



ICAO

International Civil Aviation Organization

Eighth Meeting of the Aerodromes Operations and Planning Sub-Group (AOP/SG/8)

Bangkok, Thailand, 15 to 19 July 2024

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Eighth Meeting of the Aerodromes Operations and Planning Sub-Group (AOP/SG/8)

Bangkok, Thailand, 15 to 19 July 2024

**Distinguished Delegates from States, International Organizations, Industries,
Exhibitor and ICAO Colleagues!
Ladies and Gentlemen!**

Very Good morning to all!

- 1) It is an honour for me to welcome you today to the ***“Eighth Meeting of the Aerodromes Operations and Planning Sub-Group”***. I am delighted to note that **116** participants from **18** States, **3** International Organizations and **1** Exhibitor registered for this Meeting, which reflects the importance given to the Aerodrome Operations and Planning in the Region, particularly towards advancing compliance with ICAO Annex 14 Standards and Recommended Practices. Your attendance and active contribution to this Meeting will 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) ICAO made tremendous efforts to support Member States to sustain and fight back the COVID 19 pandemic along with aviation recovery. The aviation industry has demonstrated remarkable resilience in overcoming the unprecedented crisis posed by the COVID-19 pandemic.
- 3) On May 5, 2023, the World Health Organization (WHO) declared an end to COVID-19 as a public health emergency. With the onset of the endemic, we have seen a surge in demand for air travel, leading the aviation industry to face several challenges including shortages of qualified aviation personnel, delays in aircraft deliveries, disruptions in supply chains, increased airfares, airport and airspace capacity constraints, embracing new airport technology, adaptation to climate change, etc.
- 4) In 2019, aviation directly contributed to the creation of 10.2 million jobs and of around 704.4 billion USD in global Gross Domestic Product (GDP). Because of its crosscutting nature and multiple links to other economic sectors, the total economic impact of aviation reached some 3.6 per cent of world GDP, equivalent to 2.7 trillion USD, with the creation of 65.5 million jobs. Returning to these pre-pandemic figures shall be the aspiration and the driver across the aviation industry in the upcoming years.
- 5) Pre-pandemic, Asia Pacific Region was the fastest expanding region representing 33% of global capacity (in terms of the Available Seat-Kilometers (ASK)), which made the region the largest regional market for air transport in 2019.

- 6) As of May 2024, global Available Seat-Kilometers (ASK), Revenue Passenger Kilometers (RPK) and Freighter Tonne Kilometres (FTK) have surpassed pre-pandemic level seen in May 2019, increasing by 7.8%, 5.7% and 9.7% respectively. However, in Asia/Pacific Region, ASK (total services) saw a -3.7% decline, while RPK (total services) decreased by -6.9% in May 2024, compared to pre-COVID-19 level seen in May 2019.
- 7) **Ladies and Gentlemen!** Aerodromes are key infrastructures for the development of aviation, which in turn supports economic and social development of nations.
- 8) We shall be aware that, the return to pre-pandemic level of traffic and subsequent projected growth in traffic will create airport congestion which in return will have a profound impact on safety, efficiency, environmental sustainability including threats to long term viability of some airlines and stakeholders.
- 9) Therefore, Asia/Pacific States need to account for expansion of airport infrastructure for efficient handling of air traffic and accommodating predicted traffic, and to deliver quality services to the users. According to IATA's long-term traffic forecasts (2023 - 2043), the Asia/Pacific Region is anticipated to see a compound annual growth rate (CAGR) of 5.3%, accounting for approximately 66.2% of global passenger growth.
- 10) The Asia/Pacific region is back to the highest share of 32% in terms of Global Revenue Passenger Kilometers (RPK) as of May 2024. Now on the radar of **top 10 airports** ranked by International Aircraft Departure, I take a pride in naming three from the region's top airports, they are:
 - Incheon (ROK), Changi (Singapore) and Hong Kong (SAR, China).
- 11) However, we do have several challenges in the region in AOP field:
 - (1) **Firstly, on the implementation of ICAO Annex 14 SARPs**, measured through an Effective Implementation (EI) score under ICAO USOAP CMA programme:
 - USOAP results revealed that the APAC average USOAP EI in AGA area is 60.73% compared to global average AGA EI of 63.06 % as of June 2024. There are 24 States in the region with EI in AGA area less than 75%. These 24 States need to put more resources and efforts to improve their EI to meet GASP 2023 – 2025 target of 75% by 2024.
 - (2) **Secondly, regarding Beijing Declaration Commitment on certification of aerodromes used for international operations:**
 - Out of **370** aerodromes used for international operations in Asia/Pacific Region, only **337** aerodromes have been certified as of 25 June 2024 corresponding to **91.08%** progress. There are still **33** aerodromes yet to be certified by **12** States in the region. Among **33** uncertified aerodromes, **11** aerodromes are owned and operated by States' Military Authorities. Therefore, Civil-Military coordination in aerodrome operations should not be underestimated and overlooked to achieve Beijing Declaration Commitment in certification of aerodromes.

