INTERNATIONAL CIVIL AVIATION ORGANIZATION

FINAL REPORT

**THE SIXTH MEETING OF THE ASIA/PACIFIC AERODROME ASSISTANCE
WORKING GROUP (AP-AA/WG/6)**

BANGKOK, THAILAND, 2 TO 5 APRIL 2024

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

TABLE OF CONTENT

TABLE OF CONTENT

APPENDICES TO THE REPORT

ATTACHMENTS TO THE REPORT

INTRODUCTION

1.   Meeting

1.1   The Sixth Meeting of Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/6) was held in Bangkok, Thailand from 2 to 5 April 2024.

2.   Attendance

2.1   37 participants from 8 Member States and 1 International Organisation attended the meeting.

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

3.   Opening of the meeting

3.1   Mr. Amit Srivastava, Chairperson of AP-AP/WG, welcomed the participants and delivered his opening remarks.

4.   Officers and Secretariat

4.1   Mr. Amit Srivastava, Chairperson of AP-AA/WG presided over the meeting. Dr. Punya Raj Shakya, Regional Officer/AGA, ICAO Asia/Pacific Office was the Secretary of the Meeting and assisted by Mr. Witsarut Chinwipat, AGA Officer.

5.   Language and Documentation

5.1   The working language of the meeting and all documentation was English. There were 16 Working Papers and 11 Information Papers considered by the Meeting. A List of Papers is included at **Attachment 2** to this Report.

6.   Draft Conclusions, Draft Decisions and Decisions – Definition

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

a)   **Draft Conclusions** deal with matters that, according to APANPIRG Terms of Reference, require the attention of States, or action by the ICAO in accordance with established procedures;

b)   **Draft Decisions** deal with the matters of concern only to APANPIRG and its contributory bodies; and

c)   **Decisions** of the AP-AA/WG relate solely to matters dealing with the internal working arrangements of the AP-AA/WG.

7.   Terms of Reference of AP-AA/WG

7.1   The Terms of Reference of AP-AA/WG, with the Second Amendment approved by the Seventh Meeting of the Aerodrome Operations and Planning Sub Group (AOP/SG/7) (3 - 6 July 2023), includes inter alia the following:

ASIA/PACIFIC AERODROME ASSISTANCE WORKING GROUP (AP-AA WG)
TERMS OF REFERENCE
[With the Second Amendment approved by AOP/SG/7 (3 – 6 July 20203]

Objective:

The main objective of the establishment of AP-AA WG is to realize the commitment of the "Beijing Declaration" - to certify all aerodromes used for international operations by 2020, fulfil the objectives of the AOP/SG to address identified AOP deficiencies listed in APANPIRG database for their resolution and to improve the AGA EI resulting from USOAP CMA activities and meet Global Aviation Safety Plan 2023 – 2025 targets.

Scope of works:

To meet the above objective the AP-AA WG shall carry out the following tasks:

(1)   Conduct a survey on States which have not completed the implementation of aerodrome certification for all international aerodromes, with an AGA EI below 75%, and/or AOP air navigation deficiencies to establish the requirements for assistance;

(2)   Review the air navigation deficiencies in the field of AOP (as listed in the APANPIRG air navigation deficiencies database) and assist the concerned State(s) to develop corrective action plans;

(3)   **Assist** States which have not implemented aerodrome certification, with non-satisfactory aerodrome certification related PQs, and/or aerodrome certification related air navigation deficiencies to establish an aerodrome certification process including developing specific operating regulations, training programme and training plan, guidance material for all technical areas, aerodrome inspector handbook with checklists, procedures for accepting non compliances, and surveillance programme, establishing runway safety programme and implementation of Global Reporting Format (GRF) using existing platforms, such as COSCAPs, PASO and introducing a new methodology, such as, Asia Pacific Aerodrome Assistance Go-Team;

(4)   Assist in conducting seminars/workshops/trainings for the aerodrome regulatory and aerodrome operator staff in APAC region; provide experts to deliver presentations at the seminars/workshops in aerodrome certification, implementation of SMS and other technical areas such as aerodrome emergency planning, runway safety, etc.; and

(5)   **Maintain** the register of AGA Experts nominated by States and Industry Partners in accordance with *Conclusion APANPIRG/33/3 - Assistance to APAC States that require assistance in AGA area including certification and surveillance of aerodromes*.

Composition: The AP-AA WG would be composed of subject matter experts nominated by APAC States/Administrations and International Organizations, familiar with Annex 14, PANS-Aerodromes (Doc 9981) and its guidance materials and in particular on aerodrome certification procedures and ICAO USOAP CMA.

Working Methods: As far as practicable, the work should be carried out through electronic correspondences and web-conferences. The Working Group will hold at least one face-to-face meeting a year. The AP-AA WG may be assembled on need basis to assist States. Onsite assistance may be provided to States, if required, on cost-recovery basis through Asia Pacific Aerodrome Assistance Go-Team platform. The ICAO APAC Office would do necessary coordination. The ICAO COSCAPs will support the implementation of Tasks.

Time frame: The tenure of the AP-AA WG would last until September - 2026.

