



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***Agenda Item 2: Review Outcome of Relevant Meetings****RELEVANT OUTCOMES OF APANPIRG/34 AND APAC ACTION PLAN**

(Presented by the Secretariat)

SUMMARY

This paper presents the outcomes of APANPIRG/34 and follow up actions taken by ICAO APAC Office on the Conclusions and Decisions adopted by APANPIRG/34 relevant to Aerodrome Operations and Planning Sub Group (AOP/SG).

1. INTRODUCTION

1.1 The Thirty-fourth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/34) was held in Hong Kong, China from 11 to 13 December 2023. The meeting was graciously hosted by Civil Aviation Department of Hong Kong, China.

1.2 The Meeting was attended by 146 participants from 26 Member States, 2 Special Administrative Regions of China, and 7 International Organizations.

1.3 APANPIRG/34 adopted 14 Conclusions and 2 Decisions. 3 out of 14 Conclusions adopted by APANPIRG/34 are related to AOP/SG and 1 Conclusion related to APANPIRG Air Navigation Deficiency in ATM, AOP, CNS and MET fields. The final report of APANPIRG/34 is available at: <https://www.icao.int/APAC/Meetings/Pages/2023-APANPIRG-34.aspx>

1.4 APANPIRG Chair, Capt. Manuel Antonio Lara Tamayo presented the Report of APANPIRG/34 to Strategic Review and Planning Working Group (SRP WG) Members of Air Navigation Commission (ANC) on 15 May 2024.

2. DISCUSSIONAOP/SG/7 Report

2.1 APANPIRG/34 reviewed the report of the Seventh Meeting of the Aerodrome Operations and Planning Subgroup (AOP/SG/7) held in Bangkok, Thailand from 3 to 6 July 2023 and noted that AOP/SG/7 had adopted 8 (Eight) Decisions that were of a purely technical or operational nature. The full report of AOP/SG/7 is available at the following URL: <https://www.icao.int/APAC/Meetings/Pages/2023-AOP-SG7.aspx>.

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

2.2 APANPIRG/34 adopted **Conclusion APANPIRG/34/3: Runway Turn Pad Design and Marking** formulated by AOP/SG/7 which is appended below:

Conclusion APANPIRG/34/3: 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> <ol style="list-style-type: none"> 1) Annex 14, volume I SARPs 3.3.1 & 3.3.2, where they have provided reference to ARC (code letters); 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>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: 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>	

2.3 The ANC SRP WG was reminded about above Conclusion APANPIRG/34/3 for review by the ICAO Air Navigation Commission and appropriate action would be taken by the ICAO Aerodrome Design Group of Aerodrome Design and Operation Panel.

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

2.4 APANPIRG/34 adopted the **Conclusion APANPIRG/34/4: ICAO Asia-Pacific Aerodrome Assistance Go-Team Methodology** formulated by AP-AA/WG/5 and endorsed by AOP/SG/7 as appended below:

Conclusion APANPIRG/34/4: ICAO Asia-Pacific Aerodrome Assistance Go-Team Methodology			
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>	
<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 B to the Report on Agenda Item 3.1 be posted on ICAO APAC Website.		Expected impact: <input 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 provide technical assistance to APAC States in AGA area including certification and surveillance of aerodromes	
Follow-up:		<input checked="" type="checkbox"/> Required from States	
When:		13-Dec-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-AA/WG			

2.5 ICAO Asia-Pacific Aerodrome Assistance Go-Team Methodology approved by APANPIRG/34 is provided in **Attachment A** to this Working Paper which is also published on the ICAO APAC e-Documents Webpage under AGA headings at <https://www.icao.int/APAC/Pages/eDocs.aspx>.

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

2.6 APANPIRG/34 adopted the **Conclusion APANPIRG/34/5: ICAO Asia/Pacific WHM Go-Team Methodology** formulated by AP-WHM/WG/5 and endorsed by AOP/SG/7 which is appended below:

Conclusion APANPIRG/34/5: ICAO Asia/Pacific WHM Go-Team Methodology			
What:	That,	Expected impact:	
	<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 C to the Report of AOP/SG/7 be adopted by APANPIRG/34. 	<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:	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			

2.7 ICAO Asia-Pacific WHM Go-Team Methodology approved by APANPIRG/34 is provided in **Attachment B** to this Working Paper which is also published on the ICAO APAC e-Documents Webpage under AGA headings at <https://www.icao.int/APAC/Pages/eDocs.aspx>.

