



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY EIGHTH MEETING OF THE ASIA/PACIFIC
AIR NAVIGATION PLANNING AND IMPLEMENTATION
REGIONAL GROUP (APANPIRG/28)**
Bangkok, Thailand, 11 to 14 September 2017
Agenda Item 3: Performance Framework for Regional Air Navigation Planning and Implementation
3.1: AOP
REPORT ON THE FIRST MEETING OF AOP SUB GROUP

(Presented by the Secretariat)

SUMMARY

This paper presents the outcomes of the First Meeting of the APANPIRG Aerodrome Operations and Planning Sub Group (AOP/SG/1) for review by APANPIRG/28.

1. INTRODUCTION

1.1 The First Meeting of the AOP Sub Group (AOP/SG/1) was held from 14 to 16 June 2017 in Bangkok, Thailand.

1.2 The meeting was attended by 61 participants from 15 Administrations, 1 Special Administrative Regions of China and 4 International Organizations.

1.3 A total of 18 Working Papers and 7 Information Papers covering 9 Agenda Items were considered by the AOP/SG/1 Meeting.

1.4 Based on the outcome of discussions on various Agenda Items, the meeting adopted 2 Conclusions and 1 Decision that were of a technical or purely operational nature. The AOP/SG/1 formulated 4 Draft Decisions for further consideration by APANPIRG/28. The Conclusions and Decisions adopted by the Sub Group and the Draft Decisions for consideration by APANPIRG/28 are provided in full at **Appendix 1**.

1.5 Full Report of the AOP/SG/1 (**Attachment**) has been posted on the ICAO APAC Office website and can be accessed on the following webpage:
<https://www.icao.int/APAC/Meetings/2017%20AOPSG1/Final%20Report.pdf>.

2. DISCUSSION
2.1 Review Outcomes of Relevant Meetings
APANPIRG/27 Outcomes

2.1.1 The AOP/SG/1 Meeting reviewed the actions taken by APANPIRG/27 on the Decisions and Conclusions formulated by the Fourth Meeting of AOP Working Group (AOP/WG) held in May 2016. The meeting noted with satisfaction that actions on 1 Decision and 6 Conclusions of APANPIRG/27 in the AOP field were completed.

53rd Conference of Directors General of Civil Aviation Outcomes

2.1.2 The AOP/SG/1 meeting noted that the 53rd DGCA Conference had formulated 26 Action Items.

2.1.3 The meeting also noted that the 54th Conference of DGCA would be held in Ulaanbaatar, Mongolia from 7 to 11 August 2017 and the Theme Topic was **“The Challenge of Managing Outcome Focused and Risk Based Regulations for Asia Pacific States”**.

Outcomes from RASG APAC/6 Meeting

2.1.4 The AOP/SG/1 meeting noted the outcomes of the Sixth Meeting of the RASG APAC and noted the action to be taken which were relevant to AOP/SG.

Outcomes of AOP/WG/4

2.1.5 The AOP/SG/1 meeting noted the progress on the establishment of the Small Working Group to develop Guidelines for aerodrome operations personnel competency and urged China, Macau China and Malaysia to nominate their experts to the group. The meeting also noted that the first meeting of the Working Group would be held tentatively in first quarter of 2018 at APAC Office, Bangkok.

Air Traffic Flow Management Steering Group Outcomes

2.1.6 The AOP/SG/1 meeting noted the outcomes of the ICAO Asia/Pacific Air Traffic Flow Management Steering Group and the linkage with AOP/SG for the interoperability of A-CDM with other ATM and ATFM systems and processes.

2.2 Regional Reporting

2.2.1 APANPIRG Procedural Handbook

2.2.1.1 The AOP/SG/1 meeting noted that the 5th Edition of the APANPIRG Procedural Handbook was approved by APANPIRG/27. The document can be accessed through secure portal webpage: https://www.icao.int/APAC/Documents/edocs/apanpirg/procedural_handbook.pdf

2.2.2 Update on the Seamless ATM Reporting Process and Regional Picture

2.2.2.1 AOP/SG/1 noted the status of the Seamless ATM Reporting process since November 2014, and the regional picture as of 8 May 2017 reflecting the implementation progress of Air Navigation Improvements in APAC Region against the objectives set forth by the GANP ASBU Block 0 and APAC Seamless ATM Plan v2.

2.2.2.2 The AOP/SG/1 also noted that the AOP related items tracked were as follows: Apron Management, Aerodrome Capacity, Airport Collaborative Decision Making (ACDM), ATM-Aerodrome Coordination and Air Traffic Flow Management/Collaborative Decision Making (ATFM/CDM). The AOP/SG/1 meeting encouraged States to nominate their point of contact and report on their Seamless ATM implementation progress at least once a year through the ICAO online reporting process.

2.3 Provision of AOP in the Asia/Pacific Region

2.3.2 Proposals for the amendment of Annex 14, Volume I and PANS-Aerodromes (DOC 9981)

2.3.2.1 The AOP/SG/1 noted that the proposals developed by the second meeting of the Aerodrome Design and Operations Panel (ADOP/2) was considered by the seventh meeting of the 204th Session of the Air Navigation Commission to amend Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations* and the *Procedures for Air Navigation Services (PANS)* — *Aerodromes* (Doc 9981).

2.3.2.2 The AOP/SG/1 also noted that the proposed amendment to Annex 14, Volume I and PANS-Aerodromes were envisaged for applicability on 8 November 2018. The Meeting urged States to review the ICAO proposal for amendment to Annex 14, Volume I and PANS—Aerodromes (Doc 9981) and provide comments, if any, by 21st July 2017 to ICAO HQs

2.3.3 Report of the Airport Collaborative Decision-Making (A-CDM) Seminar and the First Meeting of the Asia Pacific Airport Collaborative Decision Making Task Force (APA-CDM/TF/1)

2.3.3.1 The AOP/SG/1 noted the Report of the Airport Collaborative Decision-Making (A-CDM) Seminar and the First Meeting of the Asia Pacific Airport Collaborative Decision Making Task Force (APA-CDM/TF/1) held in Kunming, China on 19 to 21 April 2017.

2.3.3.2 Noting the objective of the APA-CDM/TF in relation to reviewing the current status of A-CDM implementation in APAC Region and an agreement to develop a survey questionnaire for circulation to APAC States, the AOP/SG/1 meeting adopted the Conclusion as appended below:

Conclusion AOP/SG/1/1 – APAC Regional A-CDM Implementation Status

That, Asia/Pacific States are urged to respond to a survey on the status of Airport Collaborative Decision-Making (A-CDM) implementation, to be circulated by ICAO APAC Regional Office by 15 July 2017.

2.3.3.3 The AOP/SG/1 noted that the APA-CDM/TF/1 had updated its Terms of Reference (TOR) and endorsed the draft Decision for consideration by the APANPIRG/28:

Draft Decision AOP/SG/1/2 – APA-CDM/TF Terms of Reference

That, the revised APA-CDM/TF Terms of Reference at **Appendix A** to the Report be adopted.

2.3.4 Amendment of Water Aerodrome Small Working Group's TOR

2.3.4.1 The AOP/SG/1 meeting noted the information on progress made by the Water Aerodrome Small Working Group (WASWG).

2.3.4.2 The AOP/SG/1 also noted that as per TOR of WASWG, the tasks assigned to working group were to be completed within two years (i. e. by 4 June 2017). Due to the postponement of the WASWG/3 meeting it was proposed to extend the term of the WASWG by another year. The WASWG/3 meeting had been tentatively planned for February 2018. The draft “Sample Requirements for the Design and Operations of Water Aerodromes for Sea Plane Operations” would be discussed by the WASWG/3 in February 2018 and subsequently presented for endorsement by AOP/SG/2 tentatively in June 2018 and adoption by APANPIRG/29 in September 2018.

2.3.4.3 The AOP/SG/1 further noted that the changes proposed by the Working Group in its Second Meeting held in Colombo, Sri Lanka on 29 February - 2 March 2016 and the additional time to complete the remaining tasks by the WASWG necessitated in the amendment of the TOR. Following this the draft Decision for the amendment of WASWG TOR was endorsed by AOP/SG/1 for consideration by APANPIRG/28:

Draft Decision AOP/SG/1/3 – Amendment of Water Aerodrome Small Working Group's TOR

That, amended WASWG Terms of Reference placed at **Appendix B** to the Report on Agenda Item 4 be adopted.

2.3.5 Status of Implementation of Requirements for Certification of Aerodromes in the APAC Region

2.3.5.1 The AOP/SG/1 noted the information on the status of international aerodromes certified in the APAC Region. The AOP/SG/1 reviewed the updated status and reminded States who have not yet done to update the status on regulatory framework, certification procedures and progress on aerodrome certification and SMS implementation at certified airports and submit to the ICAO APAC Office.

2.3.5.2 The AOP/SG/1 reviewed the results of USOAP audits in AGA area in Asia Pacific Region and noted that there were 21 States [Bhutan, Cambodia, Fiji, India, Indonesia, Lao PDR, Malaysia, Marshall Islands, Micronesia (Federal States of), Myanmar, Nauru, Palau, Papua New Guinea, Philippines, Samoa, Solomon Islands, Thailand, Timor-Leste, Tonga, Vanuatu and Vietnam] in Asia and Pacific Regions with USOAP EI below 60 % in aerodrome certification.

2.3.5.3 The AOP/SG/1 urged the Champion States/Administrations to nominate their experts/advisors to the ICAO Regional Office in order to provide assistance to low EI States in AGA area. The AOP/SG/1 noted and expressed its appreciation to the Hong Kong, China who had nominated an Expert. USA agreed to extend support to the APAC Region in organising workshops/seminars on Annex 14 requirements including course materials. In addition USA also agreed to support States on aerodrome certification and specific areas by providing subject matter experts.

2.3.5.4 The AOP/SG/1 meeting urged States which need assistance in specific areas should inform ICAO APAC Office.

2.3.6 Runway overlay project at Bandaranaike International Airport, Sri Lanka

2.3.6.1 The AOP/SG/1 noted the procedures followed by the Airport Operator for runway resurfacing and airfield ground light (AGL) upgrading at Bandaranaike International Airport (BIA) to ensure the minimum impact to the air traffic and the airport users, whilst ensuring the safety and efficiency of aircraft operations. The AOP/SG/1 also noted the challenges faced by Aerodrome Operator by the eight-hour airport closure for runway resurfacing and restricting the aircraft operations to sixteen hours each day for three months.

