



*International Civil Aviation Organization*

**The Third Meeting of the APANPIRG ATM Sub-Group  
(ATM/SG/3)**

Bangkok, Thailand, 3-7 August 2015

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**Agenda Item 6: Aerodromes Operations and Planning (AOP)**

**AERODROME OPERATIONS WORKING GROUP OUTCOMES**

(Presented by Chairman AOPWG)

**SUMMARY**

This paper presents the Report of the Third Meeting of the AOP Working-Group (AOPWG/3) held in Putrajaya, Malaysia from 2 to 4 June 2015. The meeting is invited to review the report and endorse the draft Decisions and Conclusions formulated by the Working Group.

**1. INTRODUCTION**

1.1 The Third Meeting of the AOP Working-Group was held from 02 to 04 June 2015. A Seminar on Aerodrome related elements of the Seamless ATM plan was held in conjunction with the meeting on 01 June 2015. The meeting was attended by 63 participants from 12 Administrations, two Special Administrative Regions and two International Organizations. A Summary Report of the meeting prepared for the consideration by ATMSG/3 is provided in the Attachment to this Paper. Full Report of the Working-Group was posted on the ICAO APAC Office website and can be access on the following webpage: <http://www.icao.int/APAC/Meetings/2015%20AOPWG3/Final%20Report.pdf>

**2. DISCUSSION**

2.1 The meeting considered 23 Working Papers, seven Information Papers and three presentations covering its eight Agenda Items.

2.2 Based on the outcome of discussions on various Agenda Items, the meeting formulated four Draft Conclusions and two Draft Decisions. **Attachment A** to this Paper provides a Summary Report on the outcome of the AOPWG/3 Meeting including all draft Decisions and Conclusions for consideration by ATMSG/3 Meeting.

2.3 Appendices used from the AOPWG/3 Report in the Summary Report carry the same Appendix numbers as those in the Meeting Report of AOPWG/3 for easy reference.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) review the Summary Report on the outcome of the AOPWG/3 Meeting; and
- b) consider endorsement of the draft Conclusions and the draft Decision developed by the AOP Working-Group.

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## **Summary Report of the Third Meeting of Aerodrome Operations and Planning Working Group (AOPWG/3)**

Putrajaya, Malaysia 2-4 June 2015

### **1.0 Introduction**

1.1 The Third Meeting of the Aerodrome Operations and Planning Working Group (AOPWG/3) of Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) was held at Hotel Marriott Putrajaya, Malaysia from 2 to 4 June 2015. The meeting was attended by 63 participants from 12 Administrations, 2 SARs and 2 International Organization. Full report of the meeting is available at:

<http://www.icao.int/APAC/Meetings/2015%20AOPWG3/Final%20Report.pdf>

1.2 AOPWG/3 Considered 23 Working Papers, 7 Information Papers and 3 presentations. The meeting formulated 4 Draft Conclusions and 2 Draft Decisions for consideration by ATMSG/3 and APANPIRG/26.

### **2.0 Adoption of Agenda**

2.1 The meeting adopted all the 8 Agenda Items, with no change, as presented in WP/01 of the meeting.

### **3.0 Summary of Discussions**

#### **3.1 Review Outcomes of Relevant Meetings**

##### **APANPIRG/25 Outcomes**

3.1.2 The AOPWG/3 Meeting reviewed the actions taken by APANPIRG/25 on the Decisions and Conclusions formulated by the Second Meeting of AOPWG held in June 2014. The meeting noted with satisfaction that actions on the 5 Conclusions of APANPIRG/25 in the AOP field were completed. The meeting also noted that the Air Navigation Commission reviewed the Report of the APANPIRG/25 Meeting on 26 February 2015.

##### **51<sup>st</sup> Conference of Directors General of Civil Aviation Outcomes**

3.1.3 The AOPWG/3 meeting noted that the DG Conference had formulated 29 Action Items.

3.1.4 The meeting also noted the 52<sup>nd</sup> Conference of DGCAs will be held in Manila, Philippines from 26<sup>th</sup> to 30<sup>th</sup> October 2015 and the Theme Topic is “Evolving the New Generation Aviation Professionals towards a Harmonized, Safe, Secure and Green Asia Pacific Sky”.

##### **Outcomes from RASG APAC/4 Meeting**

3.1.5 The AOPWG/3 meeting noted the outcomes of the Fourth Meeting of the RASG APAC and noted the action to be taken which were relevant to AOPWG.

### **Air Traffic Flow Management Steering Group outcomes on Airport Collaborative Decision-Making (WP/**

3.1.6 The AOPWG meeting noted that the ATFM Framework included a number of items of interest to AOP/WG; most importantly those related to the harmonized, interoperable exchange of ATFM and related A-CDM information. The meeting also noted that A-CDM aimed to improve the sharing of information between A-CDM partners and was an enabler of Air Traffic Flow Management (ATFM) at airports, reducing delays, improving the predictability of events and optimizing the utilization of resources. Decision-making by A-CDM partners was facilitated by the sharing of accurate and timely information and by adapted procedures, mechanisms and tools. A-CDM partners included ATFM units, Air Traffic Control (ATC), airlines, ground-handling agents and airport operators.

3.1.7 The meeting further noted that A-CDM was being progressively implemented in some Asia/Pacific Region airports and that the ICAO Aerodrome Design and Operations Panel (ADOP, formerly the Aerodromes Panel), was developing a ICAO A-CDM guidance material

3.1.8 Hong Kong China supported the use of the ATFM Terminology and expressed willingness to share experience on the benefits of ACDM at its airport.

3.1.9 The meeting encouraged States to implement ACDM considering the benefits it provided to all airport stakeholders and supported promoting the terminology and FIXM version 3.0 or later as the standard for use in A CDM interfaces with ATFM, AMAN, and DMAN systems

## **3.2 Regional Reporting**

### **Progress on the Alignment of Air Navigation Plans with the Global Air Navigation Plan (WP/6**

3.2.1 The meeting noted that the ICAO Regional Office had populated the eANP Volume I and II with existing data taken from Doc 9673 Volume I (Basic) and Volume II (FASID) and followed up with a letter ref: AP063/15 dated 10 April 2015 to Administrations requesting a review of the draft AOP Tables Volume I and II and inform ICAO Regional Office for discrepancies if any.

3.2.2 The Meeting agreed with the AOP contents of the eANP in Volume I and volume II respectively.

### **Reporting on the Progress of Seamless ATM Implementation**

3.2.3 This paper presented the status of the reporting process and the outcomes of the first year of reporting. The meeting noted that 13 States/Administrations have submitted at least one report online. 5 States/Administrations have prepared an initial form but have not submitted it yet. 26 States/Administrations have not prepared any report. The meeting also noted items of interest to AOP were in the first group named Optimal capacity – Apron Management, Aerodrome Capacity, Safety and Efficiency of Aerodrome Operations, ATM- Aerodrome Coordination and Aerodrome collaborative Decision Making.

3.2.4 The meeting encouraged States to review the outcomes of the first cycle of reporting, nominate their point of contact if not yet done and to submit their first report online.

### 3.3 **Provision of AOP in the Asia/Pacific Region**

#### **Proposals for the Amendment to Annex 14, Volume I and Volume II**

3.3.1 The meeting noted that the proposed amendments to Annex 14, Volumes I and II, and Annex 15 were envisaged for applicability on 10 November 2016.

3.3.2 IFALPA noted that information on availability of RESA (Runway End Safety Areas) should also be published in the Aerodrome Charts. DCA Malaysia and New Zealand sought clarification on the rationale for not providing the separation distance between taxiway centerline and runway centerline in Table 3-1 of Annex 14, Volume I, for 4C instrument and non-instrument runways. Malaysia also sought advice on the section of Annex 15 for publishing information related to RESA.

3.3.3 The AOPWG meeting noted that even though the information on the availability of RESAs was published by States/Administrations in their State AIP, it would be helpful to Pilots if the information was also made available in Aerodrome Charts considering that most Pilots refer to Aerodrome Charts for aeronautical data/information. The meeting formulated the following draft Conclusion for adoption by ATMSG.

#### ***Draft Conclusion AOPWG/3/1 – Publication of availability of RESA in Aerodrome Charts***

*That, States/CAAs are encouraged to publish the information on the availability of RESA in the Aerodrome Charts, considering that most Pilots refer to Aerodrome Charts for aeronautical data/information and report action taken to ICAO Regional Office by 31 December 2015*

#### **Status of Implementation of Certification of Aerodrome Requirements in the APAC Region**

3.3.4 The meeting noted from the results of USOAP audits and air navigation deficiencies identified in the APAC region that some States have certified airports with deficiencies related to non-compliance with ICAO SARPs. The Chairman agreed to the concept of establishing Go Teams with experts having considerable knowledge to assist such States in the Region. As a start the meeting invited champion States in the APAC Region with resources to provide assistance to needy States to assist conduct a gap analysis. Champion States who volunteer for this program should inform ICAO Regional Office the areas in which they could assist and needy States who need assistance in specific areas should also inform ICAO Regional Office preferably by 30 November 2015. Following the success of the pilot project further details on the working and funding have to be established.