APANPIRG Air Navigation Deficiencies in the AOP field

2.8 APANPIRG/34 reviewed the Air Navigation Deficiencies in ATM, AOP, CNS and MET fields as presented in **Appendices A to D** to the APANPIRG/34 Report on Agenda Item 4 and endorsed as presented. APANPIRG/34 adopted the following Conclusion:

Conclusion APANPIRG/34/16 – Update of Information in APANPIRG Air Navigation Deficiencies Reporting Form	
<p>That,</p> <p>1) ICAO to update the APANPIRG Air Navigation Database to reflect the information as presented in Appendices A to D to the Report on Agenda Item 4.</p> <p>2) States/Administrations be urged to:</p> <p>a) establish action plan with defined target dates for resolution of deficiencies, update the status on the corrective action taken and report progress in the Reporting Form of Air Navigation Deficiencies identified in ATM and Airspace Safety, AOP, CNS and MET fields as detailed in Appendices A to D to the Report on Agenda Item 4; and</p> <p>b) update contact details of a Focal Point to coordinate actions to resolve the Deficiencies.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Inter -Regional</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: The resolution of air navigation deficiencies in the ATM and Airspace Safety, AOP, CNS and MET fields (in the APANPIRG database) have lacked satisfactory progress over the years, due in part to inadequate information in the Reporting Form, e.g., infrequent updates and lack of concise and concrete Corrective Action Plans with defined target dates</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: Official reports providing full details of the corrective actions taken where deficiencies have been resolved be reported to APANPIRG's Sub-groups in 2024.</p>	<p>Status: 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 type="checkbox"/> Other</p>	

2.9 State Letters Ref.: AN 3/3 – AP032, 033 and 035 (AGA) requesting States to take necessary action regarding Conclusion APANPIRG/34/4, 5 and 16 were circulated to States on 23 February 2024.

2.10 Follow up State Letter Ref.: T 11/2.1 – AP-AGA0033/24 dated 27 May 2024 was sent out to States having APANPIRG Air Navigation Deficiencies in AOP Field and requesting to provide updates on the corrective action plan as well as action taken reports with evidences for deficiencies resolved by States to review and propose for removal from APAC Air Navigation Deficiency Database if satisfactory evidences are submitted by States.

Challenges in AOP Fields and Priorities for 2024

2.11 APANPIRG/34 noted following challenges in AOP fields and prioritization for 2024 AOP/SG Work Programme, as presented by AOP Subgroup Chairman:

- a) Implementation of GRF in APAC Region: As of 2023, only 15 States implemented GRF.
- b) Implementation of Aircraft classification rating-pavement classification rating (ACR-PCR) method of reporting bearing strength of aerodrome pavements: Applicable as of 28 November 2024.
- c) Training on proposed new obstacle limitation surfaces.
- d) Guidance and training in aeronautical studies.
- e) Safety management of ground handling services.
- f) Improvement of APAC USOAP EI in AGA from 61.2% (June 2023) to GASP 2022 – 2025 Target of 75%.

Action Plan on APANPIRG/34 Conclusions and Decisions

2.12 A summary table of APANPIRG/34 Conclusions related to AOP area with action plan and status of action taken by ICAO APAC Office and Air Navigation Commission is provided in **Attachment C**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the relevant follow up actions taken by ICAO APAC Office on the Conclusions adopted by APANPIRG/34 related to AOP and APANPIRG Air Navigation Deficiencies in AOP Field as shown in **Attachment C**.

ICAO Asia-Pacific Aerodrome Assistance Go-Team Methodology

(Presented to AP-AAWG/5 in March 2023, endorsed by AOP/SG/7 (3 – 6 July 2023) and Approved by APANPIRG/34 (11 – 13 Dec. 2023))

1. Purpose

This document provides a step-by-step methodology for ICAO, States, Industry Partners and International Organizations to plan, execute and follow up on “Go-Team” missions to States in need of technical assistance in Aerodromes and Ground Aids (AGA) area including aerodrome certification and surveillance of aerodromes as per Conclusion APANPIRG/33/3.

2. What is an “Aerodrome Assistance Go-Team”?

An Aerodrome Assistance Go-Team is a team of voluntary AGA experts from States, Industry Partners and International Organizations formed to provide technical assistance to a State, hereinafter referred to as “Host State”, in need of such assistance primarily to improve EI (Effective Implementation) in AGA, in particular the certification of international aerodromes. The key activity of the team is a mission to the Host State, during which detailed discussions and coaching can be conducted.

