--|---------------------|-------------------------------|
| | ICVM | Audit | Off-site validation | SSP Implementation Assessment |
| 15 to 29 Mar 2023 Postponed | | China (Postponed due to COVID-19 travel restrictions) | | |
| 13 to 25 Jun 2023 | | Bangladesh (Postponed at the request of the State) | | |
| 14 to 26 Jun 2023 | | Papua New Guinea (Accomplished) | | |
| 30 Aug to 11 Sep 2023 | | | | Australia |
| 13 to 19 Sep 2023 | | Australia (Focused audit) | | |
| 2 to 11 Oct 2023 | Cambodia | | | |

Table 4: USOAP CMA activities planned in 2023 for APAC States

4.59 ICAO had a plan to conduct the USOAP CMA Workshop in 2023 for Asia and Pacific States. The State Letter for workshop would be issued to States/Administrations as soon as dates for the workshop are finalized.

ICAO USOAP CMA results in AGA Area

4.60 The APAC Average AGA EI scores in all 8 Critical Elements derived from ICAO’s iSTARS from 2017 to 2023 are shown in the Table 5.

| | 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 2023 (AOP/SG/7) | 61.2 [Global Average 62.51] 168 (2017 PQs)→143 (2020 PQs) | 65.28 (1→2) | 67.45 (28→21) | 61.61 (7→7) | 41.61 (7→7) | 64.29 (20→14) | 63.58 (64→51) | 60.18 (31→32) | 46.59 (10→9) |
| 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 5: APAC Average AGA EI scores in all 8 Critical Elements
[Source: iSTARS 4.0 - PQ Tester]

4.61 AOP/SG noted that there was still a lower EI score (APAC average AGA EI and its corresponding CEs) for **June 2023** compared to EI data for **June 2021** despite of improvement in EI by some States that had received ICVM and Offsite Validation Activities. 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/7 - IP/04 for USOAP CMA Protocol Questions – 2020 Edition).

4.62 As per survey conducted by ICAO APAC Office, about 50% of APAC States/Administrations had their EI in AGA area less than 75%. Therefore, States/Administration with EI less than 75% would require more resources and efforts to enhance their EI and meet the 75% EI target by 2024 as set forth in the ICAO *Global Aviation Safety Plan (GASP) 2023-2025* (Doc 10004).

4.63 The following actions required from States 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.

Adoption of ICAO Recommendations as National Standards (WP/11)

4.64 ACI and PASO presented the concern of many aerodrome operators that their regulators had the tendency of enacting ICAO Annex 14 Recommendations as national standards without a safety risk assessment. While ICAO recommendations were intended to enhance safety, some recommendations might not be practicable to implement or necessary in certain circumstances. Such an example was mandating a RESA of 240 m for all aerodromes with aerodrome reference code 3 and 4. The financial and human resources spent on implementation of these national standards could otherwise be better spent on useful safety enhancements such as training and improvements of other essential facilities. The paper recommended that States should as much as possible consult with their aerodrome operators, consider conducting joint aeronautical studies to assess the safety benefits and costs of implementing ICAO Annex 14 Recommendations in order to determine their need and should also consider alternative means of compliance that provides the equivalent level of safety.

4.65 The meeting discussed the paper and decided to put this matter to the agenda of the next Asia/Pacific Aerodrome Design and Operations Task Force (AP-ADO/TF) meeting for further deliberations. AOP/SG/7 adopted the following Decision:

| Decision AOP/SG/7 – 11: Adoption of Annex 14 Recommendations as National Standards | |
|---|---|
| What: Given the potential benefits in air navigation efficiency and aerodrome safety of a risk-based approach to the adoption of Annex 14 Recommendations as National Standards, AOP/SG/7 decided that the topic of “Adoption of Annex 14 Recommendations as National Standards” should be added to the agenda of the next Asia Pacific Aerodrome Design and Operation Task Force (AP-ADO/TF) Meeting for further deliberations. | Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical |
| Why: To ensure the financial and human resources of aerodrome operators and States are optimized for enhancing aerodrome safety and, in doing so, help achieve the common objective of certifying all aerodromes used for international operations in Asia-Pacific Region. | Follow-up: <input type="checkbox"/> Required from States |
| When: 6-Jul-23 | Status: Adopted by Subgroup |
| Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: AP-ADO-TF | |