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

Draft Decision AP-AA/WG/6 – 1: Generic Aerodrome SMS Evaluation Tool and Guidance

Draft Conclusion AP-AA/WG/6 – 2: Framework for Monitoring the Establishment and Implementation of Runway Safey Team (RST) at aerodromes in APAC States

Draft Decision AP-AA/WG/6 – 3: Updated List of Asia/Pacific Generic Guidance Materials Developed by the AP-AA/WG with Details of the Custodians

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Agenda Item 1:   Adoption of Provisional Agenda (WP/01)

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

Agenda Item 1:   Adoption of Provisional Agenda

Agenda Item 2:   Review Outcomes of Relevant Meetings

Agenda Item 3:   Aerodrome Certification and Safety Management System

Agenda Item 4:   Runway Safety and GRF Implementation

Agenda Item 5:   APANPIRG Air Navigation Deficiency in AOP Field

Agenda Item 6:   USOAP CMA in AGA

Agenda Item 7:   Technical Assistance/Cooperation in AGA Field

Agenda Item 8:   AP-AA/WG Task List

Agenda Item 9:   Any Other Business

Agenda Item 10:   Date and Venue of Next Meeting

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Agenda Item 2:   Review Outcomes of Relevant Meetings

Action Items of 58th Conference of Directors General of Civil Aviation (WP/2)

2.1   AP-AA/WG/6 meeting reviewed the action items of 58th Conference of Directors General of Civil Aviation (DGCA/58, Dhaka, Bangladesh, 15 to 19 October 2023) relevant to AP-AA/WG.

Discussion Paper	Action Item	Description
Agenda Item 3: Aviation Safety		
DP/3/03	58/4	To ensure efficient and safe ground operations and prevent incidents and accidents, the Conference: a) Encouraged States/Administrations, International Organizations, Industries and Safety Partners to share their best practices, technologies, and procedures related to aircraft handling, apron management and ground support equipment for enhancing safety Standards; and b) Requested ICAO to continue assistance to the States/Administrations through Guidance Material, seminars, workshops, and training on Runway safety and Wildlife Hazard Management.
DP/3/19 DP/4/11	58/15	To facilitate the safe and efficient deployment of autonomous vehicles (AVs) at the airside, the Conference encouraged: a) States/Administrations to share the experience and information about AV trials and operations at the airside; and b) ICAO to consider the development of guidance materials and/or SARPs, as necessary.
DP/3/20	58/16	Noting the efforts in strengthening and supporting the safety management of ground handling in the region, the Conference encouraged States/Administrations and industry stakeholders to share their activities and challenges in the safety management of ground handling.
Agenda Item 6: Economic Development of Air Transport		
DP/6/06	58/33	To support safe, secure, efficient, and sustainable mobility solutions and harmonised standards, certifications, policy and framework to regulate the Advanced Air Mobility (AAM) sector, the Conference encouraged States/Administrations to consider AAM operations in airport master planning, undertake dialogue between all relevant stakeholders, and participate in the first ICAO Advanced Air Mobility Symposium (AAM 2024) from 9 to 12 September 2024, in Montreal, Canada.
Agenda Item 7: Aviation and Environment		
DP/7/05	58/36	To reduce operation and maintenance costs, improve the safety and efficiency of operations, and reduce environmental impacts associated with implementing approach lighting systems at airports in mountainous and waterfront locations, the Conference encouraged States/Administrations to consider implementing the prefabricated approach lighting system bridge and suggested that ICAO refer the paper to the Visual Aids Working Group of Aerodrome Design and Operations Panel (ADOP) for consideration.

Agenda Item 9: Updates		
DP/9b/01	58/43	The Conference encouraged States/Administrations to collaborate and work towards achieving the commitments of the Beijing Declaration and share implementation status with the ICAO Asia-Pacific Office to further report to the Second Asia Pacific Ministerial Conference on Civil Aviation in India in 2024.

2.2   AP-AA/WG/6 meeting reminded States/Administrations to take necessary actions in accordance with 58th DGCA Conference Action Items.

Relevant Outcomes of APANPIRG/34 (WP/03)

2.3   WP/03 provided a summary of the outcomes of the 34th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/34) which was held in Hong Kong, China from 11 to 13 December 2023.

2.4   AP-AA/WG/6 acknowledged that APANPIRG/34 had adopted the following Conclusions related to aerodrome operations and planning:

> i)   *Conclusion APANPIRG/34/3: Runway Turn Pad Design and Marking;*
>
> ii)   *Conclusion APANPIRG/34/4: ICAO Asia-Pacific Aerodrome Assistance Go-Team Methodology;*
>
> iii)   *Conclusion APANPIRG/34/5: ICAO Asia/Pacific WHM Go-Team Methodology;* and
>
> iv)   *Conclusion APANPIRG/34/16 – Update of Information in APANPIRG Air Navigation Deficiencies Reporting Form.*

2.5   The Final Report of APANPIRG/34 published at
https://www.icao.int/APAC/Meetings/Pages/2023-APANPIRG-34.aspx provided the detailed descriptions of the above Conclusions.

2.6   AP-AA/WG/6 noted that at APANPIRG/34 AOP Chairman highlighted the following challenges in AOP fields and prioritization for 2024 AOP/SG Work Programme:

> 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%.

2.7   Pakistan apprised the AP-AA/WG/6 Meeting that they would be able to meet the ICAO applicability date of 28 November 2024 for the implementation of ACR-PCR method of reporting bearing strength of aerodrome pavements. Pakistan will publish PCR of aerodrome pavements of all major international airports in the next AIP Supplement.