#### **Amendment 12 to Annex 14, Volume I — Aerodrome Design and Operations**

3.3.5 The meeting noted that Amendment 12 to Annex 14, Volume I will become applicable with effect from 10 November 2016 in order to allow Member States adequate time to incorporate the PANS–AERODROMES (Doc 9981) related provisions contained in Amendment 12 to Annex 14, Volume I.

3.3.6 The meeting noted that the amendment concerning procedures on operations of aerodromes was to address priority areas revealed by the Universal Safety Oversight Audit Programme (USOAP) audits in the areas of aerodrome certification, conduct of safety assessment and compatibility studies. The objective of the amendment was to enhance aerodrome safety and

efficiency in a globally harmonized manner by referencing the recently approved procedures of the first edition of the PANS–AERODROMES (Doc 9981)

**Sample APAC Regulations for Water Aerodromes**

3.3.7 The meeting reviewed the draft sample regulations and formulated the following Draft Decision for possible adoption by the ATMSG/3 and APANPIRG/26.

***Draft Decision AOPWG /3/2 – Sample Regulations for Water Aerodromes***

*That, in accordance with Decision ATMSG/2-7, the sample regulations for water aerodromes developed by the small working group be adopted as presented in Appendix A to the Report on Agenda Item 4 for use as a reference document in the Asia/Pacific Region.*

3.3.8 The meeting noted that the Water Aerodromes Small Working Group has completed its task by developing the sample regulations for water aerodromes and appreciated the work done by the Group. The meeting further invited the group to develop the sample requirements for use as a reference document in the Asia/pacific regions and formulated the following Draft Decision for possible adoption by ATMSG/3.

***Draft Decision AOPWG 3/3 – Amend Water Aerodromes Small Working Group (WASWG) Terms of Reference***

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

**First Edition of the Procedures for Air Navigation Services- Aerodromes (PANS–Aerodromes, Doc 9981)**

3.3.9 The meeting noted that the first edition of PANS—Aerodromes addressed priority areas revealed by the Universal Safety Oversight Audit Programme (USOAP) audits in aerodrome certification, conduct of safety assessments and compatibility studies. The provisions therein specify, in greater detail than the Standards and Recommended Practices (SARPs) in Annex 14 — *Aerodromes, Volume I — Aerodrome Design and Operations*, operational procedures to be applied by both aerodrome regulators and operators in those priority areas to ensure aerodrome operational safety and to improve overall system capacity and efficiency in a globally harmonized manner.

3.3.10 The meeting urged Administrations to implement the provisions of the PANS–Aerodromes and to publish up to date lists of significant differences from PANS document in their AIP as of 10 November 2016. The meeting formulated the following draft conclusion for possible adoption by ATMSG/APANPIRG.

***Draft Conclusion AOPWG/3/4 – Roll out of PANS–Aerodromes in APAC Region***

*That, ICAO be invited to organize a seminar/workshop in the Asia/Pacific region to roll out the first edition of PANS Aerodromes (Doc 9981) during first quarter of 2016.*

**Emergency Response**

3.3.11 The meeting noted that airports with frequent and large aircraft operations, emergency response planning and execution were extremely important to enhancing safety on the airport. With potential for aircraft crashes and inclement weather, and the continued presence of terrorism throughout the world, vigilance of surrounding activity and preparation with response was

extremely critical. The meeting urged States/Administrations to evaluate ways of maintaining safe operations during inclement weather.

3.3.12 ACI informed the meeting that perfluorooctane sulfonate (PFOS), a fire extinguishing foam commonly used today, had been added to the Stockholm Convention on Persistent Organic Pollutants in 2009 because of its toxicity, banning its production and use in countries that have ratified the amendment. ACI also suggested that AOP-WG should discuss alternatives to PFOS for ARFF

#### **Runway Safety Update**

3.3.13 The paper presented by FAA provided an update on runway safety improvement programme being implemented in USA. The paper invited the meeting to consider adoption or implementation of the technologies and/or processes discussed to address the on-going safety challenges faced by airports. The paper also mentioned the installation of the Runway Safe new EMAS product in Midway Airport in Chicago

#### **Wildlife Hazard Mitigation**

3.3.14 The paper presented by FAA noted that with an increase in bird and wildlife populations and aircraft operations, wildlife hazards and bird strikes are increasing at an alarming rate. Wildlife management continues to be a major challenge in the aviation industry. The paper presented the various tools and methods for managing habitats, and detecting and deterring hazardous species from airport on and near airport property

#### **Airport Airside Land Master Plan**

3.3.15 The paper noted that a master plan was required for long-term development of an airport. It displayed the concept graphically and reported the data and logic upon which the plan was based. Master plans were prepared to support modernization of existing airports and creation of new airports, regardless of size, complexity, and role. The paper urged airport operators to establish Master Plan for their airports and formulated the following Draft Conclusion for consideration by ATMSG.

#### ***Draft Conclusion AOPWG 3/5 – Airport Master Plan***

*That, recognizing the importance of long term development of an airport to cater to the growing traffic, States encourage CAA/airport operators to develop long term airport master plan to assist in the timely phased airport expansions thereby increasing capacity and enhancing safety and regularity of aircraft operations and report progress to AOPWG/4.*

#### **Aerodrome Certification of KLIA 2**

3.3.16 This paper presented the aerodrome certification regulatory requirement of KLIA 2 with reference to Malaysian Civil Aviation Regulations 1996 and Airport Standards Directive 103 (ASD 103).

#### **Airport Operations Personnel License**

3.3.17 This paper noted that Airport Operations personnel play a vital role in airport operations in terms of safety, efficiency and facilitation for flights, passengers and cargo and all set of activities and tasks required to maintain a valid aerodrome certificate. Establishment of uniform SARPs and implementation of a personnel licensing recognized worldwide would be a major step to ensure that airport operations personnel meet the defined qualification and requirements in line with competency check requirements of SMS as well. The paper also proposed the homologation of

training actions required to provide respective licensing for Airport Operations personnel.

3.3.18 The meeting discussed the paper at length considering the comments made by Japan, Hong Kong China, ACI, Secretariat, Malaysia and Mongolia. In conclusion the meeting decided to first hear the practices being followed in the region and invited Japan, Malaysia, and Hong Kong China to share their knowledge and experience to the AOPWG/4 scheduled for 2016. Further follow up would be based on the lessons learnt

#### **Aerodrome Certification Experience of Mattala Rajapakse International Airport**

3.3.19 Sri Lanka shared their experience on certification of Mattala Rajapakse International Airport (MRIA) a new green field airport constructed in the southern part of Sri Lanka as an alternate to Bandaranayke International Airport, Colombo. The presentation highlighted the Organization Structure, Legislative provisions and the guidance material available for aerodrome certification in Sri Lanka. The presentation also provided an insight into the aerodrome certification process and the use of a phased approach to conduct audit for this airport. The presentation also talked about the preparation for the operational readiness for the new airport.

#### **Engineered Materials Arresting System**

3.3.20 The presentation was made by Macao China on behalf of China. The presentation noted that runway overruns accounted for 25% of all aviation related accidents and suggested that one of the mitigation solutions was to set up Runway End Safety Areas after/before the runway threshold with appropriate length. [Note: *The standard in ICAO Annex 14, volume I states that runway end safety area shall extend from the end of runway strip to a distance of at least 90m and 240m as a recommendation. If an arresting system is installed the above lengths may be reduced based on the design specification of the system subject to acceptance by State.*]

3.3.21 The presentation also noted that installation of RESA as per ICAO requirements may not be possible at certain airports due to natural obstacles such as rivers, lakes, sea and manmade obstacles such as highways, rail crossings or other geographical conditions. The presentation further noted that China has done intensive R & D work on the use of engineered arresting system for installation beyond RESA.

3.3.22 IFALPA noted the following conclusion from the presentation:

1. FAA standard for RSA is 1000' or 304 m while ICAO standard of RESA is only 90m.
2. FAA has good statistical data to support this 1000 feet RSA standard.

3.3.23 IFALPA noted the AGA deficiency that exists at airports in particular on provision of RESAs, therefore encouraged APAC States/Administrations to comply with 240m RESA (as recommended by Annex14, Volume I) or installing an arresting system where land constraints prohibit 240m length RESA.

