

INTERNATIONAL CIVIL AVIATION ORGANIZATION



FINAL REPORT

**THE SEVENTH MEETING OF THE ASIA/PACIFIC AERODROME ASSISTANCE
WORKING GROUP (AP-AA/WG/7)**

BANGKOK, THAILAND, 27 TO 30 MAY 2025

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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INTRODUCTION

1. Meeting

1.1 The Seventh Meeting of Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/7) was held in Bangkok, Thailand from 27 to 30 May 2025.

2. Attendance

2.1 47 participants from 12 Member States and 1 International Organisation attended the Meeting.

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

3. Opening of the meeting

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

4. Officers and Secretariat

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

5. Language and Documentation

5.1 The working language of the meeting and all documentation was English. There were 18 Working Papers, 12 Information Papers and 3 Presentations considered by the Meeting. A List of Papers is included at **Attachment 2** to this Report.

6. Draft Conclusions, Draft Decisions and Decisions – Definition

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

- a) **Draft Conclusions** deal with matters that, according to APANPIRG Terms of Reference, require the attention of States, or action by the ICAO in accordance with established procedures;
- b) **Draft Decisions** deal with the matters of concern only to APANPIRG and its contributory bodies; and
- c) **Decisions** of the AP-AA/WG relate solely to matters dealing with the internal working arrangements of the AP-AA/WG.

7. Terms of Reference of AP-AA/WG

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

ASIA/PACIFIC AERODROME ASSISTANCE WORKING GROUP (AP-AA WG)
TERMS OF REFERENCE

[With the Second Amendment approved by AOP/SG/7 (3 – 6 July 20203)]

Objective:

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

Scope of works:

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

- (1) Conduct a survey on States which have not completed the implementation of aerodrome certification for all international aerodromes, with an AGA EI below 75%, and/or AOP air navigation deficiencies to establish the requirements for assistance;
- (2) Review the air navigation deficiencies in the field of AOP (as listed in the APANPIRG air navigation deficiencies database) and assist the concerned State(s) to develop corrective action plans;
- (3) **Assist** States which have not implemented aerodrome certification, with non-satisfactory aerodrome certification related PQs, and/or aerodrome certification related air navigation deficiencies to establish an aerodrome certification process including developing specific operating regulations, training programme and training plan, guidance material for all technical areas, aerodrome inspector handbook with checklists, procedures for accepting non compliances, and surveillance programme, establishing runway safety programme and implementation of Global Reporting Format (GRF) using existing platforms, such as COSCAPs, PASO and introducing a new methodology, such as, Asia Pacific Aerodrome Assistance Go-Team;
- (4) Assist in conducting seminars/workshops/trainings for the aerodrome regulatory and aerodrome operator staff in APAC region; provide experts to deliver presentations at the seminars/workshops in aerodrome certification, implementation of SMS and other technical areas such as aerodrome emergency planning, runway safety, etc.; and
- (5) **Maintain** the register of AGA Experts nominated by States and Industry Partners in accordance with *Conclusion APANPIRG/33/3 - Assistance to APAC States that require assistance in AGA area including certification and surveillance of aerodromes*.

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

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

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

8. List of Draft Conclusions, Conclusions and Decisions

**Draft Conclusion AP-AA/WG/7 – 1: Runway Surface Condition Assessment
– Adoption of Technology**

Draft Conclusion AP-AA/WG/7 – 2: Guideline for Runway Classification

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

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

Agenda Item 1: Adoption of Provisional Agenda

Agenda Item 2: Review Outcomes of Relevant Meetings

Agenda Item 3: Aerodrome Certification and Safety Management System

- Lessons learnt from ARFF Trainings, Aerodrome Emergency Exercises and Removal of Disabled Aircraft;
- Indicators and Examples of Good Safety Culture in Aerodrome Operations;
- State's practices in safety data/information sharing among aerodromes;
- Sharing of State's Practices in the evaluation of aerodrome SMS and areas of improvements;
- Aerodrome safety vis-as-vis environmental protection;
- Aerodrome safety vis-as-vis land use planning.