3. Outline of Methodology of Go Team

This methodology recommends the following steps to provide technical assistance Go-Team missions to States in AGA area:

- Planning of mission;
- Coordination;
- Execution; and
- Follow Up.

These steps are described in the following.

4. Planning of Mission

4.1 Identify Needs of States

Identify the States that need technical assistance in AGA and in what particular areas that needs are required, for examples, what specific deficiencies are required to be rectified. Prioritize States and their needs based on safety risks these deficiencies pose and levels of resources available locally.

This may be done based on ICAO USOAP CMA results, status of aerodrome certification, the existence of significant safety concerns, and through consultation with the Host State. The identification of needs in assistance can also be done through survey. Such a survey was conducted in 2022 and its results were reported in [WP/9](#) to AP-AA/WG/4 in 2022.

4.2 Agreement with States concerned

ICAO should then seek agreement with the Host State that they need technical assistance in specific AGA areas in the format of a Go-Team mission. This is usually the case when safety issues that the Host State encountered cannot be easily resolved via telecommunications means and that in-person discussions and coaching are urgently required.

4.3 Team Formation

States of Asia-Pacific and other ICAO regions, Industry Partners and International Organizations such as ACI, COSCAP, and EASA may be invited to join voluntarily the mission.

4.4 Scheduling

Unless otherwise agreed by all parties, the mission should take no more than a week.

ICAO should coordinate with the Host State, and volunteering States and International Organizations to agree on the dates of the mission.

4.5 Cost Reimbursement

Go-Teams are not-for-profit missions. Participation shall be voluntary. Members of the Go-Team shall not be remunerated for their services. The costs of the mission shall either be fully reimbursed by the Host State or a third-party sponsor willing to promote aerodrome safety. An estimate of costs should be presented to the Host State or the sponsor to seek their agreement before any travel bookings are made. The class of air travel with consideration of flight durations should also be agreed upon beforehand.

Partners participating in the mission should book their airline tickets and the costs reimbursed by the Host State via an invoice consolidating all request for reimbursement issued by ICAO.

The Host State should book and pay for the hotel accommodation, meals and local transport for Go-Team members while they are on-site.

4.6 Technical Analysis of Needs Before Mission

At least four weeks before the mission:

- The Host State should provide relevant documents such as aerodrome manual to all Go-Team members for review via ICAO; and
- ICAO should provide to Go-Team members relevant results of USOAP CMA activities and list of air navigation deficiencies in AOP field.

Two weeks before the mission ICAO should organize a briefing session with the Go-Team.

4.7 Coordination with APEX and COSCAP

Go Team missions should be as much as possible coordinated with ACI APEX in Safety peer review assessments and COSCAP technical assistance missions to avoid duplication of efforts and optimize the use of resources.

4.8 MOU with Host State

ICAO and the Host State should consider jointly signing a brief MOU stating the dates and purpose of the mission, costs recovery and responsibilities of all parties.

5. Execution of Mission

Once onsite the Go-Team should meet with the Host State and seek to:

- Better understand the issues identified before the mission, any other issues not discovered before the mission, and challenges met in dealing with these by reviewing documents and discussing with the Host State;
- Share experience and best practices in dealing with similar issues in other States;
- Share and explain documents, such as, Asia-Pacific regional guidance materials in AGA area [e-documents](#) available on the ICAO APAC website and other global guidance materials; and
- Suggest training materials and courses available.

The Go- Team may split into subgroups working concurrently by subject matter such as wildlife hazard management, runway safety and safety management system, to make better use of time during the mission.

During discussions the Go-Team should seek agreement with the Host State on recommended actions aimed at enhancing AGA EIs or rectifying deficiencies, and a roadmap to accomplish these.

A brief draft report with observations and recommendations should be presented to the Host State at the end of the mission and feedback should be sought.

6. Confidentiality

Unless otherwise agreed by the Host State, members of the Go-Team mission should keep information received and recommendations made confidential.

7. Post Mission Follow Up

A final report focusing on the action items and a roadmap, aimed at achieving the objectives of the mission such as improving EI on AGA and helping the States certify their international aerodromes, should be delivered to the Host State within two months after the mission.

The Host State should review the recommended action items and roadmap, provide feedback on any potential challenges, and in consultation with the Go-Team make adjustments, and commit itself to the implementation of the roadmap.

At least in the first two years after the mission ICAO should seek to follow up with the Host State regularly after the mission, seeking advices from members of the Go-Team if necessary.