#### **Practices on Asphalt Overlay**

3.3.24 The presentation highlighted the structural and material design of asphalt pavement with case studies in China

### **3.4 AOP Air Navigation Deficiencies**

3.4.1 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.

3.4.2 The meeting reviewed the list of Air Navigation Deficiencies noted by APANPIRG/24 in the AOP field and urged concerned States to provide the necessary resources for the elimination of deficiencies and submit the update to ICAO. The updated list of Deficiencies is provided in **Appendix A** to this Report on Agenda Item 5.

3.4.3 The meeting urged States to update the status of AOP deficiencies prior to the third AOPWG Meeting which is scheduled in June 2015.

### **3.5 Update the AOP/WG Task List**

3.5.1 The updated Task List is provided in **Appendix A** to this Report on Agenda Item 6.

### **3.6 Aerodrome Workshops/Seminar**

3.6.1 The Meeting received a briefing on the Aerodrome Programmes organized by the ICAO Regional Office. The Meeting noted that the participating Administrations through course materials, presentations and exercises gained a better understanding on the subjects discussed.

3.6.2 The Meeting also noted that ICAO Regional Office had conducted a workshop on Airport Pavements in March 2015 with the support of FAA and hosted by CAA Macao China and expressed appreciation for the Civil Aviation Authority of Macao China and FAA. The meeting further noted that the ICAO Workshop on Visual Aids was scheduled to be held from 6 to 8 July 2015 with support of FAA and industry partners and the ACI-ICAO Aerodrome Certification Course has been scheduled in Bangkok from 23 to 27 November 2015.

### **3.7 ICAO Universal Safety Oversight Programme – CMA**

3.7.1 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.

3.7.2 The meeting noted that the Effective Implementation in APAC AGA area taken from the USOAP CMA online framework as of April 2015 is 59.4% against the Global average of 58.49%.

3.7.3 The meeting also noted the most current findings are related to:

- outdated primary legislation 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 operation regulations translating into national standards the Annex 14 provisions and prescribing the conditions and criteria for the certification of aerodromes;
- the lack of a dedicated entity within the CAA tasked with aerodrome regulation and certification, or when this entity exists, inadequate staffing 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;

- the lack of a training programme taking account of technical staff training requirements and defining the various training activities required to access the various levels of aerodrome inspector functions;
- the lack of guidance material 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 an inspection methodology and procedures, including checklists in the various disciplines to assist in the conduct of office review of aerodrome manuals and on-site aerodrome inspections;
- non implementation of aerodrome certification and safety management requirements and status of certification of aerodromes not published in the AIP;
- the lack of an inspection programme for aerodromes continuing surveillance and a methodology to address safety concerns identified during inspections, including exceptions and enforcement procedures.

3.7.4 Secretariat informed the meeting about the mentoring programme established by the ICAO APAC Regional Office to support States to progressively increase the EI scores to 60% by end of 2017. ICAO RO would coordinate and assist in conducting self-assessment of safety oversight deficiencies, developing acceptable CAPs, conducting training programmes (OLF training) and implementing the approved CAPs. The Chairman appreciated the effort by the Regional Office and encouraged States to seek the assistance of the Regional Office for the elimination of identified deficiencies.

### **3.8 Airport Carbon Emissions Management**

3.8.1 This paper explained the benefits of the products and services provided by ACI in respect of guidance materials, training, measuring tool and accreditation service to help airports reduce greenhouse gas emissions and urged APAC States to encourage their airports to use them. The meeting invited States to include Airport Carbon Accreditation, in their State Action Plans on Climate Change and formulated the following draft conclusion for possible endorsement by ATMSG/APANPIRG/26.

#### ***Draft Conclusion AOPWG 3/6 – Airport Carbon Emissions Management***

*That States: a) support to include Airport Carbon Accreditation into their State Action Plans for CO2 reduction and b) encourage aerodrome operators to adopt ACERT (Airport Carbon and Emission Reporting Tool) and to participate in the ACI Airport Carbon Accreditation Programme*

### **3.9 Updates from APANPIRG Contributory Bodies Structure Review Task Force**

3.9.1 The Secretariat presented the updates and development of APANPIRG Contributory Bodies Structure Review Task Force (ABSRTF) since its first meeting with the APANPIRG Sub Groups Chairs through a teleconference held on 8<sup>th</sup> April 2015. The AOPWG/3 noted that a meeting of the ABSRTF is planned for 24-25 June 2015 to discuss and agree on the revised APANPIRG structure.

**3.10 Proposal for revised TOR of APANPIRG Contributory Bodies**

3.10.1 The Secretariat presented the proposal on the draft Terms of Reference for the AOPSG and invited the meeting to note the contents and provide comments to the secretariat by 15 June 2015.

**3.11 Date and Venue of Next Meeting and Provisional Agenda**

3.11.1 The meeting agreed that the next meeting of the Working Group will be held in May/June 2016 time frame. The meeting also reviewed the draft agenda proposed by the Secretariat and agreed on the following Provisional Agenda for its Fourth Meeting:

DRAFT PROVISIONAL AGENDA

- 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: Update the AOP/WG Task List
- Agenda Item 7: State Presentations on Airport Carbon Emission Reduction
- Agenda Item 8: Any other business
- Agenda Item 9: Date and Venue for Next Meeting

3.11.2 In closing the Meeting the Chairman thanked the delegates for their support and contribution for the duration of the Meeting.

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## Appendix A to the Report on Agenda Item 4

### SURVEY RESULTS ON AERODROME CERTIFICATION AND SAFETY MANAGEMENT SYSTEM IMPLEMENTATION IN ASIA PACIFIC REGION

#### REGULATORY FRAMEWORK

Member State	Basic law for the establishment of a CAA	Appropriate aerodrome certification regulations developed	Appropriate aerodrome certification regulations approved	Appropriate safety management regulations developed	Appropriate safety management regulations approved	DGCA responsible for aerodrome certification	Enforcement/sanctions for non-compliance
Afghanistan	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Australia	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bangladesh	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bhutan	Yes	Yes	Yes	No	No	Yes	Yes
Brunei	Yes	Yes	No	Yes	No	Yes	Yes
Cambodia	Yes	Yes	Yes	Yes	Yes	Yes	
China	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cook Island	No	Yes	Yes	Yes	Yes	Yes	Yes
DPR Korea	Yes	Yes	Yes	Yes	No	Yes	Yes
Fiji	Yes	Yes	No	Yes	No	Yes	No
French Polynesia (OT)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hong Kong, China	Yes	Yes	Yes	Yes	Yes	Yes	Yes
India	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Indonesia	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Japan	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Kiribati							
Lao PDR	Yes	No	No	No	No	Yes	Yes
Macau China	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Malaysia	Yes	Yes	Yes	Yes	yes	Yes	Yes
Maldives	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Marshall islands	Yes	Yes	Yes	In progress	In progress	Yes	Yes
Micronesia							
Mongolia	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Myanmar	Yes	Yes	Yes	Yes	On going	Yes	Yes
Nauru							
Nepal	Yes	Yes	Yes	No	No	Yes	Yes
New Caledonia(OT)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
New Zealand	Yes	Yes	Yes	No	No	Yes	Yes
Pakistan	Yes	Yes	Yes	Yes	No	Yes	Yes
Palau	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Papua New Guinea	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Philippines	Yes	Yes	Yes	Yes	Yes	Yes	Yes
RO Korea	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Samoa	Yes	Yes	Yes	Pending	Pending	Yes	Yes
Singapore	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Solomon Islands	Yes	Yes	Yes	Pending	Pending	Yes	Yes
Sri Lanka	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Thailand	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Timor Leste							
Tonga	Yes	Yes	Yes	In progress	In progress	Yes	In progress
Vanuatu	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vietnam	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Wallis et Futuna Island	Yes	Yes	Yes	Yes	Yes	Yes	Yes