Agenda Item 4: Runway Safety and GRF Implementation

- Lessons learnt from Runway Safety Team establishment and implementation of GRF;
- Measures taken by aerodromes to mitigate runway incursions and excursions;
- Sharing of State's practices in implementation of RESA Requirements (90 m versus 240 m) at aerodromes;

Agenda Item 5: APANPIRG Air Navigation Deficiency in AOP Field

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

Agenda Item 6: USOAP CMA in AGA

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

Agenda Item 7: Technical Assistance/Cooperation in AGA Field

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

Agenda Item 8: AP-AA/WG Task List

Agenda Item 9: Any Other Business

Agenda Item 10: Date and Venue of Next Meeting

Agenda Item 2: Review Outcomes of Relevant MeetingsAction Items of 59th Conference of Directors General of Civil Aviation (WP/2)

2.1 AP-AA/WG/7 reviewed the action items of 59th Conference of Directors General of Civil Aviation (DGCA/59, Cebu, Philippines, 14 to 18 October 2024) relevant to Aerodromes and Ground Aids areas.

Discussion Paper	Action Item	Description
Agenda Item 3: Aviation Safety		
DP/3/06 DP/3/10 DP/3/11 DP/3/13 DP/3/17 DP/3/19	59/6	Acknowledging the significance of adopting best practices to enhance safety, the Conference encouraged States/Administrations to share experience through ICAO and appropriate platforms on: 1. recruiting and retaining qualified technical personnel, ideally following guidance on ICAO NGAP concept; 2. implementation of SSPs; 3. use of autonomous vehicle technology in airport operations; 4. effective mitigation of risks arising from unauthorised kite flying, laser, and drones; 5. effective oversight in the transport of dangerous goods by air; and 6. integration of AI technologies in aviation.
DP/3/9	59/9	Acknowledging the initiatives by international organizations in assessing positive safety culture, the Conference recommended States/Administrations to consider adopting the six categories of positive safety culture indicators in the assessment and promotion of safety culture as suggested in DGCA – 59/DP/3/9.
Agenda Item 6: Economic Development of Air Transport		
DP/6/01	59/24	Noting the need for modernising and expanding airport infrastructure to accommodate the increasing demand for air travel in Asia/Pacific, the Conference encouraged States/Administrations to support, as appropriate, the operations of and infrastructure investment in airports.
Agenda Item 7: Aviation and Environment		
DP/7/08	59/32	Recognizing airports' need for a roadmap to decarbonization, the Conference encouraged States/Administrations to consider participating in the ACI "Net Zero Roadmap Decarbonise Your Airport" programme.
DP/7/09	59/33	Recognising the exemplary water recycling initiatives in their contribution to sustainable airport operation, the Conference recommended that this matter be brought to the ICAO Committee on Aviation Environmental Protection.
Agenda Item 9: Updates		
Presentation Asia Pacific Ministerial Declaration on Civil Aviation (Delhi)	59/41	The Conference encouraged States/Administrations to: 1. continue to prioritize efforts towards the realization of the Beijing Declaration commitments; 2. collaborate to achieve the commitments of the Delhi Declaration; 3. share implementation status of Beijing and Delhi Declaration at APANPIRG, RASG-APAC and RASCF Meetings; and 4. consider the feasibility of hosting the 3rd Asia/Pacific Ministerial Conference.

2.2 AP-AA/WG/7 Meeting reminded States/Administrations to take necessary actions in accordance with 59th DGCA Conference Action Items and noted that the Theme Topic for the 60th Conference of DGCA was “The sustainable skies of the Asia-Pacific region: towards increased economic prosperity and social well-being by air transportation of people and goods in the region”. The 60th DGCA Conference would be held on 28 July – 1 August 2025 in Sendai City, Japan.