2.3.7 Enhancements to Singapore's Aerodrome Certification Framework

2.3.7.1 The AOP/SG/1 noted that Aerodrome Certification Framework in Singapore enhanced their regulatory process for significant new aerodrome developments and modifications. The AOP/SG/1 also took note that Singapore presented a similar paper at the 10th meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/10) held at the ICAO Asia and Pacific Office in Bangkok in April 2017. The APRAST/10 meeting developed a draft Conclusion (APRAST 10/6) for ICAO to consider developing guidance material in the area of new aerodrome developments and modifications as part of aerodrome certification.

2.3.8 Wind Disturbances at Aerodromes

2.3.8.1 The AOP/SG/1 noted the information presented by IFALPA on wind Disturbances caused by man-made structures at Airports. The AOP/SG/1 also noted that wind disturbances have been noted to be present in various aerodromes in the APAC region by line pilots of the IFALPA Aerodrome and Ground Environment committee. The AOP/SG/1 further noted the recommendation of IFALPA that a detailed study on possible disturbances should be carried out during the planning phase when the new structures were to be added to the airport premise.

2.4 AOP Air Navigation Deficiencies

2.4.1 AOP/SG/1 reviewed the list of Air Navigation Deficiencies noted by APANPIRG/27 in the AOP field and urged concerned States to provide the necessary resources for the elimination of deficiencies.

2.4.2 The meeting urged States to update the status of AOP Deficiencies prior to the APANPIRG/28 Meeting and adopted the following Conclusion.

Conclusion AOP/SG/1/4 – Update of Air Navigation Deficiencies in AOP Field

That, the list of Air Navigation Deficiencies reported and identified in AOP Field be updated as detailed in **Attachment A** to AOP/SG/1 Working Paper 10.

2.4.3 AOP/SG/1 noted that USA agreed to present Working Paper on the runway end safety area arresting system covering the technical details and benefits.

2.5 APANPIRG AOP/SG Task List

2.5.1 The AOP/SG/1 meeting noted that the Fourth Meeting of the AOP Working-Group held from 23 to 25 May 2016 in Bangkok had updated and endorsed the Task List adopted by APANPIRG/24. As the statuses of the majority of the tasks listed in the AOPWG Programme were still in progress, the meeting agreed to continue the work of AOPWG in AOP/SG but with updated tasks, related action, responsibility and target dates for each action. Following this the AOP/SG/1 adopted the following Decision:

Decision AOP/SG/1/5 – AOP/SG Work Programme

That, the Task List in the AOP Field as presented in **Attachment 4** to the report on Agenda item 6 be endorsed as Work Programme for AOP/SG.

2.5.2 The AOP/SG/1 meeting received a presentation from the Chair outlining the concept of providing assistance to States through assignment of job cards (Flimsy 1 to WP/11 posted in APAC Meeting webpage:

<https://www.icao.int/APAC/Meetings/2017%20AOPSG1/Flimsy%201%20to%20WP%2011%20-%20Job%20Card%201%20-%2010%20Presented%20to%20AOPSG1.pdf>). The assignment was presented in 10 job cards which were discussed at length by the AOP/SG. Job Card 6 on A-CDM implementation was not considered as the work was in progress by APA-CDM/TF.

2.5.3 The AOP/SG/1 meeting discussed the need to: 1) develop an effective mechanism to realize the objectives of the AOP/SG set out in the Task List, 2) assist States to resolve the identified AOP Air Navigation deficiencies listed in APANPIRG database in a timely manner thereby enhance safety and 3) assist the States with low EI in USOAP CMA activities.

2.5.4 The AOP/SG/1 discussed two options to address the challenges: Option 1 – Establishing an Asia/Pacific Aerodrome Assistance Team (AAA Team) comprised of subject matter experts from champion APAC States and experts nominated by International Organizations (IOs). Option 2 - Without AAA Team.

2.5.5 Considering the merits of establishing the AAA Team in enhancing the safety of aviation the meeting supported the establishment with a defined Terms of Reference and formulated the following draft Decision for consideration by the APANPIRG/28:

Draft Decision AOP/SG/1/6 – Establishment of Asia/Pacific Aerodrome Assistance Team (AAA Team)

That, the Asia/Pacific Aerodrome Assistance Team (AAA Team) be established in accordance with the TOR placed in **Appendix C** to the report.

2.5.6 The AOP/SG/1 meeting also noted that off late states have been receiving amendment proposals to Annex 14 Volumes I and II SARPs and the related guidance material for study and comments. In order to make meaningful contribution on these proposals including a study on the impact of the amendment proposals on existing aerodromes the AOP/SG/1 proposed to establish a Taskforce comprising of subject matter experts in the areas of aerodrome planning and design Standards, visual aids and aerodrome operations. The meeting supported and formulated the following draft decision for consideration by APANPIRG/28.

Draft Decision AOP/SG/1/7 – Establishment of Asia/Pacific Aerodrome Design and operations Task force (APADO/TF)

That, the Asia/Pacific Aerodrome Design and Operations Task Force (APADO/TF) be established in accordance with the TOR placed in **Appendix D** to the report.

2.6 State Presentations on Airport Carbon Emission Reduction

2.6.1 ICAO Regional Seminars on States' Action Plans and CORSIA and Related Recent Developments

2.6.1.1 The AOP/SG/1 meeting noted an overview of the ICAO regional seminars on States' action plans (to reduce aviation CO₂ emissions) and Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

2.6.1.2 The AOP/SG/1 also noted that the States' voluntary action plans initiative had become an essential pillar of ICAO's activities on environmental protection. As of 1 May 2017, 103 Member States, representing more than 90.11 per cent of international aviation Revenue Tonne Kilometres (RTK) voluntarily submitted action plans to ICAO. These successful results demonstrated the high level of interest and engagement of Member States in this initiative, as well as the impact of ICAO's assistance and capacity-building activities.

2.6.1.3 The AOP/SG/1 meeting further noted that the ICAO Seminar on Green Airports would be held in Montréal, Canada from 29 to 30 November 2017 which would seek to facilitate discussions and encourage the exchange of best practices.

2.6.1.4 The meeting took note of the Committee on Aviation Environmental Protection (CAEP) on-going work on the development of CORSIA-related draft Standards and Recommended Practices (SARPs) and guidance.

2.6.2 ACI Airport Carbon Accreditation and Other Environmental Initiatives

2.6.2.1 AOP/SG/1 noted the updates of *ACI Airport Carbon Accreditation Programme*, a voluntary third-party carbon emission reduction and management accreditation programme for airports. The AOP/SG/1 also noted the benefits of *Airport Carbon Accreditation* participation amongst airports in managing and reducing carbon emissions at airports and ACI Asia-Pacific Environmental Survey and Green Airports Recognition.

2.7 Any other Business

2.7.1 ICAO Universal Safety Oversight Audit Programme – CMA

2.7.1.1 The AOP/SG/1 meeting noted that the Effective Implementation in APAC AGA area taken from the USOAP CMA online framework as of **May 2017** was **56.29%** against the **Global average of 57.99%**.

2.7.1.2 The meeting also noted the most common AGA findings in CE 1 to CE 8 in APAC States.

2.7.1.3 The meeting further noted that Bangladesh, Cambodia, Indonesia, Myanmar, Philippines, Papua New Guinea, Solomon Islands, Thailand and Tonga were provided assistance in AGA area under ICAO APAC Combined Action Team (CAT) in 2016. In 2017, follow up CAT assistance missions had been scheduled to assist Bangladesh, Indonesia and Myanmar.

2.7.1.4 The meeting took note that the ICAO Programme for Aviation Volunteers (IPAV) was created under the No Country Left Behind (NCLB) initiative of ICAO HQ. Cambodia, Fiji and Timor-Leste would receive assistance in AGA area in 2017 under this programme.

2.7.1.5 The meeting also took note that the ICAO APAC Office and ACI have agreed to work together to assist Pacific Island States in capacity building programme. The ACI – ICAO Aerodrome Certification Seminar was conducted from 26 to 30 June 2017 in Sydney, Australia hosted by Sydney Airport

2.7.2 Date and Venue of Next Meeting and Provisional Agenda

2.7.2.1 AOP/SG/1 agreed that the next meeting of the Sub Group will be held in last week of June 2018 in Bangkok, Thailand for 3 days. The meeting also reviewed the draft agenda proposed by the Secretariat and agreed on the following Provisional Agenda for the Second Meeting of AOP/SG:

DRAFT PROVISIONAL AGENDA

- | | |
|----------------|-------------------------------------|
| Agenda Item 1: | Adoption of Provisional Agenda |
| Agenda Item 2: | Review Outcome of Relevant Meetings |
| Agenda Item 3: | Regional Reporting |
| | – ANP |
| | – Seamless ATM Plan |
| | – Certified Aerodromes |
| | – A-CDM Aerodromes |

- Agenda Item 4: Provision of AOP in the Asia/Pacific Region
- Regulation of Aerodromes
 - Aerodrome Planning & Design
 - Management, Operations and Maintenance of Aerodromes
 - Trainings
- Agenda Item 5: AOP Air Navigation Service Deficiencies
- Agenda Item 6: Update the AOP/SG Task List
- AOP Programme
 - AOP/SG Task List
- Agenda Item 7: Airport Environmental Initiatives
- Agenda Item 8: Any other business
- Agenda Item 9: Date and Venue for Next Meeting

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) Note the information in this paper;
- b) Review and adopt four Draft Decisions formulated by AOP/SG/1 (**Appendix 1**);
and
- c) Discuss any other relevant matters as appropriate.