## Appendix A to the Report on Agenda Item 4

### CERTIFICATION PROCEDURES

Member State	Aerodrome certification procedures developed and approved	Requirement of an aerodrome manual	Assessment of facilities/equipment	Specific condition for issuing/refusing aerodrome certificate
Afghanistan	Yes	Yes	In progress	Yes
Australia	Yes	Yes	Yes	Yes
Bangladesh	Yes	Yes	Yes	Yes
Bhutan	Yes	Yes	Yes	Yes
Brunei	No	Yes	Yes	Yes
Cambodia	Yes	Yes	Yes	Yes
China	Yes	Yes	Yes	Yes
Cook Island	Yes	Yes	Yes	Yes
DPR Korea	Yes	Yes	Yes	Yes
Fiji	Yes	Yes	Yes	Yes
French Polynesia (OT)	Yes	Yes	Yes	Yes
Hong Kong, China	Yes	Yes	Yes	Yes
India	Yes	Yes	Yes	Yes
Indonesia	Yes	Yes	Yes	Yes
Japan	Yes	Yes	Yes	Yes
Kiribati				
Lao PDR	No	Yes	Yes	Yes
Macau China	Yes	Yes	Yes	Yes
Malaysia	Yes	Yes	Yes	Yes
Maldives	Yes	Yes	Yes	Yes
Marshall islands	Yes	Yes	Yes	Yes
Micronesia				
Mongolia	Yes	Yes	Yes	Yes
Myanmar	Yes	Yes	Yes	
Nauru				
Nepal	No	Yes	Yes	Yes
New Caledonia (OT)	Yes	Yes	Yes	Yes
New Zealand	Yes	Yes	Yes	Yes
Pakistan	Yes	Yes	Yes	Yes
Palau	Yes	Yes	Yes	Yes
Papua New Guinea	Yes	Yes	Yes	Yes
Philippines	Yes	Yes	Yes	Yes
RO Korea	Yes	Yes	Yes	Yes
Samoa	Yes	Yes	Pending	Yes
Singapore	Yes	Yes	Yes	Yes
Solomon Islands	Yes	Yes	Yes	Yes
Sri Lanka	Yes	Yes	Yes	Yes
Thailand	Yes	Yes	Yes	Yes
Timor Leste				
Tonga	Yes	Yes	Yes	Yes
Vanuatu	Yes	Yes	Yes	Yes
Vietnam	Yes	Yes	Yes	Yes
Wallis et Futuna Island	Yes	Yes	Yes	Yes

## Appendix A to the Report on Agenda Item 4

### STATUS ON PROGRESS

Member State	International Airports listed in RANP		Airport Certified Yes/no	SMS implemented at airport Yes/no	Remarks
Afghanistan (2)	OAKB	KABUL/Kabul Intl RS			
	OAKN	KANDAHAR/Kandahar Intl AS			
Australia (16)	YPAD	ADELAIDE/Adelaide RS	Y	Y	
	YBAS	ALICE SPRINGS/Alice Springs AS	Y	Y	
	YBBN	BRISBANE/Brisbane RS	Y	Y	
	YBCS	CAIRNS/Cairns RS	Y	Y	
	YPXM	CHRISTMAS I./Christmas I. RS	Y	Y	
	YPCC	COCOS I./Cocos I. RS	Y	Y	
	YPDN	DARWIN/Darwin RS	Y	Y	
	YMHB	HOBART/Hobart RNS	Y	Y	
	YMML	MELBOURNE/Melbourne Intl RS	Y	Y	
	YSNF	NORFOLK I./Norfolk I. RS	Y	Y	
	YPPH	PERTH/Perth Intl RS	Y	Y	
	YPPD	PORT HEDLAND/Port Hedland RNS	Y	Y	
	YBRK	ROCKHAMPTON/Rockhampton AS	Y	Y	
	YSSY	SYDNEY/Kingsford Smith Intl RS	Y	Y	
	YPTN	TINDAL/Tindal AS			
	YBTL	TOWNSVILLE/Townsville RNS	Y	Y	
Bangladesh (2)	VGEG	CHITTAGONG/Shah Amanat Intl RS	Y	Y	
	VGHS	DHAKA/ Hazrat Shahjalal Intl RS	Y	Y	
Bhutan (1)	VQPR	PARO/Paro Intl RS	Y		
Brunei (1)	WBSB	BRUNEI/Brunei Intl RS			
Cambodia (2)	VDPP	PHNOM PENH/Phnom Penh RS	Y	Developed SMS Manual	SMS introduced at 2 Int'l Airports
	VDSR	SIEM REAP/Siem Reap AS	Y	Developed SMS Manual	
China (34)	ZBAA	BEIJING/Capital RS	Y	Y	
	ZGHA	CHANGSHA/Huanghua RS	Y	Y	
	ZUUU	CHENGDU/Shuangliu AS	Y	Y	
	ZUCK	CHONGQING/Jiangbei RS	Y	Y	
	ZYTL	DALIAN/Zhoushuizi RS	Y	Y	

## Appendix A to the Report on Agenda Item 4

Member State	International Airports listed in RANP		Airport Certified Yes/no	SMS implemented at airport Yes/no	Remarks	
China (cont'd)	ZSFZ	FUZHOU/Changle	RS	Y		
	RCKH	GAOXIONG/Gaoxiong	RS	Y		
	ZGGG	GUANGZHOU/Baiyun	RS	Y		
	ZGKL	GUILIN/Liangjiang	RS	Y		
	ZSHC	HANGZHOU/Xiaoshan	RS	Y		
	ZYHB	HARBIN/Taiping	RS	Y		
	ZSOF	HEFEI/Luogang	AS	Y		
	ZBHH	HOHHOT/Baita	RS	Y		
	ZSJN	JINAN/Yaoqiang	RS	Y		
	ZWSH	KASHI/Kashi	AS	Y		
	ZPPP	KUNMING/Wujiaba	RS	Y		
	ZLLL	LANZHOU/Zhongchuan	AS	Y		
	ZSNJ	NANJING/Lukou	RS	Y		
	ZGNN	NANNING/Wuxu	AS	Y		
	ZSQD	QINGDAO/Liuting	RS	Y		
	ZJSY	SANYA/Phoenix	RS	Y		
	ZSSS	SHANGHAI/Hongqiao	RS	Y		
	ZSPD	SHANGHAI/Pudong	RS	Y		
	ZYTX	SHENYANG/Taoxian	RS	Y		
	ZGSZ	SHENZHEN/Bao'an	RS	Y		
	RCSS	TAIBEI/Songshan	AS	Y		
	RCTP	TAIBEI CITY/Taibei Intl	RS	Y		
	ZBYN	TAIYUAN/Wusu	AS	Y		
	ZBTJ	TIANJIN/Binhai	RS	Y		
	ZWWW	URUMQI/Diwopu	RS	Y		
	ZHHH	WUHAN/Tianhe	RNS	Y		
	ZSAM	XIAMEN/Gaoqi	RS	Y		
	ZLXY	XTAN/Xianyang	RS	Y		
	ZUXC	XICHANG/Qingshan	RNS	Y		
	Cook Island (1)	NCRG	RAROTONGA/Rarotonga Intl	RS	Y	
	DPR Korea (1)	ZKPY	SUNAN/Sunan	RS	Y	Pyongyang Int'l Airport
	Fiji (2)	NFFN	NADI/Nadi Intl	RS	Y	Aerodrome Certificate
		NFSU	SUVA/Nausori	RS	Y	Aerodrome Certificate

### Appendix A to the Report on Agenda Item 4

Member State	International Airports listed in RANP		Airport Certified Yes/no	SMS implemented at airport Yes/no	Remarks
French Polynesia (1)-OT	NTAA	TAHITI/Faaa RS	Y	Y	International traffic
Hong Kong, China (1)	VHHH	HONG KONG/Hong Kong Intl RS	Y	Y	
India (21)	VAAH	AHMEDABAD/Sardar Vallabhai Patel Int'l Airport RS	Y		
	VIAR	AMRITSAR/ Rajasansi Airport RS	Y		
	VOBL	BANGALORE/Bangalore International Airport RS	Y		
	VOCL	CALICUT/ Calicut International Airport RS	Y		
	VOMM	CHENNAI/Chennai International Airport RS	Y		
	VOCB	COIMBATORE/Coimbatore Airport RS	Y		
	VOCI	COCHIN/Cochin International Airport RS	Y		
	VEGY	GAYA/Gaya Airport RS			
	VEGT	GUWAHATI/Lokpriya Gopinath Bordoloi Airport RS	Y		
	VOHS	HYDERABAD/Rajiv Gandhi International Airport RS	Y		
	VIJP	JAIPUR/Jaipur Airport RS	Y		
	VECC	KOLKATA/Netaji Subhash Chandra Bose Intl Airport RS	Y		
	VILK	LUCKNOW/Choudhry Charan Singh Airport RS	Y		
	VOML	MANGALORE/Mangalore Airport RS	Y		
	VABB	MUMBAI/Chhatrapati Shivaji International Airport RS	Y		
	VANP	NAGPUR/DR Ambedkar Airport RS	Y		
	VIDP	NEW DELHI/Indira Gandhi International Airport RS	Y		
	VEPT	PATNA/Jai Prakash Narayan International Airport RS			
	VOTR	TIRUCHCHIRAPPALLI/Tiruchchirap palli Airport RS			
	VOTV	TRIVANDRUM/Trivandrum International Airport RS	Y		
	VIBN	VARANASI/Lal Bahadur Shastri Airport RS	Y		