Strength Assessment and Classification for Grass Runways (WP/12)

4.66 WP/12 presented information regarding the strength assessment guidance for unpaved runways in New Zealand and the challenges of promulgating a strength classification for a grass runway. The paper highlighted a lack of ICAO guidance on strength assessment for unpaved runways and invited the meeting to consider the need for the establishment of recommended practices regarding unpaved runways.

Strategies for Implementing Annex 14 Amendment Proposals (WP/13)

4.67 Presented by Republic of Korea, WP/13 shared plans to implement obstacle restrictions and ground handling in the recent Annex 14, Volume I amendment proposals, and asked the meeting to establish cooperation in Asia-Pacific Region for implementing the recent Annex 14 amendment proposals.

4.68 The meeting discussed aeronautical study experiences and best practices to strengthen the safety of ground handling by other APAC States, and asked Pakistan to share the guidelines for conducting aeronautical studies.

The Launch of Airport Operations Commission (WP/14)

4.69 Presented by Republic of Korea, WP/14 announced the launch of the Airport Operations Commission to improve airport operations from the perspective of airport users and to find out best practices to improve airport operations centered on airport users.

4.70 The meeting discussed detailed items for the improvement of convenience for vulnerable users, airport use services, security inspection services, airport accessibility, airport construction and management system, and preparation of airport operations roadmap.

Application and Practice of Digital Assisted Technologies for Airport Siting (WP/15)

4.71 China shared its experience in application and practices of digitally assisted technology for airport siting since 2018.

4.72 The meeting was invited to note the benefits in using digital assisted technologies for airport siting and encourage other APAC States to share their experience in using digital assisted technologies for airport siting.

Report of Applications of Shielding Principle in Civil Airport Clearance (WP/16)

4.73 Presented by China, WP/16 highlighted the application of the shielding principle of airport OLS for the safe and efficient operation of airport and local economic development. At present, the application of the shielding principle lacks relevant normative guidance. It was noted that many countries have established their own standards for shielding principles, but the methods are slightly different.

4.74 WP/16 shared China's experience in the application of shielding principle. The CAAC standards and guidelines for the application of the obstacle shielding principle in civil airport clearance was released in December 2022, with the objective to regulate shielding area and shielding method. The meeting recognized the work conducted by CAAC.

Enhanced Global Reporting Format for Assessing and Reporting Runway Surface Conditions (WP/18)

4.75 AOP/SG/7 noted that 15 States implemented GRF in 2021 (14 States on 4 November 2021). The remaining 14 States were in the process of implementation of GRF. 12 States had yet to submit their GRF Implementation Action Plan to ICAO APAC Office as of June 2023.

4.76 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 assessment and 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)*).

4.77 The list of the Asia - Pacific States/Administrations that have published procedures for assessment and reporting of runway condition report and the issuance of SNOWTAM in AIP is depicted below in the Table 6.