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Appendix 1: Draft Decisions for Consideration by APANPIRG/28

Draft Decisions for Consideration by APANPIRG/28:

Draft Decision AOP/SG/1/2: APA-CDM/TF Terms of Reference		
What:	That, the revised APA-CDM/TF Terms of Reference at Appendix A to the Report be adopted.	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 adjust the APA-CDM/TF TOR for better clarity, and assist in identifying deliverables.	Follow-up: <input type="checkbox"/> Required from States
When:	14-Sep-17	Status: Draft to be adopted by APANPIRG
Who:	<input 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: Task force	

Draft Decision AOP/SG/1/3: Amendment of Water Aerodrome Small Working Group's TOR		
What:	That, amended WASWG Terms of Reference placed at Appendix B to the Report on Agenda Item 4 be adopted.	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 complete the remaining works by the WASWG on developing Sample Requirements for the Design and Operations of Water Aerodromes for Sea Plane Operations.	Follow-up: <input checked="" type="checkbox"/> Required from States
When:	14-Sep-17	Status: Draft to be adopted by PIRG
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: Working Group	

Draft decision AOP/SG/1/6: Establishment of Asia/Pacific Aerodrome Assistance Team (AAA Team)		
What:	That, the Asia/Pacific Aerodrome Assistance Team (AAA Team) be established in accordance with the TOR placed in Appendix C to the report.	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 realize the objectives of the AOP/SG through an effective mechanism to address the identified AOP deficiencies listed in APANPIRG database for their resolution and to assist the states with low EI in USOAP CMA activities.	Follow-up: <input checked="" type="checkbox"/> Required from States
When:	14-Sep-17	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:	

Draft decision AOP/SG/1/7: Establishment of Asia/Pacific Aerodrome Design and operations Task force (APADO/TF)			
What: That, the Asia/Pacific Aerodrome Design and Operations Task Force (APADO/TF) be established in accordance with the TOR placed in Appendix D to the report.		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 make meaningful contribution as one APAC region on the amendment proposals		Follow-up:	<input checked="" type="checkbox"/> Required from States
When: 14-Sep-17		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:			

Conclusions and Decisions adopted by the AOP/SG/1

Conclusion AOP/SG/1/1: APAC Regional A-CDM Implementation Status			
What: That, Asia/Pacific States are urged to respond to a survey on the status of Airport Collaborative Decision-Making (A-CDM) implementation, to be circulated by ICAO APAC Regional Office by 15 July 2017.		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 analyse Regional A-CDM implementation status, review the effectiveness of implementation and determine the need for assistance to States		Follow-up: <input checked="" type="checkbox"/> Required from States	
When: 16-Jun-17		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 type="checkbox"/> Other:			

Conclusion AOP/SG/1/4: Update of Air Navigation Deficiencies in AOP Field			
What: That, the list of Air Navigation Deficiencies reported and identified in AOP Field be updated as detailed in Attachment A to AOP/SG/1 Working Paper 10.		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: The identified Air Navigation Deficiencies in AOP Field have not been resolved and updates reported to ICAO RO.		Follow-up: <input checked="" type="checkbox"/> Required from States	
When: 16-Jun-17		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/1/5: AOP/SG Work Programme			
What:		That, the Task List in the AOP Field as presented in Attachment 4 to the report on Agenda item 6 is endorsed as Work Programme for AOP/SG.	
		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: the AOPWG	The AOPSG updated the task list of	Follow-up:	<input checked="" type="checkbox"/> Required from States
When:	16-Jun-17	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: IO			



INTERNATIONAL CIVIL AVIATION ORGANIZATION

FINAL REPORT

**THE FIRST MEETING OF THE AERODROME OPERATION AND PLANNING
SUB GROUP (AOP/SG/1)**

BANGKOK, THAILAND, 14 TO 16 JUNE 2017

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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Appendices to the Report

Appendix A – Revised APA-CDM/TF Terms of Reference
Appendix B – Amended WASWG Terms of Reference
Appendix C – Terms of Reference of AAA Team
Appendix D – Terms of Reference of APADO/TF
Appendix E – New Zealand’s Comments on AOP/SG/1 Draft Report, Revision 1

Attachments to the Report

Attachment 1 – List of Participants
Attachment 2 – Text of Regional Director’s Speech
Attachment 3 – List of Papers
Attachment 4 – Work Programme and Task List of AOP/SG
Attachment 5 – Work Plan of APA-CDM/TF

1.1 Introduction

1.1.1 The First Meeting of the Aerodrome Operations and Planning Sub Group (AOP/SG/1) was held in Bangkok, Thailand from 14 to 16 June 2017 at Kotaite Wing, ICAO APAC Office.

1.2 Attendance

1.2.1 The Meeting was attended by 61 participants from 15 Member States, 1 Special Administrative Regions and 4 International Organizations.

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

1.3 Opening of the meeting

1.3.1 Mr. Arun Mishra ICAO APAC Regional Director welcomed the delegates to the First AOP/SG meeting. He commended the work being done by the Aerodrome Operations and Planning Group in enhancing the safety and efficiency of Air Transport in the Region. Full Text of his speech is placed at **Attachment 2** to the Report.

1.3.2 Dr. Zhao Hongyuan, Chairperson AOP/SG welcomed the members and delivered his opening remarks.

1.4 Officers and Secretariat

1.4.1 Dr. Zhao Hongyuan, Chairman of AOPSG presided over the meeting. Dr. Punya Raj Shakya, Regional Officer/AGA, ICAO Asia and Pacific Office, was the Secretary of the Meeting. The meeting was supported by ICAO Consultant, Mr. Natrajan C. Sekhar.

1.5 Working Arrangements, Language and Documentation

1.5.1 The working language of the meeting and all documentation was English. There were 18 Working Papers and 7 Information Papers considered by the Meeting. A List of Papers is included at **Attachment 3** to this Report.

1.6 Conclusions and Decisions

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

1.6.1 The AOP/SG 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 AOP/SG relate solely to matters dealing with the internal working arrangements of the AOP/SG.

1.6.2 List of Draft Conclusions and Decisions**Conclusion AOP/SG/1/1 – APAC Regional A-CDM Implementation Status**

That, Asia/Pacific States are urged to respond to a survey on the status of Airport Collaborative Decision-Making (A-CDM) implementation, to be circulated by ICAO APAC Regional Office by 15 July 2017.

Draft Decision AOP/SG/1/2 – APA-CDM/TF Terms of Reference

That, the revised APA-CDM/TF Terms of Reference at **Appendix A** to the Report be adopted

Draft Decision AOP/SG/1/3 – Amendment of Water Aerodrome Small Working Group's TOR

That, amended WASWG Terms of Reference placed at **Appendix B** to the Report on Agenda Item 4 be adopted.

Conclusion AOP/SG/1/4 – Update of Air Navigation Deficiencies in AOP Field

That, the list of Air Navigation Deficiencies reported and identified in AOP Field be updated as detailed in **Attachment A** to AOP/SG/1 Working Paper 10.

Decision AOP/SG/1/5 – AOP/SG Work Programme

That, the Task List in the AOP Field as presented in **Attachment 4** to the report on Agenda item 6 be endorsed as Work Programme for AOP/SG.

Draft Decision AOP/SG/1/6 – Establishment of Asia/Pacific Aerodrome Assistance Team (AAA Team)

That, the Asia/Pacific Aerodrome Assistance Team (AAA Team) be established in accordance with the TOR placed in **Appendix C** to the report.

Draft Decision AOP/SG/1/7 – Establishment of Asia/Pacific Aerodrome Design and operations Task force (APADO/TF)

That, the Asia/Pacific Aerodrome Design and Operations Task Force (APADO/TF) be established in accordance with the TOR placed in **Appendix D** to the report.

1.7 Terms of Reference of AOPSG

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

Terms of Reference of Aerodrome Operations and Planning Sub-Group of APANPIRG (AOP/SG)

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 (WP/1)

1.1 The Provisional Agenda presented in WP/1 was adopted with minor changes on Agenda Item 7 as Agenda for the Meeting.

Agenda Item 1:	Adoption of Provisional Agenda
Agenda Item 2:	Review Outcome of relevant Meetings
Agenda Item 3:	Regional Reporting
Agenda Item 4:	Provision of AOP in the Asia/Pacific Region
Agenda Item 5:	AOP Air Navigation Service Deficiencies
Agenda Item 6:	APANPIRG AOP/SG Task List
Agenda Item 7:	State/International Organization Presentations on Aviation Environment initiatives
Agenda Item 8:	Any other Business
Agenda Item 9:	Date and Venue for Next Meeting

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Agenda Item 2: Review Outcomes of Relevant Meetings**2.1 Review of APANPIRG/27 Action Plan (WP/2)**

2.1.1 The Secretariat presented information relevant to the AOP Sub Group from the Twenty Seventh Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/27, Bangkok, Thailand, 5 to 8 September 2016).

2.1.2 The Meeting carried out a review of the actions taken by APANPIRG/27 on the Decisions and Conclusions formulated by the Fourth Meeting of AOPWG held in May 2016 and noted with satisfaction that actions on 1 Decision the 6 Conclusions of APANPIRG/27 in the AOP field were completed.

2.1.3 IFALPA expressed an interest to assist States with low EI in USOAP in the area of aerodrome certification and extend support in drafting legislations, aerodrome regulations, aerodrome manual, guidance material/manuals and in training of aerodrome inspectors by nominating their Expert.

2.1.4 The meeting took note of Malaysia's suggestion organize future ICAO seminars at most suitable timing convenient to most of the State participants.

2.2 53rd Conference of Directors General of Civil Aviation Outcomes (WP/4)

2.2.1 The Secretariat presented information from the 53rd Conference of Directors General of Civil Aviation, Asia and Pacific Regions (DGCA/53) held from 1 to 5 August 2016 in Colombo, Sri Lanka.

2.2.2 The meeting noted that the DGCA Conference had formulated in total 26 Action Items. Action Items 53/3 and 53/16 were related to AOP/SG.

2.2.3 The meeting also noted the Theme Topic for the 54th DGCA Conference was **"The Challenge of Managing Outcome Focused and Risk Based Regulations for Asia Pacific States"**. The Conference will be held in Ulaanbaatar, Mongolia from 7 to 11 August 2017. The meeting encouraged the AOP/SG members to develop and provide aerodrome operations and planning related papers to the 54th DGCA Conference.

2.4 Outcomes from RASG APAC/6 Meeting (WP/5)

2.4.1 The meeting was informed about the outcomes of the Sixth Meeting of the RASG APAC and noted the action to be taken by States which were relevant to AOPSG.

2.5 Outcomes of AOP/WG/4 (WP/17)

2.5.1 The meeting noted the progress on the establishment of the Small Working Group to develop Guidelines for aerodrome operations personnel competency and urged China, Macau China and Malaysia to nominate their experts to the group.

2.5.2 New Zealand expressed their interest to become Member of the Working Group.

2.5.3 The meeting also noted that the first meeting of the Working Group will be held tentatively in first quarter of 2018 at APAC Office, Bangkok.