Relevant Outcomes of APANPIRG/35 (WP/03)

2.3 The Secretariat presented the outcomes of the 35th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/35) which was held in Bangkok, Thailand from 25 to 27 November 2024.

2.4 AP-AA/WG/7 acknowledged that APANPIRG/35 had adopted the following Conclusions related to aerodrome operations and planning:

- i) *Conclusion APANPIRG/35/2: Regional Guidance for Design and Operation of Altiport;*
- ii) *Conclusion APANPIRG/35/3: ICAO Asia-Pacific WHM Go Team Assistance Mission Programme Document.*

2.5 The Final Report of APANPIRG/35 published at <https://www.icao.int/APAC/Meetings/Pages/2024-APANPIRG-35.aspx> provided the detailed descriptions of the above Conclusions.

2.6 AP-AA/WG/7 noted that at APANPIRG/35 AOP Chairman highlighted the following challenges in AOP fields and prioritization for 2025 AOP/SG Work Programme:

- a) Transposition of Annex 14 SARPs (especially Recommendations) into National Aerodrome Standards;
- b) Implementation of new SARPs on Obstacle Limitation Surfaces with effective dates in July 2025 and applicability dates in November 2030; and
- c) Implementation of new SARPs on Ground Handling with effective dates in July 2025 and applicability in November 2026.

2.7 AP-AA/WG/7 also noted that the AOP/SG planned to conduct following activities in 2025 to address the above challenges:

- a) Workshop on Transposition of Annex 14 SARPs into National Aerodrome Standards which had been already conducted on 17 February 2025 in Langkawi, Malaysia.
- b) Organize Regional Workshop on OLS to create awareness on new SARPs and their implementation Challenges. The OLS workshop would be conducted on 1 – 4 September 2025.
- c) Discuss ground handling matters in AP-AA/WG/7 inviting WPs from CAAs, Aerodrome Operators, Airlines Operators, Ground Handling Service Providers to share best practices and exchange experiences in addressing challenges.

Relevant Outcomes of AOP/SG/8 (WP/04)

2.8 The Secretariat presented the outcomes of the Eighth Meeting of the Aerodromes Operations and Planning Sub-group (AOP/SG/8, 15 to 19 July 2024, Bangkok, Thailand) relevant to AP-AA/WG.

2.9 AP-AA/WG/7 acknowledged that the following regional guidance materials developed by the Asia/Pacific Aerodrome Assistance Working Group had been approved by AOP/SG/8:

- i) Generic Aerodrome SMS Evaluation Tools and Guidance (Decision AOP/SG/8-5); and;
- ii) Framework for Monitoring the Establishment and Implementation of Runway Safety Team (RST) at aerodromes in APAC State (Conclusion AOP/SG/8-6)

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

2.10 AP-AA/WG/7 also acknowledged that the AOP/SG/8 had adopted four Conclusions and three Decisions as below:

- i) *Conclusion AOP/SG/8-1: Inconsistency Requirements in ICAO Annex 14 Volume I (Taxiway Centerline Marking, Threshold Marking, Taxiway Transverse Stripe, Pavement Edge Flushing, and Precision Approach Lighting)*
- ii) *Conclusion AOP/SG/8-2: Proposal for Amendment to 10.5.3 to 10.5.5 of Annex 14, Volume I for inclusion of the colour measurement*
- iii) *Conclusion AOP/SG/8-3: Review on the Requirement of the Runway Guard Lights Provision when Stop Bars are available and Recommendations on the Stop Bar Operation Sequence Timings*
- iv) *Conclusion AOP/SG/8-6: Framework for Monitoring the Establishment and Implementation of Runway Safety Team (RST) at aerodromes in APAC States*
- v) *Decision AOP/SG/8-5: Generic Aerodrome SMS Evaluation Tool and Guidance*
- vi) *Decision AOP/SG/8-7: Updated List of Asia/Pacific Generic Guidance Materials Developed by the AP-AA/WG with Details of the Custodians*
- vii) *Decision AOP/SG/8-9: Updated List of Asia/Pacific Generic Guidance Materials Developed by the AP-WHM/WG with Details of the Custodians*

2.11 The Final Report of AOP/SG/8 published at <https://www.icao.int/APAC/Meetings/Pages/2024-AOP-SG-8.aspx> provided the detailed descriptions of the above Conclusions.