Relevant Outcomes of AOP/SG/7 (WP/04)

2.8   The Secretariat presented the outcomes of the Seventh Meeting of the Aerodromes Operations and Planning Sub-group (AOP/SG/7, 3 to 6 July 2023, Bangkok, Thailand) relevant to AP-AA/WG.

2.9   AP-AA/WG/6 acknowledged that the following regional guidance materials developed by the Asia/Pacific Aerodrome Assistance Working Group had been approved by AOP/SG/7:

> i)   *Generic Aerodrome Enforcement Policy and Procedures Manual*;
>
> ii)   *Generic Aerodrome Exemptions Policy and Procedures Manual*; and
>
> iii) *Generic Aerodrome Inspector Handbook, Revision 1, 2023*.

and all documents had been published on the ICAO Asia/Pacific Regional Office eDocuments webpage: https://www.icao.int/APAC/Pages/eDocs.aspx under AGA heading.

2.10   AP-AA/WG/6 also acknowledged that the AOP/SG/7 had adopted five Decisions as below:

> i)   *Decision AOP/SG/7-2: Proposal for Amendment to AP-ADO/TF's TOR*
>
> ii)   *Decision AOP/SG/7-7: Proposal for Amendment to AP-AA/WG's TOR*
>
> iii) *Decision AOP/SG/7- 8: Updated List of Asia/Pacific Generic Guidance Materials Developed by the AP-AA/WG with Details of the Custodians*
>
> iv)   *Decision AOP/SG/7-9: Proposal for Amendment to AP-WHM/WG's TOR*
>
> v)   *Decision AOP/SG/7-11: Adoption of Annex 14 Recommendations as National Standards*

2.11   The Final Report of AOP/SG/7 published at https://www.icao.int/APAC/Meetings/Pages/2023-AOP-SG7.aspx provided the detailed descriptions of the above Conclusions.

2.12   The Second Amendment to the TOR of the AP-AA/WG approved by the AOP/SG/7 is provided in **Appendix A** to the Report of the AP-AA/WG/6.

2.13   AP-AA/WG/6 was informed that the AP-ADO/TF has taken initiative to develop a Regional Guidance on Transposition of ICAO Annex 14 Volume I Recommendations into National Aerodrome Standards.

ICAO HQ Update on AGA Matters (IP/03)

2.14   IP/03 updated the AP-AA/WG/6 Meeting with information related to aerodrome activities carried out by the Airport Operations and Infrastructure Section, Air Navigation Bureau, ICAO Montreal.

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Agenda Item 3:   Aerodromes Certification and Safety Management System

<u>Certification of Aerodromes in the Asia/Pacific Region (WP/05)</u>

3.1   AP-AA/WG/6 noted that out of **355** aerodromes used for international operations in Asia-Pacific Region **326** aerodromes had been certified corresponding to **91.83%** progress as of 25 March 2024.

3.2   The list of the aerodromes yet to be certified in Asia-Pacific Region was provided in **Appendix B**.

3.3   The list of the States that had not published or partially published the status of certification of aerodromes in AIP AD 1.5 is placed in **Appendix C.**

3.4   The Meeting was reminded that the *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) could be referred by States/Administrations for this purpose.

3.5   AP-AA/WG/6 urged States to provide periodic updates on the progress of the certification of aerodromes and publication of the status of certification in AIP AD 1.5 to the ICAO APAC Office.

3.6   Some States expressed that they have been facing challenges to certify Military aerodromes used for international operations, a Beijing Declaration mandates to certify all aerodromes used for international operations by 2020. States expect that these challenges would be highlighted at the Ministerial Conference of Civil Aviation Ministers to be held in India on 11 – 12 September 2024 for further deliberation and policy guidance.

<u>Generic Aerodrome SMS Evaluation Tools and Guidance (WP/06)</u>

3.7   During the AP-AA/WG/5 meeting, a new task was introduced with the aim of developing generic guidance for evaluating Aerodrome SMS. In a collaborative effort, Thailand, Australia, and Maldives jointly worked on developing a Generic Aerodrome SMS Evaluation Tool and Guidance.

3.8   Drawing insights from various established tools such as the SMICG SMS Evaluation Tool, CASA Safety Management System Evaluation Tool and Guidance, Maldives CAA Management System Assessment Tool, CAAT SMS Evaluation Tool, UK CAA SMS Evaluation Tool, and EASA Management System Assessment Tool, this comprehensive tool underwent tailored modifications to accommodate the specific assessment needs inherent to Aerodrome SMS, considering the unique terminology and requirements of aerodromes. For example, it replaces "organization" with "aerodrome" throughout and aligns with Annex 14 and Annex 19 SARPs, PANS-Aerodromes (Doc 9981), Safety Management Manual (Doc 9859) and Manual on Certification of Aerodromes (Doc 9774) for elements like emergency planning and interface management.

3.9   The aim of this tool is to evaluate how effective aerodrome SMS is by looking at both compliance and performance indicators. These indicators adhere to the structure outlined in the ICAO SMS Framework and are evaluated based on whether they are Present (P), Suitable (S), Operating (O), or Effective (E). The tool provides detailed definitions for these designations, ensuring clarity and consistency in assessment criteria. Aerodrome operators must explain how they reached each level for every indicator, providing references, evidence, or examples to back up their assessment.

After aerodrome operators evaluate their SMS, Civil Aviation Authorities (CAA) step in to verify their evaluation results and assess the overall effectiveness of each SMS element further.