2.6 Air Traffic Flow Management Steering Group Outcomes (WP/18)

2.6.1 The meeting noted the outcomes of the ICAO Asia/Pacific Air Traffic Flow Management Steering Group and the linkage with AOPSG for the, interoperability of A-CDM with other ATM and ATFM systems and processes.

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Agenda Item 3: Regional Reporting**3.1 APANPIRG Procedural Handbook (IP/5)**

3.1.1 The meeting noted that the 5th Edition of the APANPIRG Procedural Handbook was approved by APANPIRG/27.

3.2 Update on the Seamless ATM Reporting Process and Regional Picture (WP/6)

3.2.1 This paper presented the status of the Seamless ATM Reporting process since November 2014, and the regional picture as of 8 May 2017 reflecting the implementation progress of Air Navigation Improvements in APAC Region against the objectives set forth by the GANP ASBU Block 0 and APAC Seamless ATM Plan v2.

3.2.2 The meeting noted that a total of **28 States/Administrations** representing **65%** of the APAC States/Administrations, have submitted one or more report(s) on the ICAO Seamless ATM Reporting portal. It was also noted that **18 States/Administrations** updated their progress on a regular basis. **15 States/Administrations** have not prepared Seamless ATM reports. A total of **32 States/Administrations** have nominated their seamless Points of Contact. **10 States/Administrations** have not nominated any Point of Contact.

3.2.3 The meeting further noted that the AOP related items tracked were as follows: Apron Management, Aerodrome Capacity, Airport Collaborative Decision Making (ACDM), ATM-Aerodrome Coordination and Air Traffic Flow Management/Collaborative Decision Making (ATFM/CDM).

3.2.4 The meeting encouraged States to nominate their point of contact, if not yet done and report on their Seamless ATM implementation progress at least once a year through the ICAO online reporting process.

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Agenda Item 4: Provision of AOP in the Asia/Pacific Region**4.1 Proposals for the amendment of Annex 14, Volume I and PANS-Aerodromes (DOC 9981) (WP/5)**

4.1.1 The meeting noted that the proposals developed by the second meeting of the Aerodrome Design and Operations Panel (ADOP/2) which was considered by the seventh meeting of the 204th Session of the Air Navigation Commission to amend Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations* and the *Procedures for Air Navigation Services (PANS)* — *Aerodromes* (Doc 9981).

4.1.2 The meeting also noted that the proposed amendment to Annex 14, Volume I and PANS-Aerodromes were envisaged for applicability on 8 November 2018.

4.1.3 The Meeting urged States to review the ICAO proposal for amendment to Annex 14, Volume I and PANS—Aerodromes (Doc 9981) and provide comments, if any, by 21st July 2017 to ICAO HQs.

4.2 Report of the Airport Collaborative Decision-Making (A-CDM) Seminar and the First Meeting of the Asia Pacific Airport Collaborative Decision Making Task Force (APA-CDM/TF/1) (WP/7)

4.2.1 This paper presented the Report of the Airport Collaborative Decision-Making (A-CDM) Seminar and the First Meeting of the Asia Pacific Airport Collaborative Decision Making Task Force (APA-CDM/TF/1) held in Kunming, China on 19 to 21 April 2017.

4.2.2 The meeting noted outcomes from the A-CDM Seminar, collated under 5 broad headings: i) Available Guidance Material; ii) A-CDM Concept Development; iii) A-CDM Project Planning; iv) A-CDM Implementation; and v) A-CDM Operations.

4.2.3 Noting the objective of the APA-CDM/TF in relation to reviewing the current status of A-CDM implementation in APAC Region and an agreement to develop a survey questionnaire for circulation to APAC States, the AOP/SG/1 meeting adopted the draft Conclusion formulated by the APA-CDM/TF/1 as below:

Conclusion AOP/SG/1/1: APAC Regional A-CDM Implementation Status		
What:	That, Asia/Pacific States are urged to respond to a survey on the status of Airport Collaborative Decision-Making (A-CDM) implementation, to be circulated by ICAO APAC Regional Office by 15 July 2017.	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 analyse Regional A-CDM implementation status, review the effectiveness of implementation and determine the need for assistance to States	Follow-up: <input checked="" type="checkbox"/> Required from States
When:	16-Jun-17	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 type="checkbox"/> Other:	

4.2.4 The meeting noted that the APA-CDM/TF/1 had updated its Terms of Reference (TOR) and endorsed the draft Decision for consideration by the APANPIRG/28:

Draft Decision AOP/SG/1/2: APA-CDM/TF Terms of Reference		
What:	That, the revised APA-CDM/TF Terms of Reference at Appendix A to the Report be adopted.	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 adjust the APA-CDM/TF TOR for better clarity, and assist in identifying deliverables.	Follow-up: <input type="checkbox"/> Required from States
When:	14-Sep-17	Status: Draft to be adopted by PIRG
Who:	<input 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: Task force	

4.2.5 The AOP/SG/1 Meeting reviewed the Work Plan and Task List of APA-CDM/TF developed by the First Meeting of the APA-CDM/TF and included the timeframe for the three activities of Task 1 of the APA-CDMTF as placed in **Attachment 5** to the Report.

4.2.6 Japan, India, and Thailand updated the status of implementation of A-CDM.

4.3 Amendment of Water Aerodrome Small Working Group's TOR (WP/8)

4.3.1 The meeting was provided with information on progress made by the Water Aerodrome Small Working Group (WASWG). It was noted by the meeting that the Third Meeting of WASWG which was scheduled to be held from 12 to 15 March 2017 in Maldives had to be postponed as the majority of the WASWG Members expressed their inability to attend the Meeting for some reason.

4.3.2 The meeting also noted that as per TOR of WASWG, the tasks assigned to working group were to be completed within two years (i. e. by 4 June 2017). Due to the postponement of the WASWG/3 meeting it was proposed to extend the term of the WASWG by another year. The WASWG/3 meeting had been tentatively planned for February 2018. The draft "Sample Requirements for the Design and Operations of Water Aerodromes for Sea Plane Operations" will be discussed by the WASWG/3 in February 2018 and subsequently presented for endorsement by AOP/SG/2 tentatively in June 2018 and adoption by APANPIRG/29 in September 2018.

4.3.3 The meeting further noted that the changes proposed by the Working Group in its Second Meeting held in Colombo, Sri Lanka from 29 February to 2 March 2016 and the additional time to complete the remaining tasks by the WASWG necessitated in the amendment of the TOR. Following this the draft Decision for the amendment of WASWG TOR was formulated for consideration by APANPIRG/28:

Draft Decision AOP/SG/1/3: Amendment of Water Aerodrome Small Working Group's TOR		
What:	That, amended WASWG Terms of Reference placed at Appendix B to the Report on Agenda Item 4 be adopted.	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 complete the remaining works by the WASWG on developing Sample Requirements for the Design and Operations of Water Aerodromes for Sea Plane Operations.	Follow-up: <input checked="" type="checkbox"/> Required from States	
When: 14-Sep-17	Status: Draft to be adopted by PIRG	
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 type="checkbox"/> Other: XXXX		

4.4 Status of Implementation of Requirements for Certification of Aerodromes in the APAC Region (WP/9)

4.4.1 The meeting was provided with information on the status of international aerodromes certified in the APAC Region which was updated and appended in **Appendix A** to AOP/SG/1 WP 9. The meeting reviewed the updated status and reminded States who have not yet done to update the status on regulatory framework, certification procedures and progress on aerodrome certification and SMS implementation at certified airports and submit to the ICAO APAC Office.

4.4.2 The meeting reviewed the results of USOAP audits in AGA area in Asia Pacific Region and noted that there were 21 States [Bhutan, Cambodia, Fiji, India, Indonesia, Lao PDR, Malaysia, Marshall Islands, Micronesia (Federal States of), Myanmar, Nauru, Palau, Papua New Guinea, Philippines, Samoa, Solomon Islands, Thailand, Timor-Leste, Tonga, Vanuatu and Vietnam] in Asia and Pacific Regions with USOAP EI below 60 % in aerodrome certification.

4.4.3 The meeting again urged the Champion States/Administrations to nominate their experts/advisors to the ICAO Regional Office in order to provide assistance to low EI States in AGA area. The meeting noted and expressed its appreciation to the Hong Kong, China who had nominated an Expert.

4.4.4 USA agreed to extend support to the APAC Region in organising workshops/seminars on Annex 14 requirements including course materials. In addition USA also agreed to support States on aerodrome certification and specific areas by providing subject matter experts.

4.4.5 The meeting also urged States which need assistance in specific areas should inform ICAO APAC Office.

4.5 Runway overlay project at Bandaranaike International Airport Sri Lanka (WP/16)

4.5.1 This paper shared the procedures followed by the Airport Operator for runway resurfacing and Airfield Ground Light (AGL) upgrading at Bandaranaike International Airport (BIA) to ensure the minimum impact to the air traffic and the airport users, whilst ensuring the safety and efficiency of aircraft operations. The paper also shared the challenges faced by Aerodrome Operator by the eight-hour airport closure for runway resurfacing and restricting the aircraft operations to sixteen hours each day for three months.

4.6 Enhancements to Singapore's Aerodrome Certification Framework (IP/2)

4.6.1 The meeting noted the Singapore IP on Aerodrome Certification Framework. In the paper Singapore presented their enhanced regulatory process for significant new aerodrome developments and modifications.

4.6.2 The meeting took note that Singapore presented a similar paper at the 10th meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/10) held at the ICAO Asia and Pacific Office in Bangkok in April 2017. The APRAST/10 meeting developed a draft Conclusion (APRAST 10/6) for ICAO to consider developing guidance material in the area of new aerodrome developments and modifications as part of aerodrome certification.

4.7 Wind Disturbances at Aerodromes (IP/3)

4.7.1 The meeting noted the information paper presented by IFALPA on wind Disturbances caused by man-made structures at Airports. IFALPA reported in the paper that wind disturbances have been noted to be present in various aerodromes in the APAC Region by line pilots of the IFALPA Aerodrome and Ground Environment committee. IFALPA recommend that a detailed study on possible disturbances should be carried out during the planning phase when the new structures are to be added to the airport premise.

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Agenda Item 5: AOP Air Navigation Service Deficiencies (WP/10)

5.1 The meeting was reminded that under the Terms of Reference, the APANPIRG has been regularly reviewing the status of implementation of the Asia Pacific Air Navigation Plan through its subgroups to identify and address the Air Navigation Deficiencies according to the uniform methodology approved by the ICAO Council. In meeting this objective, APANPIRG facilitated the development and implementation of action plans by States to resolve identified deficiencies, where necessary.