ICAO HQ Update on AGA Matters (IP/03)

2.12 IP/03 updated the AP-AA/WG/7 Meeting with information related to aerodrome activities carried out by the Airport Operations and Infrastructure Section, Air Navigation Bureau, ICAO Montreal.

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Agenda Item 3: Aerodromes Certification and Safety Management SystemCertification of Aerodromes in the Asia/Pacific Region (WP/05)

3.1 AP-AA/WG/7 noted that out of **370** aerodromes used for international operations in Asia-Pacific Region 339 aerodromes had been certified corresponding to **91.62%** progress as of 20 March 2025.

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

3.3 States that had not published the status of certification of aerodromes in AIP AD 1.5 was placed in **Appendix B**.

3.4 The Meeting was reminded that the *Asia Pacific Regional Guidance on Aeronautical Information Publication – AD 1.5 Status of Certification of Aerodromes* approved by AOP/SG/4 (Video Teleconference, 10 – 13 November 2020) and published by ICAO Asia and Pacific Office, Bangkok on ICAO APAC Website eDocuments under AGA heading (<https://www.icao.int/APAC/Pages/eDocs.aspx>) could be referred by States/Administrations for this purpose.

3.5 AP-AA/WG/7 urged States to provide periodic updates on the progress of the certification of aerodromes and publication of the status of certification in AIP AD 1.5 to the ICAO APAC Office.

Rescue & Fire Fighting Requirements for Small Airports (WP/06)

3.6 Presented by Fiji, WP/06 shared the challenges that Fiji was facing in implementation of the Rescue and Fire Fighting Service (RFFS) requirements in line with the ICAO Annex 14 Standards and Recommended Practices (SARPs) mainly for its (11) domestic aerodromes serviced by Twin Otter (DHC 6) and BN-2 Islander aircraft (Aerodrome Category 1 and 2 for RFF) on Visual Meteorological Conditions (VMC) due to their low number of movements as most of these aerodromes having only one schedule flight a week.

3.7 The domestic aerodrome requirements in Fiji were based on the ICAO Annex 14, Volume I and enforced by the State's Civil Aviation Authority of Fiji through the Standard Documents – Aerodromes (SD-AD) that were required to be complied with by certified aerodromes. This posed a challenge to the 11 government domestic aerodromes administered by Fiji Airports in implementing the RFF requirements commensurate with the critical aircraft type.

3.8 While Fiji had been practicing partial implementation of rescue and firefighting services (RFFS) requirements for these Category 1 and 2 aerodromes, utilizing a tractor with a trailer loaded with portable fire extinguishers was considered as an acceptable means of compliance to replace a fully loaded RFFS vehicle.

3.9 Considering the Australia and New Zealand practices using risk based approach of not mandating Rescue and Firefighting Services for Aerodrome Category 1 - 2 aerodromes, Fiji recommended that a review of the RFFS requirements be considered for Aerodrome Category 1 – 2 with such a low movement, with an aim to strike a balance between flight safety and the economical sustainability of the aerodrome operator in providing this service.

3.10 Maldives supported the recommendation to form a small working group to further assess the requirement. The US, New Zealand (Wellington Airport), Solomon Islands and Philippines shared their interest to be part of the small working group. This task would be added in the Task List of the AP-AA/WG.

The Challenges and Implemented Measures for the Certification of Military Aerodromes Used for Civilian Operations (WP/13)

3.11 Presented by Malaysia, WP/13 highlighted the challenges and solutions in certifying military aerodromes that were used for civil aviation. The paper outlined key issues including the differing regulatory standards between military and civil aviation, the absence of mandatory certification requirements for military aerodromes, complex and layered decision-making structures and restricted access to operational information due to confidentiality constraints. These factors collectively posed significant obstacles in aligning military aerodrome operations with international civil aviation requirements.