3.10   When it comes to addressing any findings or observations found during evaluation, the tool lays out clear steps. In the initial evaluation, all indicators must meet the criteria of being Present and Suitable for the aerodrome certificate to be issued. After SMS implementation, if an indicator isn't Operating, a finding is issued. If it's not Effective, observations are made for improvement suggestions. However, if something is Operating but not Effective, no findings are issued, showing a careful approach to improvement within the SMS framework.

3.11   AP-AA/WG/6 reviewed the Generic Aerodrome SMS Evaluation Tool and Guidance provided in **Appendix D** which was endorsed by the Meeting and formulated the following Draft Decision for consideration by AOP/SG/8:

Draft Decision AP-AA/WG/6 – 1: Generic Aerodrome SMS Evaluation Tool and Guidance	
What: that, the Generic Aerodrome SMS Evaluation Tool in **Appendix D** to the Report of AP-AA/WG/6 endorsed by AP-AA/WG/6 for consideration by AOP/SG/8 and made available on the ICAO Asia/Pacific Regional Office Website for reference by States/Administrations.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why: To provide CAA inspectors and the aerodrome operators with a more comprehensive set of guidelines for the evaluation of Aerodrome Safety Management System.	Follow-up: ☐Required from States
When: 19-Jul-24	Status: Draft to be adopted by Subgroup
Who: ☒Sub groups ☐APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other: AP-AA/WG	

Aerodrome SMS Journey in the Maldives – Challenges & Opportunities (IP/04)

3.12   Maldives presented IP/04 providing an overview of the Aerodrome SMS journey in the Maldives. A look back at the early understanding of SMS and the numerous challenges that they were still facing in implementation and highlighted significant opportunities and benefits of SMS.

Major Expansion and Capability Building Without Hampering the Operations and Safety at Rajiv Gandhi International Airport Hyderabad (IP/05)

3.13   Presented by India, IP/05 highlighted infrastructure development at Operational Airport without compromising safety and hampering operations as expanding or upgrading airport infrastructure requires substantial investments and coordination among multiple stakeholders.

3.14   The Balancing act includes securing fund, obtaining necessary permits and approvals, and minimizing disruptions to ongoing operations during construction.

3.15   It is extremely costly to build extensions and it takes a long time, which more than often leads to reduced capacity caused by the fact that parts of the airport are a construction site. Furthermore, there are many uncertainties associated with infrastructure development, however proper risk assessment and operational planning would help in factoring future needs and interim plan for operations without disruptions.

3.16   The IP helped in understanding "how phase wise expansion works help in maintaining highest safety and minimum operational impact" and "how effective change management process helps in phase wise execution and commissioning of new Facilities".

<u>Cultivating a Just Culture: Initiatives and Challenges in Thailand (IP/10)</u>

3.17   Presented by Thailand, IP/10 highlighted Thailand's commitment for enhancing aviation safety through the implementation of Just Culture, as a part of State Safety Policy and State Safety Programme (SSP).

3.18   In recent years, the concept of Just Culture has gained significant traction within the aviation industry emphasizing the importance of trust within organization, where individuals are encouraged, and even rewarded for providing essential safety-related information. However, there should be a clarity about whether the line must be drawn between acceptable and unacceptable behaviours.

3.19   Thailand aimed to enhance a positive safety culture and elevate safety management effectiveness at all levels by facilitating better sharing of safety data between Civil Aviation Operators (CAOs) and the Civil Aviation Authority of Thailand (CAAT). This was intended to improve the quality and quantity of safety information for more efficient safety data analysis. As a part of the State Safety Policy and State Safety Programme (SSP), CAAT promoted the implementation of the Just Culture approach throughout the aviation sectors.

3.20   Thailand's safety initiatives involved a range of interactive actions, including distributing Just Culture surveys to the aviation industry, organizing safety events bringing together CAAT and stakeholders, and conducting training sessions to reinforce a safety culture for CAAT inspectors together with the Aircraft Accident Investigation Committee (AAIC) personnel. These efforts were integral to achieving the State Safety Objectives outlined in the Thailand Aviation Safety Action Plan (TASAP).

3.21   During the conducted activities, it was found that Asian or Seniority Culture and practice in organisation were challenges. These issues could be addressed through culture sensitivity and positive safety culture training, as well as the establishment of confidential reporting mechanisms and structured models for determining acceptable and unacceptable behavior.

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Agenda Item 4:   Runway Safety and GRF Implementation

<u>Runway Safety Team (RST) and Runway Safety Go-Team (WP/07)</u>

4.1   WP/07 provided comprehensive insights into the ICAO requirements for establishing a Runway Safety Team (RST) at aerodromes and underscored the advantages of engaging ICAO Runway Safety Go-Team Assistance. The discussion emphasized the critical role of States in encouraging aerodrome operators to adhere to PANS-Aerodromes guidelines by establishing RSTs. The meeting was called upon to take proactive steps towards RST establishment and to leverage Runway Safety Go-Team Missions through the ICAO APAC Office for support in enhancing runway safety measures.

4.2   Considering that the new RST Survey Webpage under development by ICAO HQ, the Secretariat developed the "Framework for Monitoring the Establishment and Implementation of Runway Safey Team (RST) at aerodromes in APAC States" with RST questionnaires **(Appendix E)** to gather the information from the States/Administrations on the establishment and operation of the RST at aerodromes.