### Appendix A to the Report on Agenda Item 4

Member State	International Airports listed in RANP	Airport Certified Yes/no	SMS implemented at airport Yes/no	Remarks
Indonesia ( 21 )	WAPP AMBON/Pattimura RNS	Y	Y	
	WADD BALI/Ngurah Rai RS	Y	Y	
	WALL BALIKPAPAN/Sepinggan RS	Y	Y	
	WAOO BANJARMASIN/Syamsudin Noor AS	Y	Y	
	WIDD BATAM/Hang Nadim RS	Y	Y	
	WABB BIAK/Frans Kaisiepo RS	Y	Y	
	WIHH JAKARTA/Halimperdana Kusuma RNS	Y	Y	
	WIII JAKARTA/Soekarno Hatta RS	Y	Y	
	WAJJ JAYAPURA/Sentani RS	Y	Y	
	WATT KUPANG/El Tari RS	Y	Y	
	WAMM MANADO/Sam Ratulangi RS	Y	Y	
	WIMM MEDAN/ Kualanamu RS	Y	Y	
	WAKK MERAUKE/Mopah RNS	Y	Y	
	WIPT PADANG/-Minangkabau RS	Y	Y	
	WIPP PALEMBANG/Sultan Mahmud Badaruddin II RNS	Y	Y	
	WIBB PEKANBARU/Sultan Syarif Kasim II RS	Y	Y	
	WIOO PONTIANAK/Supadio RS	Y	Y	
	WARR SURABAYA/Juanda RS	Y	Y	
	WIDN TANJUNG PINANG/ Raja Haji Fisabilillah RNS	Y	Y	
	WALR TARAKAN/Juwata RS	Y	Y	
	WAAA MAKASSAR/Sultan Hasanuddin RNS	Y	Y	
Japan ( 18 )	RJFF FUKUOKA/Fukuoka RS	Y	Y	
	RJCH HAKODATE/Hakodate AS	Y	Y	
	RJOA HIROSHIMA/Hiroshima RS	Y	Y	
	RJFK KAGOSHIMA/Kagoshima RS	Y	Y	
	RJBB KANSAI/Kansai Intl RS	Y	Y	
	RJFT KUMAMOTO/Kumamoto RS	Y	Y	
	RJFU NAGASAKI/Nagasaki RS	Y	Y	
	RJGG NAGOYA/Chubu Centrair Intl RS	Y	Y	
	ROAH NAHA/Naha RS	Y	Y	
	RJSN NIIGATA/Niigata RS	Y	Y	
RJFO OITA/Oita RS	Y	Y		

## Appendix A to the Report on Agenda Item 4

Member State	International Airports listed in RANP		Airport Certified Yes/no	SMS implemented at airport Yes/no	Remarks	
Japan (cont'd)	RJOB	OKAYAMA/Okayama	RS	Y	Y	
	RJOO	OSAKA/Osaka Intl	AS	Y	Y	
	RJCC	SAPPORO/New Chitose	RS	Y	Y	
	RJSS	SENDAI/Sendai	RNS	Y	Y	
	RJOT	TAKAMATSU/Takamatsu	RS	Y	Y	
	RJAA	TOKYO/Narita Intl	RS	Y	Y	
	RJTT	TOKYO/Tokyo Intl	AS	Y	Y	
<b>Kiribati (2)</b>	PLCH	KIRITIMATI I./Christmas I.	RS			
	NGTA	TARAWA/Bonriki Intl	RS			
<b>Lao PDR (1)</b>	VLVT	VIENTIANE/Wattay	RS			
Macau China (1)	VMMC	MACAO/Macao Intl	RS	Y	Y	New certification in progress
Malaysia (6)	WMKJ	JOHOR BAHRU/Sultan Ismail	RS	Y	Y	
	WBKK	KOTA KINABALU/Kota Kinabalu Intl	RS	Y	Y	
	WBGG	KUCHING/Kuching	RS	Y	Y	
	WMKP	PENANG/Penang Intl	RS	Y	Y	
	WMKL	PULAU LANGKAWI/Pulau Langkawi	RS	Y	Y	
	WMKK	SEPANG/KL Intl	RS	Y	Y	
	Maldives (4)	VRMG	GAN/Gan International	AS	Y	N
VRMM		MALE/Male Intl	RS	Y	Y	
VRMH		HANIMAADHOO/Hanimaadhoo Intl	RS	Y	N	SMS implementation plan to be introduced
VRMV		MAAMIGILI/Villa Intl	RS	Y	Y	
<b>Marshal islands (1)</b>	PKMJ	MAJURO ATOLL/Marshall Is. Intl	RS	Y	N	In Progress
<b>Micronesia (3)</b>	PTPN	POHNPEI I./Pohnpei Intl	RS			
	PTKK	WENO I./FM Chuuk Intl	RS			
	PTYA	YAP I./Yap Intl	RS			
Mongolia (1)	ZMUB	ULAANBAATAR/Ulaanbaatar	RS	Y		SMS implementation plan introduced
Myanmar (1)	VYYY	YANGON/Yangon Intl	RS	Y	Phase I Introduced	
<b>Nauru (1)</b>	AUUU	NAURU I./Nauru I.	RS			
Nepal (1)	VNKT	KATHMANDU/Kathmandu	RS	Y		
<b>New Caledonia (1) OT</b>	NWWW	NOUMEA/La Tontouta	RS	Y	Y	International traffic
New Zealand (3)	NZAA	AUCKLAND/Auckland Intl	RS	Y	Y	Voluntary

## Appendix A to the Report on Agenda Item 4

Member State	International Airports listed in RANP	Airport Certified Yes/no	SMS implemented at airport Yes/no	Remarks
	NZCH CHRISTCHURCH/Christchurch Intl RS	Y	Y	Voluntary
	NZWN WELLINGTON/Wellington Intl RS	Y	Y	Voluntary
OT	NIUE NIUE/Hanan Intl RS			
Pakistan (6)	OPGD GWADAR/Gwadar RS			
	OPRN ISLAMABAD/Benazir Bhutto Intl RS	Y	Y	
	OPKC KARACHI/Jinnah Intl RS	Y	Y	
	OPLA LAHORE/Allama Iqbal Intl RS	Y	Y	
	OPNH NAWABSHAH/Nawabshah AS			
	OPPS PESHAWAR/Peshawar RS	Y	Y	
Palau (1)	PTRO BABELTHAUP I./Koror RS			In Progress
Papua New Guinea (2)	AYPY PORT MORESBY/Port Moresby RS	Y	Y	
	AYVN VANIMO/Vanimo RS			
Philippines (7)	RPMD DAVAO/Francisco Bangoy Intl RNS	In Progress		
	RPLI LAOAG/Laoag Intl AS	In Progress		
	RPVM LAPU-LAPU/Mactan Cebu RS	Y	Y	
	RPLL MANILA/Ninoy Aquino Intl RS	In Progress		
	RPLC PAMPANGA/Clark Intl RNS			
	RPLB SUBIC BAY/Subic Bay Intl RNS			
	RPMZ ZAMBOANGA/Zamboanga Intl RNS	In Progress		
ROP Korea (8)	RKTU CHEONGJU/Cheongju RS	Y	Y	
	RKTN DAEGU/Daegu RS	Y	Y	
	RKPK GIMHAE/Gimhae RS	Y	Y	
	RKSS GIMPO/Gimpo AS	Y	Y	
	RKSI INCHEON/Incheon RS	Y	Y	
	RKPC JEJU/Jeju RS	Y	Y	
	RKNY YANGYANG/Yangyang RS	Y	Y	
	RKJB MUAN/Muan Intl RS	Y	Y	
Samoa (1)	NSFA FALEOLO/Faleolo Intl RS	Y	PENDING	
Singapore (3)	WSAP PAYA LEBAR/Paya Lebar (RSAF) AS			
	WSSL SELETAR/Seletar RS	Y	Y	
Singapore (cont'd)	WSSS SINGAPORE/Changi RS	Y	Y	