3.12 In response to these challenges, Malaysia implemented measures aimed at enhancing inter-agency coordination and regulatory compliance. These included the establishment of Memorandums of Understanding (MoUs) to define roles and responsibilities and the implementation of regular stakeholder engagements through mechanisms such as Runway Safety Team (RST) meetings. These efforts facilitated improved communication, expedited decision-making and strengthened the oversight framework. Malaysia further encouraged APAC States and Administrations to share their respective best practices and experiences in engaging with military authorities, with the goal of promoting regional consistency and enhancing the safety of joint-use aerodromes.

Overview of Safety Issues and Need for Safety Promotion (IP/04)

3.13 Presented by GMR Hyderabad International Airport Ltd (GHIAL) from India, IP/04 shared their experiences in implementing Safety Management System (SMS) which integrated the four pillars of safety management: Safety Policy and Objectives, Safety Risk Management, Safety Assurance, and Safety Promotion in line with Annex 19, Chapter 4 – Safety Management Systems.

3.14 Further GHIAL took some additional efforts to enhance safety at the aerodrome, especially during the execution of a large construction project to expand the capacity from 15 Mppa to 45 Mppa. The initiative focused on promoting safety culture across all areas of the airport, including the airside, terminal, and landside. GHIAL's structured approach, involving senior leadership engagement, safety training, safety interactions, incident management, standardization of high-risk activities, establishment of rules and procedures, competency development and contractor safety had led to a significant reduction in incidents and improved compliance with safety protocols. The outcomes of these initiatives provided a scalable model that can be applied to other airports globally.

Safety Promotion Initiatives at Indira Gandhi International Airport (IP/05)

3.15 Indira Gandhi International (IGI) Airport (VIDP/DEL) in India handled over 73 million passengers and 1 million tons of cargo annually with its four runways and three terminals. The airport adopted a comprehensive Safety Management System (SMS) aligned with ICAO Annex 19, Safety Management Manual (Doc 9859), and DGCA requirement's, supported by ISO 45001:2018 certification.

3.16 The safety management practices implemented by Delhi International Airport Limited (DIAL) at IGI Airport outlined the organization's commitment to health, safety, and well-being for its employees and stakeholders. In order to ensure the same DIAL had established and

maintained a robust Safety Managements System (SMS) at IGI Airport. Over the years, DIAL SMS had achieved significant enhancement in safety awareness among the employees and staff from DIAL's stakeholders, contractors and service providers.

3.17 The safety promotion at DIAL was achieved by implementing extensive internal and external training programmes, Safety campaigns, newsletters, briefings, and visual aids and recognition programmes to encourage reporting and safe behaviour.

3.18 The Training and Awareness Initiatives were appropriately implemented by Internal Trainings of SMS, hazard identification, fatigue management, FOD, monsoon preparedness, airfield driving, etc. Similarly External Training of Tailored modules for GHAs, MROs, and self-handlers; included defensive driving, equipment handling, and apron safety and additional Change Management Training on procedural updates like catering entry, pushback procedures, and road markings.

Benchmarking Safety Culture in Ground Handling (IP/06)

3.19 Presented by India, this paper examines the structured methodologies implemented at Kempegowda International Airport Bengaluru (KIAB) India to reinforce safety collaboration between Aerodrome Operator and Ground Handling Services Providers (GHSP). It further explored Safety performance indicators (SPIs) and safety performance targets (SPTs) that drive continuous improvements in ground handling operations. By integrating regulatory frameworks, technology-driven monitoring, and stakeholder engagement, aerodrome safety could be significantly enhanced, reducing risks and ensuring operational excellence.