5.2 The meeting reviewed the list of Air Navigation Deficiencies noted by APANPIRG/27 in the AOP field and urged concerned States to provide the necessary resources for the elimination of deficiencies. The updated list of Deficiencies is provided in **Attachment A** to AOP/SG/1 Working Paper 10. Cambodia, India, Maldives, Nepal, Sri Lanka, Thailand and Viet Nam updated the status of their Deficiencies. The Regional Office will update the Deficiencies based on written confirmation provided by the respective Administrations. To a query secretariat noted to update the ICAO references in the deficiency table based on the latest ICAO Annex 14.

5.3 The meeting urged States to update the status of AOP Deficiencies prior to the APANPIRG/28 Meeting which has been scheduled on 11 to 14 September 2017 and adopted the following Conclusion.

Conclusion AOP/SG/1/4: Update of Air Navigation Deficiencies in AOP Field		
What: That, the list of Air Navigation Deficiencies reported and identified in AOP Field be updated as detailed in Attachment A to AOP/SG/1 Working Paper 10.		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: The identified Air Navigation Deficiencies in AOP Field have not been resolved and updates reported to ICAO RO.	Follow-up: <input checked="" type="checkbox"/> Required from States	
When: 16-Jun-17	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		

5.4 USA agreed to present Working Paper on the runway end safety area arresting system covering the technical details and benefits.

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Agenda Item 6: APANPIRG AOP/SG Task List (WP/11)

6.1 The meeting noted that the Fourth Meeting of the AOP Working-Group held from 23 to 25 May 2016 in Bangkok had updated and endorsed the Task List adopted by APANPIRG/24. As the statuses of the majority of the tasks listed in the AOPWG Programme were still in progress, the meeting agreed to continue the work of AOPWG in AOPSG but with updated tasks, related action, responsibility and target dates for each action. Following this the AOPSG adopted the following Decision

Decision AOP/SG/1/5: AOP/SG Work Programme			
What:		That, the Task List in the AOP Field as presented in Attachment 4 to the report on Agenda item 6 is endorsed as Work Programme for AOP/SG.	
		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:		The AOPSG updated the task list of the AOPWG	
		Follow-up: <input checked="" type="checkbox"/> Required from States	
When:		16-Jun-17	
		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: IO	

6.2 The meeting received a presentation from the Chair outlining the concept of providing assistance to States through assignment of job cards (Flimsy 1 to WP/11 posted in APAC Meeting webpage). The assignment was presented in 10 job cards which were discussed at length by the AOPSG. Job Card 6 on ACDM implementation was not considered as the work is in progress by ACDM/TF. The summary of the discussions are presented below

6.3 The meeting discussed the need to 1) develop an effective mechanism to realize the objectives of the AOP/SG set out in the Task List, 2) assist States to resolve the identified AOP Air Navigation deficiencies listed in APANPIRG database in a timely manner thereby enhance safety and 3) assist the States with low EI in USOAP CMA activities. The AOP/SG discussed two options to address the challenges:

Option 1 – with Asia/Pacific Aerodrome Assistance Team (AAA Team)

To establish an Asia/Pacific Aerodrome Assistance Team (AAA Team) comprising of subject matter experts from champion APAC States and experts nominated by International Organizations (IOs).

The Pros and Cons on the introduction of AAA Team:

Pros:

- 1) The dedicated team will study the requirements of each needy State and customize a work programme to address the deficiencies and assist in improving the EI. This would enhance the efficiency in assisting States to improve safety;
- 2) More effective coordination with the needy states;
- 3) More effective coordination with other Regional Bodies such as COSCAPs, PASO and industry.

Cons:

- 1) Additional work load, resource and financial burden to States and IOs who nominate experts to the Task Force for participation in this meeting;

- 2) Additional work load, resource and financial burden to ICAO APAC Office for organizing and participating in the team, especially missions to States;
- 3) Participation by the low EI States or States with AOP deficiencies would be a challenge on account of additional personnel and financial resources.

Option 2 (without AAA Team)

Implement the tasks/activities as per AOP/SG Work Programme (**Attachment 4** to the report) but without the establishment of AAA Team. The pros and cons of this option:

Pros:

- 1) No additional work load and financial burden to States/ IOs;
- 2) No additional financial burden and additional workload to ICAO APAC.

Cons:

- 1) No continuity in the nomination of experts by States to the AOP/SG meeting resulting in poor reporting;
- 2) About 14 APAC States participate in the meeting. There is no representation across the region;
- 3) No mechanism available to assist needy States to resolve deficiencies both operational and USOAP other than updating the progress reported by States

In conclusion, considering the merits of establishing the AAA Team in enhancing the safety of aviation the meeting supported the establishment with a defined Terms of Reference and formulated the following draft Decision for consideration by the APANPIRG/28:

Draft Decision AOP/SG/1/6: Establishment of Asia/Pacific Aerodrome Assistance Team (AAA Team)		
What:	That, the Asia/Pacific Aerodrome Assistance Team (AAA Team) be established in accordance with the TOR placed in Appendix C to the report.	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 realize the objectives of the AOP/SG through an effective mechanism to address the identified AOP deficiencies listed in APANPIRG database for their resolution and to assist the states with low EI in USOAP CMA activities.	Follow-up: <input checked="" type="checkbox"/> Required from States
When:	14-Sep-17	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: XXXX	

The meeting also noted that off late states have been receiving amendment proposals to Annex 14 Vol I and II SARPs and the related guidance material for study and comments. In order to make meaningful contribution on these proposals including a study on the impact of the amendment proposals on existing aerodromes the AOP/SG proposed to establish a Task force comprising of subject matter experts in the areas of aerodrome planning and design Standards, visual aids and aerodrome operations. The meeting supported and formulated the following draft decision for consideration by APANPIRG/28.

Draft decision AOP/SG/1/7: Establishment of Asia/Pacific Aerodrome Design and operations Task force (APADO/TF)	
What: That, the Asia/Pacific Aerodrome Design and Operations Task Force (APADO/TF) be established in accordance with the TOR placed in Appendix D to the report.	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 make meaningful contribution as one APAC region on the amendment proposals	Follow-up: <input checked="" type="checkbox"/> Required from States
When: 14-Sep-17	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: XXXX	

6.4 The ICAO APAC posted **Flimsy 1 to WP/11 (Outline of the Job Card Concept)** and **Draft Report (Revision 1)** of the AOP/SG/1 Meeting on ICAO APAC Meeting Webpage on 23 June 2017. The APAC Office also informed and requested APAC States/Administrations through email dated 23 June 2017 to provide comments on Draft Report (Revision 1) by 7th July 2017. The comments received on 7th July 2017 from New Zealand are provided in **Appendix E**. No other comments received from other States/Administrations on Draft Report (Revision 1).

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Agenda Item 7: State Presentations on Airport Carbon Emission Reduction**7.1 ICAO Regional Seminars on States' Action Plans and CORSIA and Related Recent Developments (WP/13)**

7.1.1 This paper presented an overview of the ICAO regional seminars on States' action plans (to reduce aviation CO₂ emissions) and Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

7.1.2 The meeting noted that the States' voluntary action plans initiative had become an essential pillar of ICAO's activities on environmental protection. As of 1 May 2017, 103 Member States, representing more than 90.11 per cent of international aviation Revenue Tonne Kilometres (RTK) voluntarily submitted action plans to ICAO. These successful results demonstrated the high level of interest and engagement of Member States in this initiative, as well as the impact of ICAO's assistance and capacity-building activities.

7.1.3 The meeting also noted that the ICAO Seminar on Green Airports will be held in Montréal, Canada from 29 to 30 November 2017 which will seek to facilitate discussions and encourage the exchange of best practices.

7.1.4 The meeting took note of the Committee on Aviation Environmental Protection (CAEP) on-going work on the development of CORSIA-related draft Standards and Recommended Practices (SARPs) and guidance.

7.2 ACI Airport Carbon Accreditation and Other Environmental Initiatives (WP/12)

7.2.1 This paper presented the updates of ACI *Airport Carbon Accreditation Programme*, a voluntary third-party carbon emission reduction and management accreditation programme for airports. The paper invited the Meeting to note the benefits of *Airport Carbon Accreditation* participation amongst airports in managing and reducing carbon emissions at airports and ACI Asia-Pacific Environmental Survey and Green Airports Recognition.

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Agenda Item 8: Any other Business**8.1 ICAO Universal Safety Oversight Audit Programme – CMA and AGA Findings (WP/14)**

8.1.1 The meeting received the results taken from the USOAP CMA online framework in the compliance with ICAO SARPs and the common findings identified in the APAC Region.

8.1.2 The meeting noted that the Effective Implementation in APAC AGA area taken from the USOAP CMA online framework as of **May 2017 was 56.29%** against the **Global average of 57.99%**.

8.1.3 The meeting also noted that the most current findings were related to:

- outdated primary aviation legislation **[CE-1]** not reflecting the current civil aviation situation or not establishing a civil aviation authority with the necessary manpower and vested with necessary powers, including for issuing, suspending or cancelling aerodrome certificates;
- the absence of specific operating regulations **[CE-2]** translating into national standards from Annex 14 provisions and prescribing the conditions and criteria for the certification of aerodromes;
- the lack of a dedicated entity within the CAA **[CE-3]** tasked with aerodrome regulation and certification, or when this entity exists, inadequate technical staff due to difficulties in attracting and retaining qualified personnel and/or of inadequate technical staff job descriptions not covering all the fields of expertise required for aerodrome certification and continuing surveillance **[CE-4]**;
- the lack of training programme taking account of technical staff training requirements **[CE-4]** and defining the various training activities required to access the various levels of aerodrome inspector functions;
- the lack of guidance material **[CE-5]** intended for aerodrome operators as well as for regulatory technical staff, including the lack of an approved process describing the various steps for the certification of an aerodrome and up-to-date ICAO documentation;
- the lack of an aerodrome inspector's handbook with methodology and procedures for initial audit and continuing surveillance, including checklists in the various disciplines **[CE-5]** to assist in the conduct of office review of aerodrome manuals and on-side aerodrome inspections;
- the lack of implementation of aerodrome certification and safety management requirements and publication of status of certification of aerodromes in the AIP **[CE-6]**;
- the lack of policy and procedures for accepting non-compliance with established requirements (standards), including risk assessment mechanism and notification procedures **[CE-6]**;
- the lack of surveillance programme and plan for continuing surveillance of certified aerodromes **[CE-7]** and a methodology to address safety concerns identified during surveillance inspections, and enforcement procedures **[CE-8]**.