## Appendix A to the Report on Agenda Item 4

Member State	International Airports listed in RANP		Airport Certified Yes/no	SMS implemented at airport Yes/no	Remarks
Solomon Islands (1)	AGGH	HONIARA/Henderson RS	N	N	State in the process of establishing airport operator legislation
Sri Lanka (2)	VCBI	COLOMBO/Bandaranaika Intl RS	Y	Y	
	VCRI	MATTALA/Mattala Rajapaksa Intl RS	Y		
Thailand (12)	VTBD	BANGKOK/Bangkok Intl RS	Y	Y	
	VTBS	BANGKOK/Suvarnabhumi Intl RS	Y	Y	
	VTCC	CHIANG MAI/Chiang Mai Intl RS	Y	Y	
	VTCT	CHIANG RAI/ Mae Fah Luang- Chiang Rai Intl RS	Y	Y	
	VTUK	KHON KAEN/Khon Kaen RS			
	VTSG	KRABI/ Krabi RS			
	VTTP	PHITSANULOK/Phitsanulok RS			
	VTSP	PHUKET/Phuket Intl RS	Y	Y	
	VTBU	RAYONG/U-Taphao Pattaya Intl RS			
	VTSS	SONGKHLA/Hat Yai Intl RS	Y	Y	
	VTSB	SURAT THANI/Surat Thani RS			
	VTUU	UBON RATCHATHANI/Ubon Ratchathani RS			
Timor Leste					
Tonga (2)	NFTF	FUA'AMOTU/Fua'amotu Intl RS	Y	Y	Establishment of acceptable level of safety for Tonga is in progress
	NFTV	VAVA'U/Vava'u RS	In progress	In progress	
Tuvalu (1) NCS	NGFU	FUNAFUTI/Funafuti Intl RS			
Vanuatu (2)	NVVV	PORT VILA/Bauerfield RS	Y	Y	
	NVSS	SANTO/Pekoa RS	Y	Y	
Vietnam (7)	VVCT	CAN THO/Can Tho RS			
	VVDN	DA NANG/Da Nang RS	Y		
	VVNB	HA NOI/Noi Bai RS	Y		
	VVTS	HO CHI MINH/Tan Son Nhat RS	Y		
	VVPB	HUE/Phu Bai RS			
	VVCR	KHANH HOA/Cam Ranh RS			
	VVPQ	KIEN GIANG/Phu Quoc RS			
Wallis et Futuna Island	XXXX	WALLIS HIHIFO	Y	Y	International traffic

**APPENDIX A to the Report on Agenda Item 5**

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14, Volume I	Nepal Kathmandu International Airport	Runway/taxiways	ICAO Mission of February 2008	Provision of RESA in accordance with section 3.5 of ICAO Annex 14, Volume I.	RESA will be provided	Tribhuvan International airport/ CAAN	2015	U
				Insufficient runway strip, refer recommendations given in section 3.4 of Annex 14, Volume I.	Provide runway strip as per ICAO recommendations		Not possible	A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14, Volume I</b>	<b>Maldives Male International Airport</b>	<b>Runway/ Taxiways</b>	<b>AGA Mission Report April 2008</b>	Insufficient runway strip.	Runway strip available	Maldives Airports Company Pvt Ltd	Runway strip of 150m width on both sides of the runway is available now.  However apron is within the strip and will be relocated with the implementation of the new master plan	U
				Provision of RESA in accordance with section 3.5 of ICAO Annex 14, Volume I.	RESA will be provided	Maldives Airports Company Pvt Ltd	RESA available on runway 36 Declared as runway 36- 90m Runway 18-55m  90m of RESA for runway 18 will be provided with the implementation of the new master plan. Exemption granted by State and published in AIP	U
	<b>Gan International airport</b>	<b>Runway</b>	<b>AGA Mission Report</b>	Provision of RESA in accordance with section 3.5 of ICAO Annex 14, Volume I.	RESA will be provided	Addu International airport Pvt Ltd.	CAP has been submitted. RESA will be provided as per ICAO requirement by 2014	A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b>India Chennai International Airport</b>	<b>Runway</b>	<b>AGA mission January 2009</b>	RESA not provided in accordance with Para 3.5 of Annex 14, Volume I requirements;	RESA will be provided	AAI	December 2012 RESA provided, however desired strength is yet to be provided.	U
				Runway strip is insufficient-300m strip width is not available for the full length of runway 07/25 in accordance with 3.4.3 of Annex 14, Volume I.	300m strip width for full length of runway 07/25 will be made available.	AAI	December 2013 Action initiated	A
<b>Annex 14, Volume I</b>	<b>Mumbai International Airport</b>	<b>Runway</b>	<b>AGA mission January 2009</b>	RESA not provided for R/W 09 and R/W 14 in accordance with Para 3.5 of ICAO Annex 14, Volume I;	RESA will be provided	MIAL	R/w-09 RESA provided R/w-14- June 2013	U
				Runway strip is insufficient-300m strip width is not available for the full length of runway 09/27 in accordance with 3.4.3 of Annex 14, Volume I	300m strip width for full length of runway 09/27 will be made available	MIAL	R/w 09/27- August 2013 R/w 14/32- June 2013	A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b>Siem Reap International Airport</b>	<b>Runway</b>	<b>AGA mission of March 2009</b>	RESA not provided as per Para 3.5 of Annex 14, Volume I. ;	RESA will be provided		<b>RESA provided. RESA improvement plan under consideration to satisfy Para's 3.587 to 3.5.10 of Annex 14.</b>	U

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b>Bangladesh Hazrat Shahjalal International Airport, Dhaka</b>	<b>Runway/ Taxiway</b>	<b>ICAO mission April 2009</b>	Runway strip width insufficient(300m strip not available for the full length of runway);	runway strip in accordance with Annex 14, volume I will be provided	CAABD	a)Runway strip width 300m available for the full length of runway (mitigation measures for storm water drain on the western side strip under process. No obstructions on graded area)	A
				runway edge lights and taxiway edge lights does not meet frangibility requirements in accordance with 9.9 of Annex 14, Volume I.	airfield lighting system satisfying frangibility requirements will be provided		c) Runway & taxiway edge lights provided in accordance with 9.9 of Annex 14, Volume I. ; (runway overlay work in progress, new runway lights meeting Annex-14 requirement will be installed).	A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14, Volume I</b>	<b>Thailand  Phuket International Airport</b>	<b>Runway</b>	<b>AGA mission of July 2009</b>	RESA to satisfy Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided		<b>Risk assessment study in process</b> [DCA letter dated 9 April 2014)	U
				Runway strip width insufficient( 300m runway strip for precision approach runways in accordance with Para 3.4.5 of Annex 14, Volume I;	300m runway strip width for full length of runway will be made available		<b>Risk assessment study in process</b> [DCA letter dated 9 April 2014)	A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b>Myanmar</b>  Yangon International Airport	<b>Runway/ Taxiway</b>	<b>ICAO mission April 2010</b>	Runway shoulder higher than adjacent strip	Flush strip with adjacent runway shoulder	Department of Civil Aviation	October 2011	A
				Provision of enhanced taxiway centre line marking in accordance with standard in Para 5.2.8.11 of Annex 14, Volume I.	enhanced taxiway markings will be provided		DCA has planned to implement SMGCS. The system will start in 2012	A
				Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided		March 2011	A
				Provisions of shoulders for taxiways	taxiway shoulders will be provided		Beginning of 2012	B
				Provision of road holding position signs at entrances to active runways	road holding position signs will be provided		October 2011	A
		<b>Bird Hazard</b>		Establishment of a national bird committee in accordance with APANPIRG Conclusion 18/1.	Establish National Bird Committee		DCA will establish National Bird committee.	B
<b>Annex 14, Volume I</b>	<b>Mandalay Airport</b>	<b>Runway/ Taxiway</b>	<b>April 2010</b>	Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided	Department of Civil Aviation	Oct 2011	A
				Provision of enhanced taxiway centre line marking in accordance with standard in Para 5.2.8.11 of Annex 14, Volume I.	enhanced taxiway markings will be provided		DCA is reviewing the requirement for taxiway enhanced centerline marking	A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
				Provision of road holding position signs at entrances to active runways	road holding position signs will be provided		Oct 2011	A
<b>Annex 14</b> <b>Vol. I</b> <b>Amendment 6</b> <i>§ 10.1</i> <i>§ 10.2</i>				A maintenance programme should be established to maintain facilities in a condition which does not impair safety of air navigation	DCA establishes and implements producers to aerodrome operators meet national requirements for maintenance programme		End of 2011	A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b>Fiji Islands</b> Nadi international Airport	<b>Runway/ Taxiway</b>	<b>ICAO mission June 2010</b>	Flush the strip with the adjacent runway shoulder	Flushed strip with adjacent runway shoulder	Civil Aviation Authority of Fiji	4 <sup>th</sup> Quarter 2013	A
				Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided		3 <sup>rd</sup> quarter 2012	A
				Provision of Airfield signage in accordance with ICAO Annex 14, volume I, section 5.4	signage as per ICAO standards will be provided		4 <sup>th</sup> Quarter 2013	A
				Establishment of a national bird committee in accordance with APANPIRG Conclusion 18/1.	Established National Bird Committee		May 2012	B
				Provision of 300m strip width for the full length of precision approach CAT I runway in accordance with the standard 3.4.3, Annex 14, Volume I; remove obstacles from runway strip; flush the strip with the adjacent runway shoulder	runway strip will be provided and strip flushed with adjacent runway shoulder		4 <sup>th</sup> Quarter 2013	A
<b>Annex 14 Volume I</b>	<b>Nausori International Airport</b>	<b>Runway/ Taxiway</b>	<b>June 2010</b>	Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided		4 <sup>th</sup> Quarter 2013	A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b>Sri Lanka Bandaranaike International Airport</b>	<b>Runway/ Taxiway</b>	<b>ICAO mission April 2010</b>	Provision of 300m strip width for the full length of precision approach CAT I runway in accordance with the standard 3.4.3, Annex 14, Volume I; remove obstacles from runway strip; flush the strip with the adjacent runway shoulder	runway strip in accordance with Annex 14, volume I will be provided, obstacles from strip will be removed and and flush strip with adjacent runway shoulder	CAASL	AASL has been granted a period of 12 years to cover the drains. Exemption for the period granted has been published in the AIP.	A
				Provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I	runway hold position lights will be provided		Airside safety committee has been formed to study all runway markings, signs and lighting to determine the adequacy of the system in order to prevent runway incursion	A
				Provision of enhanced taxiway centre line marking in accordance with standard in Para 5.2.8.11 of Annex 14, Volume I.	Enhanced taxiway markings will be provided		February 2011	A
				Establishment of a national bird committee in accordance with APANPIRG Conclusion 18/1.	National Bird Committee will be established		July 2010	A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b>Vietnam  Noi Bai International Airport, Hanoi</b>	<b>Runway/ Taxiway</b>	<b>ICAO mission March 2010</b>	Runway shoulder higher than adjacent strip and obstacles on strip	Flush strip with adjacent runway shoulder and remove obstacles	Civil Aviation Administration of Vietnam		A
				Provision of enhanced taxiway centre line marking in accordance with standard in Para 5.2.8.11 of Annex 14, Volume I.	Provide enhanced taxiway markings			A
				Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	Provide RESA			A
		<b>Bird Hazard</b>		Wildlife strike report submission to ICAO for inclusion in IBIS	Submission of wildlife strike reports to ICAO for inclusion in IBIS			B
<b>Annex 14, Volume I</b>	<b>Tan Son Nhat International Airport, Ho Chi Minh City</b>	<b>Runway/ Taxiway</b>	<b>March 2010</b>	Runway shoulder higher than adjacent strip and obstacles on strip	Flush strip with adjacent runway shoulder and remove obstacles			A
				Provision of enhanced taxiway centre line marking in accordance with standard in Para 5.2.8.11 of Annex 14, Volume I.	Provide enhanced taxiway markings			A
				Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	Provide RESA			A
				Wildlife strike report submission to ICAO for inclusion in IBIS	Submission of wildlife strike reports to ICAO for inclusion in IBIS			B