- End -

ICAO Asia-Pacific Wildlife Hazard Management Go-Team Methodology

(Approved by APANPIRG/34, 11 – 13 Dec. 2023)

1. Purpose

This document provides a step-by-step methodology for ICAO, States, Industry Partners and International Organizations to plan, execute and follow up on “Go-Team” missions to States in need of technical assistance in the area of Wildlife Hazard Management (WHM), in particular in the establishment of a National WHM Committee and a National WHM Programme.

2. What is an “WHM Go-Team”?

A WHM Go-Team is a team of voluntary WHM experts from States, Industry Partners and International Organizations formed to provide technical assistance in WHM to a State, hereinafter referred to as the “Host State”, in need of such assistance in particular in the establishment of a National WHM Committee and a National WHM Programme. The key activity of the team is a mission to the Host State, during which detailed discussions and coaching can be conducted in a face-to-face setting.

3. Outline of Methodology of Go Team

This methodology recommends the following steps to provide technical assistance Go-Team missions to States in WHM:

- Planning of mission;
- Coordination;
- Execution; and
- Follow Up.

These steps are described in the following.

4. Planning of Mission

4.1 Identify Needs of States

Identify the States that need technical assistance in WHM and in what particular areas that needs are required, for example, the establishment of National WHM Committee or a National WHM Programme. Prioritize States and their needs based on safety risks these deficiencies pose and levels of resources available locally.

This may be done based on ICAO USOAP CMA results, ICAO regional surveys on WHM, the existence of significant safety concerns, and through consultation with the Host State.

4.2 Agreement with States concerned

ICAO should then seek agreement with the Host State that they need technical assistance in WHM in the form of a Go-Team mission. This is usually the case when WHM issues that the Host State encounters cannot be easily resolved via telecommunications means and that in-person discussions and coaching are urgently required.

4.3 Team Formation

States of Asia-Pacific and other ICAO regions, Industry Partners and International Organizations such as ICAO and COSCAPs, ACI, WBA, FAA and EASA may be invited to voluntarily join the mission.

4.4 Scheduling

Unless otherwise agreed by all parties, the mission should take no more than a week.

ICAO should coordinate with the Host State, and volunteering States and International Organizations to agree on the dates of the mission.

4.5 Cost Reimbursement

Go-Teams are not-for-profit missions. Participation shall be voluntary. Members of the Go-Team and their employers shall not be remunerated for their services. The costs of the mission shall either be fully reimbursed by the Host State or a third-party sponsor willing to promote WHM. An estimate of costs should be presented to the Host State or the sponsor to seek their agreement before any travel bookings are made. The seating class of air travel with consideration of flight durations should also be agreed upon beforehand.

Partners participating in the mission should book their airline tickets and the costs reimbursed by the Host State via an invoice issued by ICAO consolidating all requests for reimbursement.

The Host State should arrange, book and pay for the hotel accommodation, meals and local transport for Go-Team members while they are on-site.

4.6 Technical Analysis of Needs Before Mission

At least four weeks before the mission:

- The Host State should provide relevant documents such as aerodrome manual and, if existent, national WHM programme, regulations and guidance materials as well, to all Go-Team members for review via ICAO; and
- ICAO should provide to Go-Team members relevant results of USOAP CMA activities and surveys relevant to WHM.

Two weeks before the mission ICAO should organize a briefing session with the Go-Team to discuss the logistics and workplan for the mission.

4.7 Coordination with APEX and COSCAP

Go-Team missions should be as much as possible coordinated with ACI's APEX in Safety peer review assessments and COSCAP technical assistance missions to avoid duplication of efforts, schedule conflicts and optimize the use of resources.

4.8 MOU with Host State

ICAO and the Host State should agree on the dates and purpose of the mission, costs recovery and responsibilities of all parties.

5. Execution of Mission

Once onsite the Go-Team should meet with the Host State and seek to:

- Better understand the issues identified before the mission, any other issues not discovered before the mission, and challenges met in dealing with these by reviewing documents and discussing with the Host State;
- Share experience and best practices in dealing with similar issues in other States;
- Share and explain documents, such as, Asia-Pacific regional guidance materials in WHM [e-documents](#) (under the AGA tab) available on the ICAO APAC website and other global guidance materials; and
- Suggest relevant training materials and courses available.

The Go-Team may split into subgroups working concurrently such as one for wildlife hazard control in the airfield and another for document review in the office to enhance work efficiency.