(3) **Thirdly, Amendment to Asia/Pacific Air Navigation Plan:**

- Out of **370** aerodromes used for international operations, only **286** aerodromes have been listed in the Asia/Pacific Region ANP Volume I as of 25 June 2024. **84** aerodromes are yet to be listed in APAC ANP by **11** Asia/Pacific States. Taking this opportunity, I encourage States to submit proposals for amendment to APAC ANP to include those airports that are required for the region to be listed in the APAC Air Navigation Plan.

(4) **Fourthly – Runway Safety:**

- Runway incursion and runway excursion remained the highest risk categories as stipulated in Global Aviation Safety Plan 2023 – 2025, endorsed at 41st Assembly in September/October 2022. As we all know, Runway Safety Team shall be established by aerodrome operator which plays pivotal role in proactively identifying hazards that are required to be mitigated through collaborative efforts of aerodrome operator, ANSP and aircraft operator to prevent probable runway incursion and excursion events. The Runway Safety Team also plays an important role in the implementation of Global Reporting Format. However, not all aerodromes open for commercial international operations established a Runway Safety Team.

(5) Last but not the least – **Wildlife Hazard Management**

- As we all know that the presence of wildlife (Birds or animals) at or in the vicinity of the airport poses potential threats to flight safety. USOAP CMA results revealed that the APAC average USOAP EI in wildlife hazard management (WHM) area is 50.26 % as compared to the global average of 61.83% as of April 2024. In addition, 50% of States responded to the survey conducted in 2019-2020, have yet to establish the National Wildlife Hazard Management Committee.
- I believe, the AOP/SG will also review and discuss these issues in this Meeting.

Lastly, Ladies & Gentlemen! I have been informed that the meeting has received 27 Working papers, 20 Information papers and 2 presentations. You have only five short days to deliberate on this. As I do not wish to pre-empt your discussions nor take up your valuable time, I would therefore like to end here.

I wish you all a very successful and productive meeting!



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LIST OF PAPERS AND PRESENTATIONS

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| WP/02 | 2 | Action Items from 58 th Conference of Directors General of Civil Aviation Asia and Pacific Regions | Secretariat |
| WP/03 | 2 | Relevant Outcomes of APANPIRG/34 and APAC Action Plan | Secretariat |
| WP/04 | 2 | Actions on AOP/SG/7 Conclusions and Decisions | Secretariat |
| WP/05 | 2 | Relevant Outcomes of ATM/SG/11, ATFM/SG/14, AAITF/19 and ICAO APAC/MID ATM Contingency Planning Workshop | Secretariat |
| WP/06 | 3 | Update of APAC Seamless ANS Plan | Secretariat |
| WP/07 | 3 | Asia/Pacific Air Navigation Plan | Secretariat |
| WP/08 | 4 | Report on the Fifth Meeting of the Asia/Pacific Aerodrome Design and Operations Task Force (AP-ADO/TF/5) | Chairperson of AP-ADO/TF |
| WP/09 | 4 | Report on the Sixth Meeting of Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/6) | Chairperson of AP-AA/WG |
| WP/10 | 4 | Report on the Sixth Meeting of the Asia/Pacific Wildlife Hazard Management Working Group (AP-WHM/WG/6) | Chairman of AP-WHM/WG |
| WP/11 Revision 1 | 4 | Certification of Aerodromes in the Asia/Pacific Region | Secretariat |
| WP/12 | 4 | ICAO USOAP CMA and AGA Findings | Secretariat |
| WP/13 Revision 2 | 4 | Report of Small Working Group (SWG) for Task 5/2 of Asia/Pacific Aerodrome Design and Operations Task Force (AP-ADO/TF) on Organizing Workshop on the Transposition of Annex 14 SARPs into National Standards | Malaysia |
| WP/14 | 4 | Strategies for Hazardous Lights in Evolving Airport Environments | ROK and Co-sponsored by Australia |
| WP/15 | 4 | Obstacle Limitation Surface Requirements for Smaller Airports | Fiji |
| WP/16 | 4 | Rescue & Fire Fighting Requirements for Small Airports | Fiji |