| No. | States/Administrations that have implemented GRF | Procedures for assessment and reporting of runway condition report and issuance of SNOWTAM in AIP | Section of AIP |
|-----|---|---|---|
| 1 | Australia | √ | AD 1.2 , 2. Snow Plan; 3. Runway Surface Condition Assessment and Reporting (AIP, 23 Mar. 2022) |
| 2 | France (New Caledonia, French Polynesia, and Wallis & Futuna) | √ | POLYNÉSIE AD 1.2.2 Runway Surface Condition Assessment and Reporting and Snow Plan (AIP, 29 Dec. 2022) NOUVELLE CALEDONIE, WALLIS ET FUTUNA AD 1.2.2 Runway Surface Condition Assessment and Reporting and Snow Plan (AIP, 26 Jan. 2023) |
| 3 | Japan | √ | AD 1.2 , 2.1. SNOWTAM (AIP, 24 Feb. 2022) |
| 4 | Maldives | √ | AD 1.2 , 2. Snow Plan, 2.1 Runway Surface Condition Assessment and Reporting (AIP, 25 May. 2023) |
| 5 | Pakistan | √ | AD 1.1 , 5. Assessment and Reporting of Runway Surface Condition |
| 6 | Republic of Korea | √ | AD 1.2 , 2. Snow Plan, Runway Surface Condition Assessment and Reporting, 2. Runway surface condition assessment and reporting (AIP, 09 Feb. 2023) |
| 7 | Singapore | √ | AD 1.1 , 6 Runway Surface Condition Assessment and Reporting |
| 8 | Sri Lanka | √ | AD 1.1 , 7. Runway Surface Condition Assessment and Reporting, 7.2. Responsibility (AIP, 26 Jan. 23) |
| 9 | Thailand | √ | AD 1.2 , 3. Runway Surface Condition Assessment and Reporting (AIP, 18 May 2023) |
| 10 | USA | √ | ENR 1.1 , 11. Runway Condition Reports (AIP, 16 July 2020) |
| 11 | Viet Nam | √ | AD 1.2 , 2. Runway Surface Condition Assessment and Reporting at the Airports of Viet Nam (AIP, 30 Nov. 2022) |

Table 6 –States/Administration that have published procedures for assessment and reporting of runway condition report and issuance of SNOWTAM in AIP

4.78 States who have already published it in other sections of the AIP may wish to consider changing it to “AD 1.2.2 Snow plan.”

4.79 In response to States concern on publication of the above procedures under “AD 1.2.2 Snow plan”, the Secretariat would discuss this matter with the Regional Officer, ATM and the ATM/SG for appropriate solution and to suggest to place under 1.2.3 with the appropriate heading “Procedure for Assessment and Reporting of Runway Surface Conditions”.

Note: Post meeting, India informed that they have published Procedures for assessment and reporting of runway condition report and issuance of SNOWTAM in their AIP Supplement as below:

| No. | States/Administrations that have implemented GRF | Procedures for assessment and reporting of runway condition report and issuance of SNOWTAM in AIP | Section of AIP |
|-----|--|---|---|
| 1 | India | √ | AD 1.2, 1. Runway Condition Assessment and Reporting (AIP supplement 88/2023, 29 June 2023) |

Autonomous Vehicle Applications at the Hong Kong International Airport: A Regulatory Perspective (WP/22)

4.80 Hong Kong, China shared its experience in the application of autonomous vehicle at the Hong Kong International Airport from regulatory perspective, adopting a rigorous and evidence-based approach for evaluating the technical viability, operational viability / applicability and safety of autonomous vehicles.

4.81 AOP/SG/7 noted the rapid development of the autonomous vehicles with the potential to revolutionize transportation and further improvement in safety, security efficiency, environmental friendliness and convenience in a variety of applications, including airport operations. In operationalizing autonomous vehicles at the airport, a regulatory framework needs to be established to verify the safety capabilities of autonomous vehicles before they could be safely and effectively deployed.

4.82 The meeting inquired about the procedures for responding to various operational scenarios including emergency situations and recognized the work conducted by the Civil Aviation Department, Hong Kong, China and Airport Authority Hong Kong in regard to the applications of autonomous vehicle applications at the Hong Kong International Airport.

4.83 Japan supported the WP/22 and informed the meeting that they had proposed a new Job Card at the Seventh Meeting of the Aerodrome Design and Operations Panel Working Group (ADOP/WG/7) on the introduction of autonomous vehicle in airside considering the momentum for the introduction of new technology such as autonomous vehicles in many States against the background of a shortage of human resources in the field of ground handling.