8.1.4 The meeting further noted that Bangladesh, Cambodia, Indonesia, Myanmar, Philippines, Papua New Guinea, Solomon Islands, Thailand and Tonga were provided assistance in AGA area under ICAO APAC Combined Action Team (CAT) which was established in 2016 to assist

States with EI less than 60%. In 2017, follow up CAT assistance missions had been scheduled to assist Bangladesh, Cambodia, Indonesia and Myanmar, and initial CAT mission has been scheduled to assist Fiji and Timor-Leste.

8.1.5 The meeting took note that the ICAO Programme for Aviation Volunteers (IPAV) was created under the No Country Left Behind (NCLB) initiative of ICAO HQ. Cambodia, Fiji and Timor-Leste would receive assistance in AGA area in 2017 under this programme.

8.1.6 The meeting also took note that the ICAO APAC Office and ACI have agreed to work together to assist Pacific Island States in capacity building programme. The ACI – ICAO Aerodrome Certification Seminar will be conducted from 26 to 30 June 2017 in Sydney, Australia hosted by Sydney Airport.

8.2 ICAO USOAP CMA Activities 2017 – 2018 (IP/1)

8.2.1 The meeting noted the information paper on ICAO USOAP CMA activities planned for 2017 – 2018 which included CMA audits, ICAO Coordinated Validation Missions (ICVMs), off-site validation activities and seminars/workshops. The paper invited the meeting to refer to the 'ICAO Electronic Bulletin (EB) 2017/35 dated 2 June 2017 (Attachment to IP/1).

8.3 Airport Safety Information (IP/4)

8.3.1 The meeting noted the information paper on Airport Safety by Japan. The paper presented the outline of a mandatory incident reporting system, related to airport safety, implemented by Japan Civil Aviation Bureau (JCAB) based on their State Safety Programme (SSP) The paper invited the meeting to encourage Member States to share the contents of mandatory report for airport safety.

8.4 Bird Strike Data (IP/6)

8.4.1 The meeting noted the information paper on Bird Strike Data by Japan which highlighted the importance for airport operators to make continued efforts for wildlife management in cooperation with all stakeholders inside and outside the airports vicinity. The paper recommended ICAO to consider organizing a workshop on ECCAIRS taking the opportunity of AOP/SG meeting in order to promote States' understanding of the reporting.

8.5 The Importance of Consultative Approach by Airports (IP/7)

8.5.1 This paper presented the importance of a consultative approach by airport and benefits of engagement with airlines and other stakeholders while reviewing and development of Master Plan of the Airport.

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Agenda Item 9: Provisional Agenda, Date and Venue of Next Meeting (WP/15)

9.1 The meeting agreed that the next meeting of the Sub Group will be held in June 2018. The meeting also reviewed the draft agenda proposed by the Secretariat and agreed on the following Provisional Agenda for the Second Meeting of AOP/SG:

DRAFT PROVISIONAL AGENDA

- | | |
|----------------|--|
| Agenda Item 1: | Adoption of Provisional Agenda |
| Agenda Item 2: | Review Outcome of Relevant Meetings |
| Agenda Item 3: | Regional Reporting |
| | – ANP |
| | – Seamless ATM Plan |
| | – Certified Aerodromes |
| | – A-CDM Aerodromes |
| Agenda Item 4: | Provision of AOP in the Asia/Pacific Region |
| | – Regulation of Aerodromes |
| | – Aerodrome Planning & Design |
| | – Management, Operations and Maintenance of Aerodromes |
| | – Trainings |
| Agenda Item 5: | AOP Air Navigation Service Deficiencies |
| Agenda Item 6: | Update the AOP/SG Task List |
| | – AOP Programme |
| | – AOP/SG Task List |
| Agenda Item 7: | Airport Environmental Initiatives |
| Agenda Item 8: | Any other business |
| Agenda Item 9: | Date and Venue for Next Meeting |

9.2 The next meeting of AOP/SG will be held in last week of June 2018 in Bangkok, Thailand for 3 days.

9.3 Dr. Zhao Hongyuan, Chairperson AOP/SG thanked the members for their contribution and cooperation to the First Meeting of the Sub Group.

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Appendix A

Asia/Pacific Airport Collaborative Decision-Making Task Force (APA-CDM/TF)

TERMS OF REFERENCE

The scope and objective of the APA-CDM/TF is to identify, plan and assist in implementation of A-CDM at high density international aerodromes (100,000 scheduled movements per annum or more). To achieve the above objective, the Task Force shall:

- 1) Review the current status of A-CDM implementation in APAC Region;
- 2) Review the effectiveness of existing A-CDM programmes in the APAC Region and the degree of harmonization with global guidance material;
- 3) Analyse the ICAO Global A-CDM guidance in Doc 9971 to determine the need for and develop any necessary APAC Regional implementation guidance;
- 4) Conduct workshops on A-CDM implementation for the APAC Region;
- 5) Assist States to implement A-CDM at high density aerodromes and monitor the progress of implementation;
- 6) Promote the interoperability of A-CDM systems with tactical ATM (AMAN and DMAN), ATM automation, ATFM and Aircraft Operator systems; and
- 7) Establish close working arrangements with other relevant ICAO Regional groups such as the Air Traffic Flow Management Steering Group (ATFMSG), System-Wide Information Management Task Force (SWIM/TF) and other groups working on related issues.

Composition: The APA-CDM Task Force will be a multidisciplinary group composed of subject matter experts in aircraft operations, air traffic management, aerodrome operations and systems engineering, supplemented with other members as and when required.

Working Methods: The Task force will hold at least one three day face-to-face meeting each year.

Time Lines: Deliverables addressing the objective of the Task Force are expected to be developed by the Task force and delivered by November 2019.

Appendix B

PROPOSED AMENDMENT TO TERMS OF REFERENCE OF WATER AERODROMES SMALL WORKING GROUP

(Adopted by AOP/WG/3 and endorsed by ATM/SG/3)

NOTES ON THE PRESENTATION OF THE AMENDMENT

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

Text to be deleted is shown with a line through it.	text to be deleted
New text to be inserted is highlighted with grey shading.	new text to be inserted
Text to be deleted is shown with a line through it followed by the replacement text which is highlighted with grey shading.	new text to replace existing text

TERMS OF REFERENCE OF WATER AERODROMES SMALL WORKING GROUP

(To be adopted by AOP/SG/1)

Deliverable(s)

- a) Draft Requirements for the design and operations of water aerodromes for sea plane operations.

Scope of work

The following are the broad principles describing the scope of work:

- a) take into account the best practises and proven SARPS available related to water aerodromes and float operations ; and
- b) be consistent with the ICAO Annex 14, Volume I ~~and international maritime requirements; and~~
- c) take into consideration international maritime requirements where applicable.

Composition

The ~~Task Force~~ Working Group would be composed of experts nominated by Indonesia, Maldives, Sri Lanka, New Zealand and USA. Other APAC States with experience in water aerodromes be invited to nominate experts to the small working group. Additional membership could be invited from other regions if required.

Conduct of the work and schedule

The ~~Task Force~~ Working Group shall complete its work in two years' time frame by 30 September 2018. The work would be carried out by means of electronic correspondence as far as practicable. Minimum amount of face to face meetings would be planned.

Appendix C

Asia/Pacific Aerodrome Assistance Team (AAA Team)

TERMS OF REFERENCE

The main objective of the establishment of AAA Team is to realize the objectives of the AOP/SG to address identified AOP deficiencies listed in APANPIRG database for their resolution and to improve the EI resulting from USOAP CMA activities.

To meet the above objective the AAA Team shall carry out the following Tasks:

- (1) Conduct a baseline survey to establish the requirements by low EI states and concerned States with deficiencies;
- (2) Review the air navigation deficiencies in the field of AOP (as listed in the APANPIRG database) and, assist the concerned State to develop corrective action plans; organize seminars/workshops/trainings to 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 wildlife reduction and control, aerodrome emergency planning, runway safety, etc.;
- (3) Assist States with low EI to establish 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;
- (4) Assist in conducting OJT on aerodrome surveillance for the regulatory and aerodrome operator staff; and
- (5) Assist in developing and sharing the best practices in preventive maintenance programmes and SMS.

Composition of AAA Team: The Team would be composed of subject matter experts nominated by States/Administrations and International Organizations, familiar with Annex 14 and its guidance materials and in particular on aerodrome certification procedures and ICAO USOAP CMA.

Working Methods: The Team will be assembled on need basis to assist States. Necessary coordination will be done by the ICAO APAC Office. The work would be carried out by means of offsite and onsite visits to the needy States.

Time Lines: The programme would be initially for three years (until December 2020).

Appendix D

Asia/Pacific Aerodrome Design and Operation Task Force (APADO/TF)

TERMS OF REFERENCE

The main objective of the establishment of APADO/TF is to realize the objectives of the AOP/SG through the works of Task Force. The deliverables that has been identified to meet the objectives of the AOP/SG can be achieved through the systematic works of the Task Force.

To meet the above objective the APADO/TF shall carry out the following Tasks:

- (1) **Study and discuss** aerodrome SARPs and guidance materials related to aerodrome planning, design and operations including PANS-Aerodromes for:
 - a) the provision of implementation proposals;
 - b) assistance to APAC in provision of expert advice to states seeking for any clarification on above;
 - c) discussion of any issues/problems in relation to above that existed within regulatory authority and at the airports in APAC region; and
 - d) the provision of amendment proposals to Annex 14 SARPs and relevant guidance materials.
- (2) **Review and discuss** AOP parts of the ASIA/PAC ANP and Seamless ATM Plan, as necessary; prepare amendment proposals to update the APAC ANP to reflect changes in the operational and global requirements consistent with ICAO SARPs, the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP);
- (3) **Organize** seminars/workshops/trainings to the aerodrome regulatory and aerodrome operator staff in APAC region;
- (4) **Identify** experts in various AOP fields and **maintain** Asia/Pacific database;
- (5) **Participate** in ICAO's activities/initiatives in Aerodromes and Ground Aids (AGA), if necessary.