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b>Brunei Darussalam</b>  Brunei International Airport	Runway/	ICAO Mission of April 2011	vegetation along pavement edges and strip higher than the adjacent runway pavement; uneven earth mounds on strip				A
				faded centre line and other markings;				A
		Taxiway		non provision of enhanced taxiway centre line marking in accordance with Para 5.2.8 of Annex 14, Volume I  Objects on taxiway strips; vegetation on pavement joints and maintenance of joints				A
		Apron		non provision of ICAO compliant signage in accordance with section 5.4 Annex 14, Volume I				A
		Rescue and Fire Fighting (RFF):		non provision of direct access for the rescue and fire fighting vehicles from the fire station into the runway;				A
				non provision of road holding position sign at all road entrances to a runway; and				A
		Wildlife Hazards:		Establishing a national bird control committee in accordance with APANPIRG Conclusion 18/1;				B

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b>Lao PDR</b>  Wattay International Airport	<b>Runway/</b>	ICAO Mission of March 2011	Non provision of RESA in accordance with section 3.5 of Annex 14, Volume I				U
				rubber deposits and faded centre line markings.				A
		Taxiway		Provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I  Provision of enhanced taxiway centre line marking in accordance with Para 5.2.8 of Annex 14, Volume I				A
		Rescue and Fire Fighting (RFF):		Provision of road holding position sign at all road entrances to a runway;				A
		Wildlife Hazards:		Establishing a national bird control committee in accordance with APANPIRG conclusion 18/1.				B
	Luang Prabang International Airport	Runway		Provision of enhanced taxiway centre line marking in accordance with standard in Para 5.2.8.11 of Annex 14, Volume I				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

<b>Identification</b>		<b>Deficiencies</b>			<b>Corrective Action</b>			
<b>Requirement</b>	<b>States/facilities</b>	<b>Description</b>	<b>Date first reported</b>	<b>Remarks</b>	<b>Description</b>	<b>Executing body</b>	<b>Target date of completion</b>	<b>Priority for action**</b>
		Taxiway		Provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I on new taxiways				A
		Rescue and Fire Fighting (RFF)		Provision of road holding position sign at all road entrances to a runway				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action				
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**	
<b>Annex 14 Volume I</b>	<b>Mongolia</b>  Ulaan Baatar International Airport	<b>Runway</b>	ICAO Mission of July 2011	rubber deposits and faded centre line and other faded markings;				A	
		<b>Taxiway</b>		Resealing cracks on pavement surface with sealants to prevent ingress of water and broken edges which could cause FOD issues.				A	
				Provision of enhanced taxiway centre line marking in accordance with Para 5.2.8 of Annex 14, Volume I ;					A
				faded taxiway markings					A
				Maintenance of pavement cracks					A
				provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14,					A
				provision of taxiway hold position signs on all hangar taxiways at entrances to the active taxiways/runway.					A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
		Apron		sealing the cracks on the apron surface				A
		Airfield signage		Provision of ICAO compliant signage in accordance with section 5.4 Annex 14, Volume I and to cut the vegetation in front of the signs.				A
		Wildlife Hazards		establishing a national bird control committee in accordance with APANPIRG conclusion 18/1;  collect wildlife reports and forward to ICAO for inclusion in the ICAO IBIS;				B  B

\* Priority for action to remedy the shortcoming is based on the following safety assessments:

“U” priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions. Urgent requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required for air navigation safety.

“A” priority = Top priority requirements necessary for air navigation safety. Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

“B” priority = Intermediate requirements necessary for air navigation regularity and efficiency. Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.

Appendix A to the Report on Agenda Item 6

AOPWG Task List- Status

TASKS	Responsibility	Alghanistan	Australia	Bangladesh	Bhutan	Brunei	Cambodia	China	Hong Kong China	Macao, China	Cook Islands	DPR Korea	Fiji	India	Indonesia	Japan	Kiribati	Laos PDR	Malaysia	Maldives	Marshall Islands	Micronesia	Mongolia	Myanmar	Nauru	Nepal	New Zealand	Pakistan	Palau	Papua New Guinea	Philippines	Republic of Korea	Samoa	Singapore	Solomon Islands	Sri Lanka	Thailand	Timor Leste	Tonga	Vanuatu	Viet Nam	
<u>AERODROME CERTIFICATION 2014 - 2015</u>																																										
Establish a regulatory framework specifying the criteria for the certification of aerodromes.	State		Yes	Yes				Yes	Yes		Yes	Yes		Yes	Yes	Yes			Yes	Yes	Yes		Yes	Yes		Yes	Yes				Yes	Yes	Yes	Yes	No		In progress					
Establish a regulatory authority (CAA)	State	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	No	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes
Develop and approve aerodrome certification regulations and standards	CAA	Yes	Yes	Yes	Yes	In progress	Yes		Yes	Yes	Yes	In progress	Yes	Yes	Yes	Yes		No	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes
Develop, issue and maintain guidance material and Advisory circulars on aerodrome certification for service providers.	CAA		Yes	Yes				Yes	Yes			In progress				Yes			Yes	Yes			Yes	Yes		Yes	Yes			Yes	Yes	Yes	Yes			In progress						
Establish an entity within CAA responsible for aerodrome safety oversight and staffing requirements. Develop Manual of Aerodrome Oversight procedures and Aerodrome Inspector Handbook	CAA		Yes	Yes				Yes	Yes			Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes			Yes	Yes	In progress	Yes			Yes						

TASKS	Responsibility	Alghanistan	Australia	Bangladesh	Bhutan	Brunei	Cambodia	China	Hong Kong China	Macao, China	Cook Islands	DPR Korea	Fiji	India	Indonesia	Japan	Kiribati	Laos PDR	Malaysia	Maldives	Marshall Islands	Micronesia	Mongolia	Myanmar	Nauru	Nepal	New Zealand	Pakistan	Palau	Papua New Guinea	Philippines	Republic of Korea	Samoa	Singapore	Solomon Islands	Sri Lanka	Thailand	Timor Leste	Tonga	Vanuatu	Viet Nam	
<u>SMS AT CERTIFIED AERODROMES 2014 - 2015</u>																																										
Develop and establish the action plan on safety targets, hazard reporting, staff training, safety oversight, guidance material and accepted level of safety	CAA		Yes	In progress				Yes	Yes			In progress		In progress	Yes			Yes	In progress	In progress			SSP manual In progress	In progress			In progress 2015				In progress	Yes		Yes	No		Yes		In progress			