GRF Implementation Progress in the Pacific (WP/23)

4.84 WP/23 presented by the Pacific Aviation Safety Office (PASO) outlined Pacific activities related to the implementation of the Global Reporting Format for runway condition reporting. The paper identified the training provided by PASO to member States to assist implementation and the challenges that include lack of resources and non-jet operations that cannot use the GRF syntax. An observation was made that the GRF process could be better aligned to water only States with low volume of traffic or turbo-prop aircraft unable to benefit from the GRF coding. The paper urged small

States with aerodromes that are only impacted by water and have low aircraft movement numbers to consider the Standards required and share implementation lessons and experiences.

4.85 The meeting also discussed GRF operational implementation experiences including volcanic ash and other contaminants.

Sharing on iFerret as an effective FOD detection system for enhancing runway safety at Changi Airport (PPT/01)

4.86 Singapore shared its experiences in using the iFerret automatic FOD surveillance and detection system, which has been operational on the runways of Singapore's Changi Airport for more than 10 years ago, serving an important role to cover unavoidable gaps in manual and scheduled inspections of the airport runways. Its recently enhanced version is providing even more efficient and effective coverage, with significantly reduced invalid alerts, and additional functions for improving the threat-level assessment and management of various types of FODs.

4.87 In light of fast-growing air traffic, the risk of FOD left behind on runways, which are more intensively used, would increase correspondingly. Therefore, the use of iFerret could help airports to avoid a catastrophic event due to unavoidable gaps in manual/physical inspection.

4.88 The meeting also discussed the specific functions and operational considerations of an FOD detection system.

ICAO HQ Update on AGA Matters (IP/03)

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

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

4.90 IP/04 introduced the 2020 edition of the AGA Protocol Questions (PQs) of the ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach and provided the information on the State Safety Programme Implementation Assessment.

Runway Safety Team and Runway Safety Go-Team (IP/05)

4.91 IP/05 presented the ICAO requirements on RST and relevant guidance for its establishment at aerodromes. The paper highlighted the benefits in availing ICAO Runway Safety Go-Team assistance by States and airports in the area of runway safety. The paper introduced the characteristics of the Go-Team LITE, which did not include a site visit.

Aircraft Taxiing Errors during Stabilization of New Infrastructure (IP/06)

4.92 Presented by India, IP/06 shared the challenges faced during stabilization of new parallel runway 09R/27L at Kempegowda International Airport Bengaluru with respect to taxiing errors made by pilots post pandemic resumption of operations while the first runway 09L/27R was out of operation for rehabilitation.

4.93 Even after airport infrastructure was complying to all the ICAO Standards / State Requirements, the challenges were observed and collaborative approach from Indian Regulator, Airport Operator, ATC Provider and Pilot Community had helped in initiating various actions to mitigate these challenges. The actions included provisioning of additional markings, signs, stop bars, progressive taxi instructions, publishing of preferred taxi routes, redefining of hot spots and promotional activities.

4.94 The major lessons learnt were that, mere complying to the regulations / guidelines may not ensure adequacy for safe operations, collaborated efforts are required to identify potential issues, opportunities to improve and to implement the mitigation measures in complex scenarios and requirement of assigning a greater role to Runway Safety Team (RST) beyond runway safety and the RST should consider Ground Operations Safety as a holistic aim.

Collaborative Approach and Best Practices Adopted by Rajiv Gandhi International Airport Hyderabad India for Aerodrome Safeguarding and Obstacle Control (IP/07)

4.95 India shared its experiences on collaborative approach and best practices adopted by GMR Rajiv Gandhi International Airport Hyderabad, India for aerodrome safeguarding and obstacle control to protect the airspace around aerodrome so as to permit the intended airplane operations at the aerodromes conducted safely and to prevent the aerodrome from becoming unusable by the growth of obstacles around the aerodromes.

4.96 The Aerodrome Safeguarding Committee comprising Airport stakeholders, SME's, Government officials, Wireless planning and coordination wing, Airports Authority of India and Municipal Administration brought everyone together to connect the constituent parts for maintaining flight safety and this apex body have stakeholders who are willing to work together to discuss and negotiate what seem like diverging and competing interests between aviation, development, and environmental targets.