Composition of Task Force: The Task Force would be composed of subject matter experts nominated by States/Administrations and International Organization satisfying the criteria:

- (1) Minimum 3 years of work experience in CAA Aerodrome Regulatory Department or in International Organizations or Aerodrome Operations at international airports;
- (2) Familiar with Annex 14 and its guidance materials, GANP, GASP, Seamless ATM Plan, APAC ANP; and
- (3) The nominated expert will continue to be a member for a minimum of three consecutive years.

Additional membership could be invited from other regions, if required.

Working Methods: The Task force will hold at least one three day face-to-face meeting a year. The work would be carried out by means of electronic correspondences and web conference as far as practicable.

Time Lines: The tenure of the Task Force would be three years (until December 2020).

Appendix E

New Zealand's Comments on AOP/SG/1 Draft Report (Revision 1)

1.1 Given the guidelines in the APANPIRG Procedural Handbook (refer Part III s1.1, s1.2, s7.4, s7.5, and Part IV s7.1), below is a summary of concerns regarding the revised Draft Report and the events after the reading of the meeting report.

1.2 WP/11 'APANPIRG AOP Sub Group Task List' was provided prior to the meeting on the ICAO website, the associated AOP/SG Work programme and Task List is included in Attachment 4 of the report and was agreed to in the reading of the report at the meeting. The proposed Job Cards were not included in this working paper, and Flimsy1 not available on the website until 23 June 2017. This information was presented after the reading of the final report with no supporting documentation such as a working paper or proposed terms of reference, amongst other things.

1.3 The Chairman requested a vote on each job card, and advised the meeting that a record would be taken of the votes and a letter sent to the respective Director-General of each state. The information in the draft decisions and Appendix is new information and differs from that voted on. My recollection was that the first vote for job card 1 resulted in no votes, either for or against; a couple of job cards received only two or three positive votes, which unfortunately is not a general consensus of the interested parties.

Draft decision AOP/SG/1/6: Establishment of Asia/Pacific Aerodrome Assistance Team (AAA) Team, and Appendix C:

1.4 Discussions at the meeting included the following, amongst other things:

- States and International Organisations had not budgeted for the time and costs required to participate in the Go Team/AAA Team, as such they were unable to commit the resources required for its success.
- Potential duplication with the work of RASG-APAC and other groups, refer APANPIRG procedural handbook Part II, Section 2.3.b.
- The proposal was not provided prior to the meeting to enable prior review. There was no supporting working paper or other information, including proposed terms of reference, etc.
- Representatives at the meeting were not provided the opportunity to consult their local team prior to being required to vote.
- A consensus was not reached by the meeting to implement a Go Team/AAA Team, however the revised report has added a draft decision to implement an AAA Team after the meeting.

Appendix C:

- The Terms of Reference is a new document, not presented to the AOP/SG to enable it to be discussed and refined by the group.
- The information outlined in the Terms of Reference could require considerable resources to be committed, this is despite the States and International Organisations at the meeting advising the inability to commit such resources.
- Whilst workshops/seminars/training appear a good idea, they will be of little use if the states requiring them are unable to attend.

Draft decision AOP/SG/1/7: Establishment of Asia/Pacific Aerodrome Design and Operations Task Force (APADO/TF), and Appendix D:

1.5 Discussions at the meeting included the following, amongst other things:

- Concern regarding duplication of the ICAO ANC Technical Panels, for example the Aerodrome Design and Operations Panel, this concern was not resolved. Further, APAC members participate in the ANC Technical Panels.

Appendix D:

- The Terms of Reference is a new document, not presented at the AOP/SG to enable it to be discussed and refined by the group.
- This includes, amongst other things, the change from the proposed three separate groups to one task force (which was also not discussed).
- The large and varied scope of the task force outlined in the Terms of Reference could require considerable resources to be committed, this is despite the States and International Organisations at the meeting advising the inability to commit such resources when discussing Job Card 1.
- The Terms of Reference are not clear and concise in describing the task (refer APANPIRG Handbook 4.1.b). For example Task 3 of the TOR states: "Organize seminars/workshops/trainings to the aerodrome regulatory and aerodrome operator staff in APAC region". What are these seminars for and what are they expected to achieve?

1.6 Further, an investigation has not been completed to determine the most appropriate ways of providing assistance, nor have those states with deficiencies been asked what types of assistance would be useful for them, and feasible. This first step will ensure efficient use of resources and a higher chance of achieving the best safety outcomes.

1.7 As a result of the proceeding discussion, I do not believe there was a consensus within the meeting regarding the draft decisions proposed in the revision of the draft report. Consequently, I am unable to agree to the revision as it is not an accurate reflection of the events that occurred after the agreement of the final report.

1.8 The high-level overview of the Job Card Concept presented after the reading of the final report will provide the basis of a more detailed working paper and proposed terms of reference for AOP/SG/2.

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**FIRST MEETING OF THE AERODROME OPERATIONS AND PLANING
SUB GROUP (AOP/SG/1)**

OPENING REMARKS BY

MR. ARUN MISHRA

REGIONAL DIRECTOR, ICAO ASIA AND PACIFIC OFFICE

14 JUNE 2017

- **Distinguished members of the States' Delegations**
- **Members of International Organizations, Participants, Colleagues**
- **Ladies and Gentlemen**

Good Morning and welcome to the First Meeting of the Aerodrome Operations and Planning Sub Group.

I am delighted to see a large number of participants in this meeting which reflects the importance given to this meeting.

I have been following the way the AOPWG was shaping in the last four years since its inception in 2013. APANPIRG recognized the importance and the role played by the AOPWG in addressing aerodrome matters related to ensuring compliance with Annex 14 Standards and Recommended Practices, AOP subject of the APAC Air Navigation Plan and more importantly the Asia Pacific Seamless ATM Plan.

I am happy to note that APANPIRG considered the maturing of the AOPWG upgraded it to AOP/SG reporting directly to APANPIRG. This is commendable and the credit for this goes to all of you, your hard work and dedication.

As you all know the new Structure of APANPIRG has become effective from 2017 meeting year. Therefore this meeting is marked as the First Meeting of the Aerodrome Operations and Planning Sub Group of APANPIRG.

Aerodromes are key infrastructures for the development of aviation which in turn supports economic and social development.

- ❖ The Asia and Pacific Region has become the world's largest aviation market in terms of available seat-kilometres (30% of ASK as of 2015) and generates the world's second largest share of international revenue passenger-kilometres (28% of international RPK as of 2015)

AOP/SG/1 Report
Attachment 2

In the world of airport development, Asia dominates. KPMG maintains that Asia will account for two thirds of planned runways in major world cities by 2036 whereas CAPA is bullish about 8 out of 12 of the biggest Greenfield projects in the region. China and India are on way to build 200 new airports by next decade. The APAC region has the best airports in the world **among top 15 airports** ranked by aircraft departures, passengers and volume of freight. I take pride in naming some of them not in any particular order:

Bangkok (Thailand), Beijing (China), Guangzhou (China), Hong Kong (SAR, China), Incheon (ROK), New Delhi (India), Shanghai (China), Singapore and Tokyo (Japan).

The ICAO Traffic forecast shows that the APAC Passenger traffic is expected to grow at 6.7% annually and traffic within the Asia Pacific Region represented 35% of global passengers in 2016. This makes the region the largest regional market for air transport. We are all aware that the projected increase in traffic and airspace congestion will have a profound impact on safety, efficiency, environmental sustainability including threats to long term viability of some airlines and stakeholders including potential shortfall in qualified aviation personnel. It will be the responsibility of all the stakeholders to address this. I am sure the AOP/SG would also work to enhance the safety and regularity of air transport and include this in its work programme.

Talking about APAC challenges - The volume of air traffic demand in our Region, and its growth, has led to significant demand and capacity imbalances in airspace and at airports.

Demand and capacity imbalance at airports is also a significant challenge for the Region. Capacity constraints at airports, whether due to lack of infrastructure or inefficient operational procedures, also result in economic and environmental cost, and contribute significantly to airspace congestion.

I would like to highlight several challenges in the region specific to AOP area, in particular, **implementation of ICAO Annex 14 SARPs, Certification of Aerodromes, Airport Infrastructure, implementation of Airport Collaborative Decision Making (A-CDM) at high density aerodromes.**

Implementation of SARPs: USOAP results revealed that the APAC average EI in AGA is 56.29% compared to the global average EI of 57.99%. There are still 21 States in the region with EI less than 60% in AGA. The lowest EI of 33.17% is in “Critical Element (CE) 4 - Technical Personnel Qualification and Training”.

On certification of Aerodromes: only about 78% of the International Airports listed in Air Navigation Plan have been certified in the region. Safety management systems are still in initial phase of implementation at most of the certified airports.

Infrastructure: This is turning out to be a big road block in our Asian growth story. Most of the major airports are already saturated both in terms of terminal and runway capacity. Considering the long time taken to construct airport infrastructure it is important that immediate action is taken to start implementing new infrastructure projects to meet the growing traffic volumes.

In A-CDM Implementation: Based on 2015 ICAO data there are 51 busiest aerodromes in Asia Pacific Region. However, implementation of A-CDM at high density airports has not been commensurate with the growth.

I believe that in the next three days you will be discussing about these topics. I was informed that the meeting has received **18 Working papers** and **7 Information papers**.