3.20 The Key Components of the Safety Culture Framework for GHSP's at KIAB were:

- 1) Safety Performance Monitoring: Real-time data tracking, audits and analytics, Customised Safety Performance Indicators (SPIs) and Targets (SPTs) aligned with National Aviation Safety Plan (NASP) and Focus on reducing ramp safety incidents through proactive monitoring.
- 2) Ground Support Equipment (GSE) Maintenance and Compliance: Fitness checks based on IATA AHM standards , use of geo tagging, geo fencing, and electric GSEs and SPI/SPT integration for GSE upkeep and incident analysis.
- 3) Workforce Competency Development: Mandatory aerodrome safety training for all airside personnel, specialized training for airside driving, Passenger Boarding Bridge (PBB) operation, and manoeuvring area access and Toolbox Talks (TBTs) for risk-based awareness.
- 4) Addressing Procedural Gaps: Standardization of critical procedures like "Wing Walking." and Local Aerodrome Regulations to ensure uniformity and training consistency.
- 5) Community-Based Safety Engagement: Cross-learning platform for safety heads of airlines and GHSPs, encouraging voluntary safety reporting and peer motivation and ensuring safety-critical knowledge were embedded in training programmes.

Environment Friendly Safety Mitigations (IP/07)

3.21 IP/07 explored the dynamic interplay between aerodrome safety and environmental protection at Kempegowda International Airport Bengaluru (KIAB), India two essential, yet often conflicting aspects of modern aviation. While safety measures were crucial for ensuring seamless and risk-free aircraft operations, environmental initiatives focused on reducing the aerodrome's ecological footprint. The key challenge was to harmonize these priorities, achieving sustainable aviation growth without compromising operational safety.

3.22 The key initiatives and strategies were such as Airfield Environment Management Committee (AEMC) which covered coordination with local authorities to manage wildlife hazards, waste, light pollution, and quarry blasting and conduct of monthly environmental surveys (10 km radius) and Wildlife Hazard Management (WHM) surveys (13 km radius).

3.23 Similarly, the Community Engagement followed 5E Model (Educate: Training, awareness, and workshops, Engage: Committees and collaborative partnerships, Communicate: Posters, videos, and circulars, Facilitate: Feedback and resource sharing and Felicitate: Recognition and rewards for proactive safety behaviour).

3.24 The Wildlife and Waste Management covered monitoring and reporting unauthorized fishing and blasting, Solid Waste Management Unit converted airport waste into usable energy and awareness campaigns on laser hazards and waste segregation.

3.25 The Water Body Integration covered design for rainwater harvesting, groundwater recharge, temperature regulation, and storm water management and reduced wildlife hazards and supported a self-sustaining ecosystem.

3.26 The Solar Energy Utilization covered solar panels installation on rooftops and unused land reducing dependency on conventional power and operational costs and supporting green energy through external grid partnerships.

SMS Organization at Trans Maldivian Airways – World's Largest Seaplane Operator (IP/08)

3.27 IP/08 provided an overview of the Safety Management System (SMS) implemented by Trans Maldivian Airways (TMA) in the Maldives, showcasing the unique challenges faced by the seaplane operators in Maldives. Key challenges included limited facility equipment, infrastructure constraints, environmental and aesthetic considerations, variability of water runways, airspace congestion, operational restrictions, and delayed emergency response times. The paper delved into TMA's proactive risk management strategies, such as categorizing water aerodromes based on operational characteristics, creating detailed aerodrome charts, and involving resort personnel in safety monitoring and emergency response efforts. It further highlighted the importance of tailored crew training programs that emphasized handling adverse weather and emergency scenarios through regular drills and simulations. Additionally, the paper underscored the vital role of collaboration among operators, resorts, and regulatory authorities in addressing logistical and infrastructure challenges, ensuring aviation safety while supporting the sustainable growth of the Maldives' tourism-driven economy.