4.97 The world is dynamic, and Aerodrome Safeguarding must keep pace with change to not only maintain safety, but also reflect that aviation plays a part in meeting sustainability and climate change measures.

Development of Indigenous Smart Visual Docking & Guidance System through Startup Initiative (IP/08)

4.98 Presented by India, IP/08 shared the specifications of LORA-WAN based indigenous S-VDGS system under Start-up initiative which could detect Chocks On/Off Time and its communication to AOCC/Dashboard in real time in compliance with national requirement and ICAO Annex 14 Advanced Visual Docking Guidance System (A-VDGS) Specifications. The paper also identified limitations of existing products, proposed S-VDGS features and hardware components and benefits to be achieved by the product. The product developed under this project is now ready for commercialization and deployment.

Uniform Procedure for Timely Commissioning & Operationalization of Infrastructure in Airside (IP/09)

4.99 Presented by India, IP/09 shared the procedure developed by Airports Authority of India for timely commissioning & operationalization of airside project infrastructure under Change Management at Licensed Airports operated and maintained by Airports Authority of India.

4.100 The coordination of tasks and responsibilities of all internal stakeholders are crucial for the successful implementation of Change management process therefore Standard operating procedure developed for this purpose.

Capacity Development and Training Programs Offered by Pakistan (IP/10)

4.101 Pakistan shared information regarding training capabilities available at Civil Aviation Training Institute (CATI) Hyderabad, Pakistan. CATI was developed under the auspices of the United Nations Development Program (UNDP) and is a full member of the ICAO TRAINAIR Plus Program. CATI offers training for aerodrome operators, air navigation service providers and various regulatory

functions. CATI also design customized courses to meet specific requirements for arranging courses for groups.

4.102 Pakistan offered two (02) seats in all CATI's courses on the basis of nomination recommended by ICAO. These two seats would be on gratis basis. However, the boarding & lodging expenses would be borne by the participants/States.

ICAO Initiatives to Assist States in AGA Area (IP/11)

4.103 IP/11 summarized the initiatives taken by ICAO to provide technical assistance to Asia Pacific States in AGA area through various platforms from 2015 to date.

IBIS - Wildlife Strike Analyses for 2016 - 2021 (IP/12)

4.104 IP/12 provided the analyses of wildlife strike reports for the years 2016 to 2021 based on 273,343 reports, received from 136 States on strikes occurring in 194 States and territories. This information was circulated to States through Electronic Bulletin (EB) 2023/30 dated 27 June 2023.

Agenda Item 5: Air Navigation Deficiencies in AOP AreaStatus of Air Navigation Deficiencies in AOP Field (WP/19)

5.1 AOP/SG/7 reviewed the list of Air Navigation Deficiencies in the AOP field endorsed by APANPIRG/33.

5.2 AOP/SG/7 noted that 9 States including Bangladesh, India, Kiribati, Lao PDR, Philippines, Thailand, Timor-Leste, Tonga and United States (for American Samoa, Guam and Northern Marina Islands) provided updates on their Air Navigation Deficiencies in the AOP field.

Resolution of Air Navigation Deficiency in AOP Field

5.3 Chennai International Airport, India resolved the deficiency related to width of runway strip as on 14 July 2022.

5.4 Hua Hin Airport has been de-listed from APAC Air Navigation Plan based on proposal for amendment to Regional Air Navigation Plan submitted by Thailand and no longer open to international operations.

5.5 In 2022/2023 the following airports had been certified by the CAAs of the respective States:

- a) Samui Airport (Thailand) - on 22 August 2022;
- b) Wattay International Airport (Lao PDR) - on 12 October 2022; and
- c) President Nicolau Lobato International Airport (Timor-Leste) – on 26 January 2023.