TASKS	Responsibility	Afghanistan	Australia	Bangladesh	Bhutan	Brunei	Cambodia	China	Hong Kong, China	Macao, China	Cook Islands	DPR Korea	Fiji	India	Indonesia	Japan	Kiribati	Laos PDR	Malaysia	Maldives	Marshall Islands	Micronesia	Mongolia	Myanmar	Nauru	Nepal	New Zealand	Pakistan	Palau	Papua New Guinea	Philippines	Republic of Korea	Samoa	Singapore	Solomon Islands	Sri Lanka	Thailand	Timor Leste	Tonga	Vanuatu	Viet Nam	
<b>WILDLIFE HAZARD CONTROL AND REDUCTION 2014 - 2015</b>																																										
Establishment of a national procedure for recording and reporting wildlife strikes to aircraft	State	Yes	Yes					Yes	Yes		Yes	In progress		Yes	Yes			Yes	Yes	In progress		Yes	Yes			Yes				Yes	Yes	In progress	Yes	In progress		Yes						
Establishment of a national bird control committee	State	Yes	Yes				Yes 2009	Yes	Yes		Yes	Yes 2010	Yes	Not yet	Yes			Yes	Yes 2008	Not yet		Yes 2012				Yes	Yes	Yes		In progress	Yes	No	Yes			Yes		Yes				
Conduct wildlife assessments and implement wildlife control programmes. Airports develop and professionally implement management plan to reduce the risk of strikes.	AO	Yes	In progress				Yes	Yes				In progress		In progress	Yes			Yes 2012	Yes	In progress		2012				Yes	In progress		In progress	Yes	Yes	Yes	Yes			In progress						
Land use management inside and in the vicinity of airport	AO	Yes	In progress				Yes	Yes			Yes			detailed land use in progress planning surrounding airport	Yes			In progress 2013	In progress	In progress		2012-2015	In progress			Yes			In progress	Yes	No	Yes			In progress							
States collect wildlife strike reports and forward to ICAO for inclusion in the ICAO IBIS (data base)	State	Yes	Yes				Yes	Yes		Yes	In progress Jun 2010			Yes	Yes			In progress 2013	In progress	In progress		In progress	Yes			No	In progress		Yes- monitored/collate evidence	Yes	In progress	Yes			Yes							
Wildlife hazard management training for airport personnel	AO	Yes	In progress				Yes	Yes			In progress			Yes	Yes			Yes 2012	In progress	Yes		-				Yes	In progress		Yes	Yes	Yes	Yes			Yes							

TASKS	Responsibility	Alghanistan	Australia	Bangladesh	Bhutan	Brunei	Cambodia	China	Hong Kong China	Macao, China	Cook Islands	DPR Korea	Fiji	India	Indonesia	Japan	Kiribati	Laos PDR	Malaysia	Maldives	Marshall Islands	Micronesia	Mongolia	Myanmar	Nauru	Nepal	New Zealand	Pakistan	Palau	Papua New Guinea	Philippines	Republic of Korea	Samoa	Singapore	Solomon Islands	Sri Lanka	Thailand	Timor Leste	Tonga	Vanuatu	Viet Nam	
<b>AERODROME SAFETY MEASURES 2014 - 2015</b>																																										
Establishment of regulations on monitoring the obstacle limitation surfaces.	State		No	Yes		Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	In progress						Yes		Yes	Yes	Yes	Yes	No	Yes	In progress		Yes					
Monitoring the height of buildings or structures within the boundaries of OLS;	AO		Yes	Yes				Yes	Yes			Yes		Yes	Yes	Yes			Yes	In progress	Yes		Yes	Yes		Yes	In progress 2015		Yes	Yes	Yes	Yes	Yes			Yes						
Establish the requirement for the measurement of runway surface friction characteristics by aerodrome operators.	State			Yes				Yes	Yes		Yes										In progress					Yes			Yes		No	Yes										
Measurement and reporting of friction characteristics of wet paved runways	AO		Yes	Yes				Yes	Yes			Jan-11		Yes	Yes				Yes	Yes	In progress		Yes	Yes		Yes	Yes			Yes	Yes	No	Yes				In progress					
Procurement of a friction measuring device	AO		Yes	Yes				Yes	Yes			Jan-11		Yes at some airports	Yes				Yes	procured for MIA, GIA in progress		Yes	Yes			Yes	Yes			In progress	Yes	No	Yes				In progress					
Establishment of maintenance friction level below which corrective action should be initiated	State		Yes	Yes				Yes	Yes		Yes	Jan-11		Yes	Yes				Yes	In progress	In progress		In progress	In progress		Yes				In progress	Yes	No	Yes				In progress					
Establishment of minimum friction level below which information that a runway may be slippery when wet is made available.	State		Yes	Yes				Yes	Yes			Jan-11		Yes	Yes				Yes	In progress	In progress		In progress	In progress		Yes				In progress	Yes	In Progress	Yes				In progress					
Provision of runway end safety area;	AO		Yes	Yes				Yes	Yes			In progress		In progress	Yes				Yes	In progress	RWY 7 RESAs completed/RWY25 under construction		2011-2014	In progress		Yes	In progress		Yes	Yes	Yes	Yes				yes						
Establishment of regulations for visual aids to be provided at airports for the required category by aerodrome operators	State			Yes				Yes	Yes		Yes				Yes						Yes					Yes			Yes		Yes	Yes										
Established the requirements for aerodrome maintenance plan including preventive maintenance by aerodrome operators	State		No. CASA is reviewing Standards MOS Part 139	Yes		Yes		Yes	Yes		Yes				Yes				Yes		Yes					Yes	Yes		Yes	Yes		Yes				Yes						
Provision of enhanced visual aids and markings to help prevent runway incursions	AO		In progress	Yes				Yes	Yes			In progress		In progress	Yes				Yes	In progress	Yes		2011-2014	Yes		Yes	In progress		Yes	Yes	No	Yes				yes						

TASKS	Responsibility	Alghanistan	Australia	Bangladesh	Bhutan	Brunei	Cambodia	China	Hong Kong China	Macao, China	Cook Islands	DRP Korea	Fiji	India	Indonesia	Japan	Kiribati	Laos PDR	Malaysia	Maldives	Marshall Islands	Micronesia	Mongolia	Myanmar	Nauru	Nepal	New Zealand	Pakistan	Pallua	Papua New Guinea	Philippines	Republic of Korea	Samoa	Singapore	Solomon Islands	Sri Lanka	Thailand	Timor Leste	Tonga	Vanuatu	Viet Nam			
<b>AERODROME EMERGENCY PLANNING 2014 - 2015</b>																																												
Establish aerodrome emergency plan document	AO	Yes	Yes					Yes	Yes				In progress		Yes	Yes				Yes	MIA: yes GIA: in progress	Yes		Yes	Yes		Yes				Yes	Yes	Yes	Yes			Yes							
Conduct full scale aerodrome emergency exercise at intervals not exceeding two years	AO	Yes	Yes					Yes	Yes		Yes	Yes		In progress	Yes					Yes	MIA: yes GIA: in progress	Yes		2010-2012	2010		Yes				Yes	Yes	Yes	Yes	Yes. Every year			In progress						
Partial emergency exercises in the intervening year to ensure that any deficiencies found during the full scale aerodrome emergency exercise have been corrected	AO	Yes	In progress					Yes	Yes				In progress		In progress	Yes				Yes	Yes	Yes		2010-2012	2013		Yes				Yes	Yes	Yes	Not applicable as full scale exercise is conducted yearly.			In progress							
Establish procedure for emergencies in difficult environments at those airports located close to water and/or swampy areas or difficult terrain.	State	Yes	Yes					Yes	Yes				In progress		Yes	Yes				In progress 2013	MIA: Yes, GAN: In progress	Yes				Yes				In progress	Yes	Yes	Yes	Yes			In progress							
Establish the requirement for provision of fire trucks, equipment and trained personnel relevant to the ARFF category	State		Yes					Yes	Yes		Yes				Yes					Yes						Yes				Yes			Yes											

## **Appendix B to the Report on Agenda Item 4**

### **AMENDED TERMS OF REFERENCE OF WATER AERODROMES SMALL WORKING GROUP**

#### **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.

#### **Composition**

The Task Force 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 shall complete its work in two years' time frame. 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.

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