4.3   AP-AA/WG/6 reviewed the Framework with RST questionnaires. After having a lengthy deliberation, the Meeting invited the participating States to provide comments/feedback on the RST questionnaire for its improvement before submission to the AOP/SG/8. The Meeting also agreed to formulate a new task to study the feedback received from the participating States and to improve and finalize the RST questionnaire by the end of May 2024 by the group of States volunteered to contribute to this new task.

4.4   AP-AA/WG/6 agreed to endorse the following Draft Conclusion and submit to AOP/SG for its consideration at the Eight Meeting of the AOP/SG/8 in July 2024:

Draft Conclusion AP-AA/WG/6 – 02: Framework for Monitoring the Establishment and Implementation of Runway Safey Team (RST) at aerodromes in APAC States	
What: That, the "Framework for Monitoring the Establishment and Implementation of Runway Safey Team (RST) at aerodromes in APAC States" provided in **Appendix E** of the AP-AA/WG/6 Report be circulated to States/Administrations after approval by AOP/SG/8. The Framework be also published on the ICAO APAC eDocuments Webpage under AGA Heading.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why: To gather the information from the States/Administrations on the establishment and operation of the RST at aerodromes.	Follow-up: ☒ Required from States
When: 19-Jul-2024	Status: Draft to be adopted by Subgroup
Who: ☒ Sub groups ☒ APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other: AP-AA/WG/6	

4.5   AP-AA/WG/6 also acknowledged the significance of the RSTs in promoting runway safety, encouraged collaborative efforts among stakeholders, and emphasized the value of seeking ICAO assistance through Runway Safety Go-Team Missions to enhance safety standards at aerodromes in the Asia/Pacific Region.

Enhanced Global Reporting Format for Assessing and Reporting Runway Surface
Conditions (GRF) (WP/08)

*Publication of procedures for assessment and reporting of runway condition report
and issuance of SNOWTAM in AIP*

4.6   Recognizing the need for the promulgation of the procedures for the reporting of
runway condition report and issuance of the new SNOWTAM format by States in their AIP in
accordance with 6.3.1.2 of Annex 15 Aeronautical Information Services (AIS), AP-AA/WG/6
recalled Conclusion APANPIRG/33/2:

> ***Conclusion APANPIRG/33/2: Publication of procedures for reporting of runway
> condition report and issuance of the SNOWTAM in AIP***
>
> *That, Asia Pacific States/Administrations:*
>
> *1)   are urged to publish the procedures for reporting of runway condition report
>   and issuance of SNOWTAM in their AIP in accordance with 6.3.1.2 of Annex
>   15 Aeronautical Information Services; and*
>
> *2)   may consider to publish above information in "AD 1.2.2 Snow plan" (refer to
>   Appendix 2 of PANS-AIM (Doc 10066)).*

4.7   AP-AA/WG/6 noted that the following Asia - Pacific States had published
procedures for assessment and reporting of runway condition report in AIP.

No.	States/Administrations	Procedures for assessment and reporting of runway condition report 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	India	√	AD 1.2, 2 Runway Surface Condition Assessment and Report (AIP, 22 Feb 2024)
4	Japan	√	AD 1.2, 2.1. SNOWTAM (AIP, 24 Feb. 2022)
5	Maldives	√	AD 1.2, 2. Snow Plan, 2.1 Runway Surface Condition Assessment and Reporting (AIP, 25 May. 2023)

No.	States/Administrations	Procedures for assessment and reporting of runway condition report in AIP	Section of AIP
6	New Zealand	√	AD 1.2, 2. Snow Plan, 2.1 Runway Surface Condition Assessment and Reporting (AIP, 09 Feb. 2024)
7	Pakistan	√	AD 1.1, 5. Assessment and Reporting of Runway Surface Condition
8	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)
9	Singapore	√	AD 1.1, 6 Runway Surface Condition Assessment and Reporting (AIP, 02 Dec. 2021)
10	Sri Lanka	√	AD 1.2, 2 Snow Plan, 2.1 Runway Surface Condition Assessment and Reporting, (AIP, 21 Mar. 2024)
11	Thailand	√	AD 1.2, 3. Runway Surface Condition Assessment and Reporting (AIP, 18 May 2023)
12	USA	√	ENR 1.1, 11. Runway Condition Reports (AIP, 16 July 2020)
13	Viet Nam	√	AD 1.2, 2. Runway Surface Condition Assessment and Reporting at the Airports of Viet Nam (AIP, 30 Nov. 2022)

Table 4 - 1 – States that had published procedures for assessment and reporting of runway condition report in AIP

4.8   AP-AA/WG/6 encouraged States/Administrations that had yet to implement the methodology for assessment and reporting of runway condition to implement GRF at the earliest possible opportunity and publish the procedures for assessment and reporting of runway condition report in AIP under "AD 1.2, 2 Snow plan" by States that have yet to publish in their AIP.

Runway Safety Implementation by AAI Airport (IP/06)

4.9   Presented by India, IP/06 discussed the issues/hazards identified by the Runway Safety teams at different airports operated by the Airports Authority of India (AAI), such as:

- Surface damage from 180-degree lock turn aeroplanes;

- Ensuring optimal runway utilization with TORA signages;

- Confusion between taxiways due to signage on the shoulder of the preceding taxiway;

- Pruning trees outside the airport premise;

- Reducing the visibility of Apron Marking during rainy seasons due to glare issue caused by Flood lights; and

- Use of mobile phones by ATCOs during watch hours.