*Note: Post meeting Lao PDR, Maldives and Viet Nam provided following updates and **Appendix M** has been updated accordingly.:*

- 1) *Lao PDR provided updates on provision of road holding position sign at all road entrances to a runway at Wattaya International Airport and Luang Prabang International Airport.*
- 2) *Maldives provided updates on provision of Runway strip of 140 meters width on both sides of the runway at Velana International Airport.*
- 3) *Viet Nam provided updates on Lien Khuong Airport.*

Publication of the status of certification of aerodromes in AIP AD 1.5

5.6 India, Timor-Leste and United States (for American Samoa, Guam and Northern Marina Islands) provided evidence on publication of the status of certification of aerodromes in their AIPs. However, it was reminded that Timor-Leste and United States to publish the information in AD 1.5 of PART 3 – AERODROMES in future amendment of their AIP as recommended in PANS-Aerodromes (Doc 9981) and PANS-AIM (10066).

5.7 Considering the progress made by States in resolving deficiencies as stated in the above Paragraphs, AOP/SG/7 recommended to remove the above deficiencies from APANPIRG Air Navigation Deficiency List in AOP Field (**Appendix M**) and submit to APANPIRG/34 for further consideration.

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

5.9 The updated *List of AOP Focal Points* placed at **Appendix N** to the Report.

Agenda Item 6: Airport Environmental Initiatives

Nil.

Agenda Item 7: AOP/SG Task List

APANPIRG AOP Sub Group Task List (WP/20)

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

Agenda Item 8: Any other BusinessThe Airport Characteristics and Operation of ARJ21-700 (WP/17)

8.1 Presented by China, WP/17 shared ARJ21-700 characteristics for airports planning and operation within China and abroad, including runway length and width, ACN, plateau performance, ground clearance of passenger and service door, ground servicing experience, to assist in establishing the good airport compatibility in Asia and Pacific (APAC) Regions.

8.2 ARJ21 is one of the commercial aircraft with short-medium range turbofan regional aircraft, operating in China and Indonesia. ARJ21-700 is the basic aircraft of ARJ21 family. To meet the requirements of different regions, it is necessary to pay attention to the airport characteristics before the aircraft enter into route. In order to ensure safe and smooth operation and good compatibility of aircraft with the airport, Shanghai Aircraft Customer Service Co., Ltd. established Airport and Air Traffic Management Institute (AAI).

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

Provisional Agenda, Date and Venue of Next Meeting (WP/21)

9.1 AOP/SG/7 reviewed the draft agenda proposed by the Secretariat and agreed on the following Provisional Agenda for AOP/SG/8:

DRAFT PROVISIONAL AGENDA

- Agenda Item 1: Adoption of Provisional Agenda
- Agenda Item 2: Review Outcome of Relevant Meetings
- Agenda Item 3: Regional Reporting
 - Asia Pacific Air Navigation Plan
 - Asia Pacific Seamless ANS Plan
- Agenda Item 4: Provision of AOP in the Asia/Pacific Region
 - Reports of Working Group/Task Force Meetings
 - Planning & Design of Aerodromes
 - Certification and Operations of Aerodromes
 - Capacity Development and Trainings
- Agenda Item 5: Air Navigation Deficiencies in AOP
- Agenda Item 6: Airport Environmental Initiatives
- Agenda Item 7: Airport Innovation and Technology
- Agenda Item 8: AOP/SG Task List
- Agenda Item 9: Any other business
- Agenda Item 10: Provisional Agenda, Date and Venue for the Next Meeting

9.2 The Eighth Meeting of the AOP/SG would be held in June/July 2024 with a duration of 5 days. The venue would be ICAO APAC Office, Bangkok. State willing to host the Eighth Meeting of the AOP/SG may communicate to ICAO APAC Office.

Closing of the meeting

9.3 Mr. Jaehong Jung, Chairperson of AOP/SG, thanked the members of the AOP/SG for their persistent contribution and cooperation to the meeting despite the many difficulties due to pandemic. He also expressed his appreciation to States and International Organizations for their papers/presentation to the AOP/SG/7 and thanked Chairpersons of AP-ADO/TF, AP-AA/WG, AP-WHM/WG and the Secretariat for their excellent work delivered to AOP/SG/7.

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