I wish you all a very successful and productive meeting and I hope you have a pleasant stay in Bangkok. Thank You



International Civil Aviation Organization

**The First Meeting of the Aerodrome Operations and Planning Sub-Group
(AOP/SG/1)**

Bangkok, Thailand, 14 to 16 June 2017

LIST OF WORKING AND INFORMATION PAPERS

Paper No.	Agenda Item	Title	Presented by
WORKING PAPERS			
WP/1 Revision 1	1	Provisional Agenda for the First Meeting of the Aerodrome Operations and Planning — Sub Group (AOP/SG/1)	Secretariat
WP/2 Revision 1	2	Review of APANPIRG/27 Action Plan	Secretariat
WP/3 Revision 1	2	Action Items of 53 rd Conference of Directors General of Civil Aviation	Secretariat
WP/4 Revision 1	2	Review of Relevant Decisions of RASG-APAC/6	Secretariat
WP/5	4	Proposals for the Amendment of Annex 14, Volume I and PANS-Aerodromes (Doc 9981)	Secretariat
WP/6 Revision 1	3	Update on the Seamless ATM Reporting Process and Regional Picture	Secretariat
WP/7	4	Report of the Airport Collaborative Decision-Making (A-CDM) Seminar and the First Meeting of the Asia Pacific Airport Collaborative Decision Making Task Force (APA-CDM/TF/1)	Secretariat
WP/8 Revision 1	4	Amendment of Water Aerodrome Small Working Group's TOR	Secretariat/ Coordinator of the WASWG
WP/9 Revision 1	4	Implementation of Requirements for Certification of Aerodromes in the APAC Region	Secretariat
WP/10	5	Status of Air Navigation Deficiencies in AOP Field	Secretariat
WP/11	6	APANPIRG AOP Sub Group Task List	Secretariat

AOP/SG/1 Report

Paper No.	Agenda Item	Title	Presented by
WP/12	7	ACI Airport Carbon Accreditation and Other Environmental Initiatives	ACI
WP/13	7	ICAO Regional Seminars on States' Action Plans and CORSIA and Related Recent Developments	Secretariat
WP/14	8	ICAO USOAP and AGA Findings	Secretariat
WP/15	9	Provisional Agenda, Date and Venue of Next Meeting	Secretariat
WP/16	4	Runway overlay project at Bandaranaike International Airport Sri Lanka	Sri Lanka
WP/17	2	Review of AOPWG/4 Outcomes	Secretariat
WP/18	2	Air Traffic Flow Management Steering Group Outcomes	Secretariat

Paper No.	Agenda Item	Title	Presented by
INFORMATION PAPERS			
IP/1	8	2017 - 2018 USOAP CMA Activities	Secretariat
IP/2	4	Enhancements to Singapore's Aerodrome Certification Framework	Singapore
IP/3	4	Wind Disturbances at Aerodromes	IFALPA
IP/4	8	Airport Safety Information	Japan
IP/5	3	APANPIRG Procedural Handbook	Secretariat
IP/6	8	Bird Strike Data	Japan
IP/7	8	The Importance of Consultative Approach by Airports	IATA

Attachment 4

AOP/SG WORK PROGRAMME AND TASK LIST

The priorities assigned in the list have the following connotation:

A = Tasks of a high priority on which work should be expedited;

B = Tasks of medium priority on which work should be under taken as soon as possible but not to the detriment of Priority "A" tasks; and

C = Tasks of medium priority on which work should be undertaken as time and resources permit but not to the detriment of priority "A" and "B" tasks.

TOR = Terms of Reference of the AOP Sub-Group

No.	Ref	Associated ICAO Strategic Objective	Task	Priority	Action Proposed	Action by	Target Date	Status
Tasks of AOP/WG updated by AOP/SG/1 (14 – 16 June 2017):								
AOP/SG/1/1	APANPIRG/18 Conclusion 18/1 APANPIRG Conclusion 21/2 RAN meeting – Asia/PAC/3, rec 4/6	Safety	<u>Wildlife strike hazard reduction programme</u> 1) Assist States to establish a National Wildlife Strike Control Committee to: a) Develop TOR for National Wildlife Strike Control Committee; b) study, analyze and adopt measures to prevent Wildlife strike hazards in its aerodromes and their vicinity, and c) monitor the implementation of a wildlife strike hazard reduction programme by the aerodrome operator, to evaluate its effectiveness and suggest measures for	B	1) By 2019 remaining 21 States will establish Wildlife Strike Control Committee. 2) Monitor the establishment of a Wildlife Strike Control Committee by the remaining administrations.	States States & AOP/SG	2019	19 states have established [In progress] Wildlife seminar conducted in May 2014; ICAO/ACI wildlife strike hazard reduction symposium (16-18 May 2017)

No.	Ref	Associated ICAO Strategic Objective	Task	Priority	Action Proposed	Action by	Target Date	Status
			2) <u>Develop Wildlife strike hazard reduction programme</u> a) Assist States confronting problems of wildlife/bird strike hazard to develop and implement an effective wildlife strike hazard reduction programme with procedures to control wildlife at or near airports		1) Monitor the development and implementation of wildlife strike hazard reduction programme. 2) Seminar on Wildlife Strike Hazard Reduction for Sharing of Best Practices	States AOP/SG ; ICAO	2019	
AOP/SG/1/2	APANPIRG 18 Conclusion 18/62 APANPIRG 21 Conclusion 21/54	Safety	<u>AOP Air Navigation Deficiencies</u> Assist States to establish action plans with fixed target dates for resolution of safety related deficiencies	A	1) Assist States to develop Corrective action plan to resolve AOP air navigation deficiencies: a) Provide more trainings/seminars; b) Provide more guidance materials based on best practices c) Assist States in developing CAPs 2) Monitor resolution of AOP air navigation deficiencies	AOP/SG AOP/SG	2020	[In progress]
AOP/SG/1/3	APANPIRG APAC ANP, Doc 9673, Volume I	Safety	Review and monitor the implementation of the requirement for aerodrome certification (Annex 14, Vol. I)	A	Monitor implementation of aerodrome certification	States/ AOP/SG	2018	[In progress]

No.	Ref	Associated ICAO Strategic Objective	Task	Priority	Action Proposed	Action by	Target Date	Status
AOP/SG/1/4	APANPIRG APAC ANP, Doc 9673, Volume I	Safety	Review and monitor the implementation of the requirement for safety management system at aerodromes. (Annex 14, Vol. I)	A	Monitor implementation of SMS at certified aerodromes	States/ AOP/SG	2020	[In progress]
AOP/SG/1/5	RAN ASIA/PAC/3 Rec 4/10	Safety	Review and monitor the status of implementation of visual aids and of provision of resources for ensuring preventive maintenance, human factors and progress in technology development in order to achieve increased safety and capacity.	B	Monitor implementation	AOP/SG	Continuous basis	[In progress] ICAO Regional Workshop on Air Navigation Visual Aids – Airfield Markings and Lighting System (6 to 8 July 2015)
AOP/SG/1/6	APANPIRG/19 RAN – ASIA/PAC/3, Conc 4/4	Safety	Review the provision of rescue and firefighting services and emergency planning at international aerodromes in the APAC Region.	A	Monitor provision of Rescue and firefighting vehicles, equipment, training and conduct of emergency exercise	States/ AOP/SG	2018	[In progress]
AOP/SG/1/7	APANPIRG/20 RAN recommendatio n ASIA/PAC/3, rec 4/2	Safety	Review and monitor the measurement and reporting by States of the surface condition and unevenness on movement areas at aerodromes in the APAC Region.	A	Monitor the availability of equipment for periodic measurements and reporting	States/	Continuous basis	[In progress]
AOP/SG/1/8	APANPIRG 22	Safety	Review States efforts to allocate the necessary resources to ensure the establishment of preventive maintenance at their aerodromes in order to provide adequate maintenance of facilities, installations and services.	B	Monitor the availability of Aerodrome Maintenance Programme	States/ AO/ AOP/SG	2018	[In progress]

No.	Ref	Associated ICAO Strategic Objective	Task	Priority	Action Proposed	Action by	Target Date	Status
AOP/SG/1/9	TOR of AOP/SG	Safety	Review, at each AOP/SG Meeting, the content of the Table AOP I - 1 and, where necessary, after coordination with users and operators, and introduce the respective changes to the APAC ANP and Table AOP II – 1 through the established ICAO procedures.	A	States update Table AOP II–1	States/ AOP/SG	Continuous	[In progress]
AOP/SG/1/10	APANPIRG 23	Safety	Review and monitor the status of implementation of the obstacle limitation surface	A	Monitor the status of implementation	States/ AOP/SG	2020	[In progress]
New tasks of AOP/SG/1 (14 – 16 June 2017):								
AOP/SG/1/11	APANPIRG 27	Safety, Capacity & Efficiency	Assist in and monitor the implementation of Airport Collaborative Decision Making (ACDM) at high density aerodromes in APAC Region through APA-CDM/TF.	A	Monitor the status of implementation of A-CDM at high density aerodromes	AOP/SG and APA-CDM/TF	Nov. 2019	
AOP/SG/1/12	APANPIRG 27	Safety	Develop regional guidelines on aerodrome operations personnel competency requirements through Small Working Group	B	Develop regional guidance material	AOP/SG and SWG	May 2018	
AOP/SG/1/13	APANPIRG 27/34	Safety	Monitor States provide updated information about airport's Obstacle Limitation Surface (OLS) in AIP	A	Monitor OLS of airports	States, AOP/SG	Dec. 2018	

Attachment 5

Work Plan of APA-CDMTF

A) Task 1 & 2 of ToR:

Task No.	ToR of APA-CDM/TF	Planned Activities	Responsible Party	Time Frame	
1	Review the current status of A-CDM implementation in APAC Region	Prepare survey of current status of A-CDM implementation in the APAC Region	India, CANSO, Group of Experts, Secretariat	By 15 July 2-017	Before Nov. 2017
		Distribute Survey and collate results	Secretariat	31 Aug. 2017	
		Analyze survey results and report to APA-CDM/TF	India, CANSO, Group of Experts, Secretariat	15 Oct. 2017	
2	Review the effectiveness of existing A-CDM programmes in the APAC Region	Conduct expert analysis and development of recommendations	CANSO, IATA		TBD subject determination of metrics

- B) The APA-CDM/TF (Group of Experts) will conduct offline activities to analyse the ICAO Global A-CDM guidance in Doc 9971 to determine the need for and develop any necessary APAC Regional implementation guidance.
- C) Workshop/Seminar on A-CDM will be conducted tentatively in November 2017 – ICAO, CANSO and IATA will coordinate the contents of Workshop/Seminar.
- D) The schedule of meetings and activities are planned as follow:

S. No.	Meetings/Activities	Responsible Party	Time Frame	Remarks
1	APA-CDM/TF/1 - Conceptualizing		20 - 21 April 2017	
1.1	Discuss, develop and agree to the schedule of meetings and work plan of APA-CDM /TF			Completed
1.2	Discuss the means by which the TF scope and objective may be met			Completed

S. No.	Meetings/Activities	Responsible Party	Time Frame	Remarks
2	A-CDM Seminar in conjunction with APA-CDM/TF/2 – Report on review of Doc. 9971 and identify needs arising.		November 2017	
3	APA-CDM/TF/3		April 2018	
3.1	TBD at APA-CDMTF/2			
4	APA-CDM/TF/4 – Completion		April 2019	
4.1	Tentative output of final deliverable		April 2019	