4.10   The runway safety team at the concerned airports provided advised to the concerned operators and service providers on local conditions, issues, and developed mitigating measures to address above concerns on the runway and taxiways.

ARFF Exercises & Runway Safety (IP/07)

4.11   Presented by India, IP/07 highlighted the interrelation between ARFF exercises and runway safety and discussed about the requirement of exercising change management processes to ensure safe operations at any airport.

4.12   While looking deeply at the aircraft accident happened at Jorge Chavez International Airport, Lima, Peru involving LATAM Airlines Airbus 320 and Crash Fire Tenders (CFT) entering runway for response time check resulting in death of three fire fighters, the requirement of proper change management was evident. The paper also highlighted glaring aspects of the change management in the above accident.

4.13   The paper also discussed the biennial full-scale exercise 'Challenger 24' conducted at Kempegowda International Airport Bengaluru (KIAB) following the change management process for planning and implementation of hazards identification and mitigation measures. After the above exercise it was concluded that the meticulous planning, effective change management, involvement of stakeholders, hazard identification and risk assessment, effective supervision, following standard operating procedures even during emergency situations etc., were some of the tools to ensure runway safety during ARFF exercises.

Greater Role of Runway Safety Team – Ground Operations Safety (IP/11)

4.14   India presented IP/11 discussing about the requirement of greater role for the Runway Safety Teams in complex airports in order to support safety of ground operations. Further, the formulation, methodology and conduct of Runway Safety Team meetings at Kempegowda International Airport Bengaluru were presented along with some of the major achievements of runway safety team in the past few years.

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Agenda Item 5:   **APANPIRG Air Navigation Deficiency in AOP Field**

<u>Status of Air Navigation Deficiencies in AOP Field (WP/09)</u>

5.1   The status of Air Navigation Deficiencies in the AOP field endorsed by APANPIRG/34 (Hong Kong, China, 11 to 13 December 2023) with updates provided by States/Administrations was presented to AP-AA/WG/6 and provided in **Appendix F** to the AP-AA/WG/6 Report.

5.2   AP-AA/WG/6 reminded that it is the responsibility of States concerned to establish action plan with defined target dates for resolution of identified deficiencies, update the status on the corrective action taken and report progress in the Reporting Form of Air Navigation Deficiencies in AOP field. The Regional Office would update the deficiency database based on written confirmation with evidence provided by the respective Administrations.

AOP Air Navigation Deficiency related to the Certification of Aerodromes used for International Operations and Publication of their Status in AIP AD 1.5

5.3   In connection with ***Conclusion APANPIRG/30/4*** and subsequent review by APANPIRG meetings, the States / Administrations / aerodromes identified as deficient from the perspective of certification and publication of their status in AIP AD1.5 had been included in the APANPIRG AOP deficiency list with effect from 1 January 2021.

5.4   Ninoy Aquino International Airport, Philippines had been certified and issued the Permanent Aerodrome Certificate on December 2023. Therefore, this Deficiency would be removed from the List of the Air Navigation Deficiencies in AOP field after endorsement by AOP/SG/8 and consideration by APANPIRG/35.

5.5   Samoa, Solomon Islands and Tonga resolved the Deficiencies related to the Publication of the Status of the Certification of Aerodromes in their AIP and subsequently they would be removed from the List of the Air Navigation Deficiencies in AOP field after endorsement by AOP/SG/8 and consideration by APANPIRG/35.

*Note:- Post AP-AA/WG/6 Meeting, on 2 April 2024 Viet Nam provided an update on their corrective action plan which was incorporated in the **Appendix F**.*

5.6   The updated list of the APANPIRG Air Navigation Deficiency List in AOP Field was provided in **Appendix F**.

AOP Focal Points

5.7   For effective and efficient communications between States / Administrations and ICAO APAC Office on AOP matters, including but not limited to the resolution of Air Navigation Deficiencies in the AOP field, AOP/SG maintained contact details of AOP Focal Points. The list of AOP Focal Points was provided in **Appendix G**.

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Agenda Item 6:   USOAP CMA in AGA

ICAO USOAP and AGA Findings (WP/10)

6.1   AP-AA/WG/6 noted ICAO USOAP CMA activities conducted in APAC States in 2023 and those planned for 2024.

6.2   The Meeting also noted the USOAP Effective Implementation (EI) results in the APAC Region, derived from iSTARS 4.0, PQ Tester. APAC average EI in AGA area was **60.73 %** as compared to the global average of **63.00%** as of 25 March 2024.

6.3   Table 6.1 below illustrates the APAC Average AGA EI scores in all 8 Critical Elements from 2017 to March 2024:

Table 6.1: APAC Average AGA EI scores in all 8 Critical Elements

	APAC average EI in AGA (in %)	Critical Elements (CEs) – AGA Area							
		CE-1	CE-2	CE-3	CE-4	CE-5	CE-6	CE-7	CE-8
March 2024 (AP-AA/WG/6)	*60.73* *[Global Average 63.00]* *168 (2017 PQs)→143 (2020 PQs)*	63.89 (1→2)	67.22 (28→21)	61.32 (7→7)	42,33 (7→7)	63,98 (20→14)	63.21 (64→51)	58.97 (31→32)	46.59 (10→9)
June 2023 (AOP/SG/7)	*61.20* *[Global Average 62.43]*	65.28	67.45	61.61	41.61	64,29	63.58	60.18	46.60
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

6.4   AP-AA/WG/6 noted that there was a lower EI score (APAC average AGA EI and its corresponding CEs) for March 2024 compared to EI data for June 2021 despite of improvement in EI by some States that had received ICVM and Offsite Validation Activities in 2021 and 2022; however, lower EI Scores had been observed with States that underwent USOAP CMA audits in 2023. In addition to above, there was impact on EI Scores due to the adjustment of EI because of the reduction of AGA PQs from 168 (2017 AGA PQs) to 143 (2020 AGA PQs) numbers (please refer to AP-AA/WG/6-**IP/08** for USOAP CMA Protocol Questions – 2020 Edition).