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| WP/17 Revision 1 | 5 | Status of Air Navigation Deficiencies in AOP Field | Secretariat |
| WP/18 | 8 | APANPIRG AOP Sub-Group Task List | Secretariat |
| WP/19 | 10 | Provisional Agenda, Date and Venue of Next Meeting | Secretariat |
| WP/20 | 6 | Elimination of Single Use-Plastic and Biodiversity Management at Airports | ACI |
| WP/21 | 4 | Integration of Advanced Air Mobility elements with existing heliports - Challenges and Way Forward | Hong Kong China |
| WP/22 | 7 | Improving the Quality and Efficiency of Airport Construction with Digital Building Technology | China |
| WP/23 | 9 | Implementation of Evaluating the Airport Pavement Bearing Strength by ACR-PCR Software in China | China |
| WP/24 Revision 1 | 9 | Challenges and Countermeasures for the Adjustment of Aerodrome Pavement Strength Report Format | China |
| WP/25 | 4 | Tolerance in Physical Characteristics of Aerodrome | Malaysia |
| WP/26 | 9 | The Airport Characteristic of C919 | China |
| WP/27 | 9 | Supply and Use of Information on Earthquakes | Secretariat |

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| INFORMATION PAPERS | | | |
| IP/01 Revision 3 | — | List of Papers | Secretariat |
| IP/02 | 2 | RASG-APAC/13 Meeting Outcomes | Secretariat |
| IP/03 | 4 | ICAO HQ Update on AGA Matters | Secretariat |
| IP/04 | 4 | Comprehensive Wildlife Hazard Management | ROK |
| IP/05 | 4 | USOAP CMA Protocol Questions – 2020 Edition and State Safety Programme Implementation Assessment | Secretariat |
| IP/06 | 4 | ICAO Initiatives for Assistance to States in AGA Area | Secretariat |
| IP/07 | 4 | Enhanced Global Reporting Format for Assessing and Reporting Runway Surface Conditions (GRF) | Secretariat |
| IP/08 | 6 | Effective Airport Noise Management for Harmonious Coexistence | ROK |
| IP/09 | 7 | Baggage Handling Systems Optimization and Automation | ROK |
| IP/10 | 7 | Digital Apron Tower: Transforming Airport Operations | ROK |
| IP/11 | 7 | Initial Study on Airport Operation Innovation | ROK |
| IP/12 | 9 | Strategies for Implementing ACR-PCR | ROK |
| IP/13 | 9 | Global Aviation Industry Trends | ROK |
| IP/14 | 9 | Implementation Roadmap and Challenges in Malaysia's Transition From ACN-PCN to ACR-PCR System for Aerodrome Pavement Bearing Strength | Malaysia |
| IP/15 | 4 | Seaplane Operations in the Maldives | Maldives |
| IP/16 | 4 | Challenges in Emergency Response and RFFS for Seaplane Operations | Maldives |
| IP/17 | 4 | The Airport Master Plan Designing | India |
| IP/18 | 6 | Green Initiatives at Cochin International Airport | India |
| IP/19 | 7 | Penalty Point System for Vehicle & Equipment | India |
| IP/20 | 7 | The Digi Yatra Journey | India |

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| PRESENTATIONS | | | |
| PPT/01 | 4 | Preparation for ICAO USOAP CMA Audit in Viet Nam – Lessons Learned | Viet Nam |
| PPT/02 | 7 | Smart Airport Access Control and Runway Safety Solution with AI | Golden Wealth Technology Ltd. Hong Kong, China |