During discussions the Go-Team should seek agreement with the Host State on recommended actions aimed at enhancing WHM and a roadmap to accomplish these.

A brief draft report should be presented to the Host State at the end of the mission and feedback should be sought.

6. Confidentiality

Unless expressly agreed by the Host State, members of the Go-Team mission shall not reveal information received and recommendations made to third parties.

7. Post Mission Follow Up

A final report focusing on the action items and a roadmap to achieve these, aimed at achieving the objectives of the mission, should be delivered to the Host State within two months after the mission.

The Host State should review the recommended action items and roadmap, make feedback on any potential challenges, and in consultation with the Go-Team make adjustments, and commit itself to the implementation of the roadmap.

ICAO should seek to follow up with the Host State regularly after the mission, with inputs from members of the Go-Team, if necessary, at least in the first two years.

-End -

APANPIRG/34 Conclusions/Decisions related to AOP Fields – Action Plan

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status [As of 6 June 2024]	Action by ANC [AN-WP/9768, 31 May 2024]
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
C 34/3 A & B	Runway Turn Pad Design and Marking	<p>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> <ol style="list-style-type: none"> 1) Annex 14, volume I SARPs 3.3.1 & 3.3.2, where they have provided reference to ARC (code letters); 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. 	ICAO RO	IOM to HQ	February 2024	<p>IOM to HQ (Ref.: AN 3/3 – AP-AGA0018/24) dated 21 Feb. 2024</p> <p>Reminded to ANC SRP WG on 15 May 2024.</p>	Noted

APANPIRG/34 Conclusions/Decisions related to AOP Fields – Action Plan

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status [As of 6 June 2024]	Action by ANC [AN-WP/9768, 31 May 2024]
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
C 34/4 A & B	ICAO Asia-Pacific Aerodrome Assistance Go-Team Methodology	<p>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 B to the Report on Agenda Item 3.1 be posted on ICAO APAC Website. 	<p>ICAO RO</p> <p>APAC States and Administrations</p>	<p>State Letter</p> <p>Action in accordance with the Conclusion.</p> <p>Upload the document on the ICAO APAC Website</p>	February 2024	State Letter Ref.: AN 3/3 – AP032/24 dated 23 Feb. 2024	Noted
C 34/5 A & B	ICAO Asia/Pacific WHM Go-Team Methodology	<p>That,</p> <ul style="list-style-type: none"> The needs for technical assistance in the area of WHM for ICAO APAC States be periodically reviewed; 	ICAO RO	State Letter	February 2024	State Letter Ref.: AN 3/3 – AP033/24 dated 23 Feb. 2024	Noted

APANPIRG/34 Conclusions/Decisions related to AOP Fields – Action Plan

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status [As of 6 June 2024]	Action by ANC [AN-WP/9768, 31 May 2024]
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
		<ul style="list-style-type: none"> States with such needs be encouraged and invited to host WHM missions; and The methodology for running such Go-Team missions provided in Appendix C to the Report of AOP/SG/7 be adopted by APANPIRG/34. 	APAC States and Administrations	<p>Action in accordance with the Conclusion.</p> <p>Upload the document on the ICAO APAC Website</p>			
C 34/16 A & B	Update of Information in APANPIRG Air Navigation Deficiencies Reporting Form	<p>That,</p> <ol style="list-style-type: none"> ICAO to update the APANPIRG Air Navigation Database to reflect the information as presented in Appendices A to D to the Report on Agenda Item 4. States/Administrations be urged to: <ol style="list-style-type: none"> establish action plan with defined target dates for resolution of deficiencies, update the status on the corrective action taken and report progress in the Reporting Form of Air Navigation Deficiencies 	<p>ICAO RO</p> <p>APAC States and Administrations</p>	<p>State Letter</p> <p>Action in accordance with the Conclusion.</p>	<p>February 2024</p>	<p>State Letter Ref.: AN 3/3 – AP035/24 dated 23 Feb. 2024</p> <p>Followed up through Letter to State(s) Ref.: T 11/8 – AP-AGA0033/24 dated 27 May 2024</p>	Noted

APANPIRG/34 Conclusions/Decisions related to AOP Fields – Action Plan

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status [As of 6 June 2024]	Action by ANC [AN-WP/9768, 31 May 2024]
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
		<p>identified in ATM and Airspace Safety, AOP, CNS and MET fields as detailed in Appendices A to D to the Report on Agenda Item 4; and</p> <p>b) update contact details of a Focal Point to coordinate actions to resolve the Deficiencies.</p>					

— END —