6.5   The meeting urged APAC States/Administrations:

   a)   to take actions required from States through USOAP CMA OLF;

   b)   with EI less than 75% to put more resources and efforts to improve EI to meet the 75% of GASP target by 2024; and

   c)   to approach respective COSCAPs, Pacific Aviation Safety Office (PASO) or ICAO APAC Office, if State(s) require assistance in USOAP CMA.

<u>USOAP CMA Protocol Questions – 2020 Edition and State Safety Programme
Implementation Assessment (IP/08)</u>

6.6   IP/08 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.

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Agenda Item 7: **Technical Assistance/Cooperation in AGA Field**

The Requirements of Runway Side Stripe Marking & Taxi Side Stripe Marking (WP/11)

7.1 Presented by Malaysia, the WP/11 underlined the significance of runway side stripe markings and taxi side stripe markings, while also addressing the challenges encountered by Aerodrome Operators in meeting these requirements. Additionally, the paper sought to explore best practices implemented by other States in the Asia-Pacific Region on this matter.

7.2 It had been observed that there were some aerodromes that had not provided with runway side stripe markings due to the initial design of the aerodrome where the view of the consultants or contractors that there was a clear distinction between the runway edges and the shoulders or the surrounding terrain.

7.3 Similarly, taxi side stripe marking was not provided because the consultant or contractor believed that the pavement of the taxiway and turfed area had clearly shown a clear distinction between load-bearing and non-load-bearing surfaces.

7.4 The paper also discussed on the common challenges faced by the Aerodrome Operator in the event the aerodrome was not complying to these requirements due to some specific reasons and further highlighted certain critical measures require heightened attention.

7.5 AP-AA/WG/6 noted the information shared by Malaysia and encouraged member States to share the relevant best practices on this matter. The AP-AA/WG would discuss in its next Meeting whether it would be required to develop a regional guidance for cases whereby the aerodrome does not have runway side stripe marking and taxi side stripe marking after having shared State's best practices and experiences in the next Meeting.

ICAO Initiative for Assistance to States in AGA Area (WP/12)

7.6 ICAO provided technical assistance to Asia Pacific States in AGA area through various platforms from 2015 to 2023 to improve States safety oversight capacities and enhance USOAP CMA EI:

a) ICAO APAC Combined Action Team (CAT)

b) ICAO Programme for Aviation Volunteers (IPAV)

c) Technical Assistance in Aerodrome Certification and SMS (RAS10801)

d) Capacity Building Programme for APAC States

7.7 AP-AA/WG/6 noted various initiatives taken by ICAO, COSCAPs, ACI and other ICAO Safety Partners in assisting Asia Pacific States to improve USOAP CMA EI, to overcome challenges associated with the certification of aerodromes in some States in Asia and Pacific Regions and encouraged States that need AGA assistance to approach respective COSCAPs, PASO, ACI and Champion States for their assistance and support in AGA area and put additional resources and efforts to enhance EI in AGA area.

Collaboration between COSCAP-SEA and Asia/Pacific Aerodrome Assistance Working Group (WP/16)

7.8 CTA/PC of COSCAP-SEA Programme presented a working paper highlighting the technical assistance needed by SEA States in the AGA area. COSCAP-SEA under Phase-V, COSCAP-SEA focuses on strategic priorities including risk mitigation, certification responsibilities, and

enhancing safety oversight systems through training sessions, technical assistance missions, and coordination activities with an intent to enhance air transport safety and efficiency in Member States.

7.9   APANPIRG/34 had endorsed the Aerodrome Assistance Go-Team Methodology, established to provide such technical support in areas of aerodrome certification and safety oversight capacity building. Especially, there's a focus on addressing deficiencies in aerodrome certification among SEA States, with specific attention to those yet to meet the Beijing Declaration target.

7.10   AP-AA/WG/6 acknowledged the importance of collaboration between COSCAP-SEA and Asia/Pacific Aerodrome Assistance Working Group to identify the need for technical assistance in AGA area in coordination with COSCAP-SEA and best utilize the support offered by Aerodrome Assistance Go-Team.

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Agenda Item 8: **AP-AA/WG Task List**

<u>AP-AA/WG Task List (WP/13)</u>

8.1 The meeting reviewed and updated the AP-AA/WG Task List presented by the Secretariat. The updated Task List placed in **Appendix H**.

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Agenda Item 9:   Any Other Business

<u>Asia Pacific Generic Guidance Materials and Custodian (WP/14)</u>

9.1   Procedure for periodic review and update of the Asia/Pacific Generic Guidance Materials approved by the AOP/SG/7 and published on ICAO APAC Website at eDocuments under AGA heading could be accessed using URL: https://www.icao.int/APAC/Pages/eDocs.aspx. The list of the GGMs developed by the AP-AA/WG was provided as **Attachment A** to the above procedural document.

9.2   The updated list of GGMs developed by the AP-AA/WG including the following Draft GGM presented at this Meeting was incorporated in the above **Attachment A** (**Appendix I** to the AP-AA/WG/6 Report) for endorsement by this Working Group and for further consideration by AOP/SG/8:

        i)   ICAO Asia-Pacific Generic Aerodrome SMS Evaluation and Guidance;

9.3   The list (**Attachment A** to **Appendix I**) was also updated with the contact details of the custodian(s) of the GGMs as volunteered by States/International Organizations.

9.4   The AP-AA/WG/6 endorsed the following Draft Decision for consideration by AOP/SG/8:

Draft Decision AP-AA/WG/6 - 3: Updated List of Asia/Pacific Generic Guidance Materials Developed by the AP-AA/WG with Details of the Custodians	
What: That, the *Attachment A* to the *Procedure for periodic review and update of the Asia/Pacific Generic Guidance Materials* (**Appendix I** to the Report of the AP-AA/WG/6) be published on the ICAO APAC Website at eDocuments Webpage under the AGA heading.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why: To incorporate in the list the ICAO Asia-Pacific Generic Aerodrome SMS Evaluation and Guidance and with updated details of the custodian of the GGMs.	Follow-up: ☐Required from States
When: 19-Jul-24	Status: Adopted by Subgroup
Who: ☒Sub groups ☐APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other: AP-AA/WG	

<u>Methodology for Marking of Runway Centerline Using Minimum Consumption of Paint (IP/09)</u>

9.5   Presented by India, IP/09 shared that many aerodrome operators intend to provide runway centre line markings consisting of uniformly spaced stripes of length 30m and gaps of length 20m as per Figure 5-2 of Annex 14; however, compliance to Para 5.2.3.3 of Annex 14 is not adhered to. Para 5.2.3.3 states that "*A runway centre line marking shall consist of a line of **uniformly spaced stripes and gaps**. The length of a stripe plus a gap shall be not less than 50 m or more than 75 m. The length of each stripe shall be at least equal to the length of the gap or 30 m whichever is greater*."

9.6   A methodology is formulated, to ensure compliance with the Annex 14 provisions with respect to the marking of runway centre line along with minimum consumption of paint. A step-wise formulation and calculation of length of stripes and gaps with least consumption of paint was provided in the Information Paper (IP/09).

9.7   Using this methodology an aerodrome operator might save the paint during every marking/remarking/maintenance of runway centerline and after overlay of runway.

<u>List of Experts of the Asia/Pacific Aerodrome Assistance Working Group</u>

9.8   The updated list of experts of the Asia/Pacific Aerodrome Assistance Working Group provided in **Appendix J**.

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Agenda Item 10:   Date and Venue of Next Meeting

Provisional Agenda, Date and Venue of Next Meeting (WP/15)

10.1   The Meeting reviewed the draft agenda proposed by the Secretariat and agreed on the following Provisional Agenda for the AP-AA/WG/7:

AP-AA/WG/7
DRAFT PROVISIONAL AGENDA

Agenda Item 1:   Adoption of Provisional Agenda

Agenda Item 2:   Review Outcomes of Relevant Meetings

Agenda Item 3:   Aerodrome Certification and Safety Management System

- Lessons learnt from ARFF Trainings, Aerodrome Emergency Exercises and Removal of Disabled Aircraft;

- Indicators and Examples of Good Safety Culture in Aerodrome Operations;

- State's practices in safety data/information sharing among aerodromes;

- Sharing of State's Practices in the evaluation of aerodrome SMS and areas of improvements;

- Aerodrome safety vis-as-vis environmental protection;

- Aerodrome safety vis-as-vis land use planning.

Agenda Item 4:   Runway Safety and GRF Implementation

- Lessons learnt from Runway Safety Team establishment and implementation of GRF;

- Measures taken by aerodromes to mitigate runway incursions and excursions;

- Sharing of State's practices in implementation of RESA Requirements (90 m versus 240 m) at aerodromes;

Agenda Item 5:   APANPIRG Air Navigation Deficiency in AOP Field

- State's update on APANPIRG Air Navigation Deficiency in AOP Field;

Agenda Item 6:   USOAP CMA in AGA

- Sharing by States their preparation for forthcoming USOAP CMA Activity and lessons learnt for improving the outcomes (EI) of USOAP CMA Audit;

Agenda Item 7:   Technical Assistance/Cooperation in AGA Field

- Collaboration among ICAO and other Safety Partners and various platforms for assistance to States in AGA area

Agenda Item 8:   AP-AA/WG Task List

Agenda Item 9:   Any Other Business

Agenda Item 10:   Date and Venue of Next Meeting

10.2   The next AP-AA/WG Meeting will be held in First/Second Week of April 2025 for three to five days.

10.3   The meeting determined that AP-AA/WG/7 should be in the form of face-to-face meeting. State/Administration interested to host the AP-AA/WG/7 was requested to contact the Secretariat. The venue of the AP-AA/WG/7 would be communicated to States/Administrations through ICAO APAC Invitation Letter.

Closing of the Meeting

10.4   Mr Srivastava, Chairperson of AP-AA/WG congratulated the meeting on the achievements and thanked all participants and members of the Working Group for their contribution to the tasks of the Working Group and cooperation during the meeting. Mr. Srivastava also expressed his sincere gratitude to CAA Thailand and Airports of Thailand for organizing an airside visit at Suvarnabhumi International Airport on 4th April 2024.

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