Land Use vis-à-vis Aviation Safety at Islamabad International Airport (IP/09)

3.28 IP/09, presented by Pakistan addressed challenges posed by land use activities surrounding the Islamabad International Airport during its construction and initiatives taken by Pakistan CAA to safeguard its operations. The paper also recognized the support offered by the Federal Government in taking these initiatives. The rapid real estate development, including housing

and commercial expansion near the airport site while the airport was still under construction, were identified as activities that could posed hazards to aviation safety such as potential increase in wildlife strikes, radio interference, and physical obstacles, etc. To mitigate these risks, Pakistan CAA had collaborated with land use authorities and implemented a series of measures. These included establishing a Structure-Free Zone (SFZ), revising height zoning regulations, developing integrated OLS maps, coordinating with the Frequency Allocation Board to prevent interference, and enhancing Environment Control Committees (ECC) activities to manage safety risks.

3.29 Additionally, Pakistan CAA enhanced aviation safety through training programmes for local building control and frequency allocation authorities, creating a web portal to facilitate real-time coordination, and conducting aeronautical studies to identify safe zones for high-rise developments. These combined efforts resulted in effective aerodrome safeguarding since the inauguration of the Islamabad Airport in 2018.

Implementation of ICAO ACR-PCR Method for Declaring Pavement Strength at the Airport in India: A Conservative Approach of DGCA India (IP/10)

3.30 India shared the procedure followed by airport operators in India for implementation of 15th amendment of ICAO Annex14 dated 20th July 2020 including the road maps followed at Indian Airports to publish strength of aerodrome pavement by ACR-PCR method effective from 28th November 2024 in place of existing ACN-PCN method and discussed the key challenges faced by Airport operators for implementing the new method.

3.31 The national regulation of India had been amended on 31st December 2020 incorporating provisions of Annex 14, Volume I related to ACR-PCR method and Aerodrome Operators were advised to prepare and implement the requirements by 28th November 2024.

3.32 DGCA India also reviewed in depth the methodology, programme, data gathering process and the final result of the ACR-PCR determination process of major international aerodromes before publication of the information in AIP.

3.33 India ensured the timely action for implementing ICAO latest SARPs related to ACR-PCR method of pavement bearing strength and implemented at all the International Airports.

Safety Management Systems (PPT/01)

3.34 Presented by the United States, PPT/01 focused on a concise update from the Federal Aviation Administration on the progress of integrating Safety Management Systems (SMS) into 14 CFR Part 139, which pertains to the Certification of Airports. The briefing covered an overview of the regulatory implementation dates, the components of SMS, and the status of these efforts. It included a review of the states required to implement SMS, the notification process, and the timelines for the implementation plan. Additionally, it discussed the complete timeline for full implementation and information-sharing.

Agenda Item 4: Runway Safety and GRF ImplementationRunway Safety Team (RST) and Runway Safety Go-Team (WP/07)

4.1 The Secretariat presented WP/07 highlighting the ICAO requirements and guidance on establishment of the RST at aerodromes. The paper also discussed the benefits in availing ICAO Runway Safety Go-Team assistance by States and airports in the area of runway safety.

4.2 AP-AA/WG/7 noted that ICAO APAC had circulated the RST Questionnaire to States/Administrations via State Letter Ref.: T 11/5.13.2 – AP111/24 (AGA) on 3 September 2024 and requested to send back the completed questionnaire by 30 December 2024. In response to the above State Letter, the following five States submitted the completed questionnaire to ICAO APAC Office:

- 1) Hong Kong, China;
- 2) Pakistan;
- 3) Republic of Korea;
- 4) Singapore; and
- 5) Thailand.

4.3 AP-AA/WG/7 also noted that out of **370** aerodromes used for international operations in Asia/Pacific Region, only **106** aerodromes established the RST (**Appendix C**).

4.4 AP-AA/WG/7 requested the Secretariat to follow up with States sending reminders to States that had not responded to the above ICAO APAC State Letter.

Enhanced Global Reporting Format for Assessing and Reporting Runway Surface Conditions (GRF) (WP/08)*Publication of procedures for assessment and reporting of runway condition report and issuance of SNOWTAM in AIP*

4.5 The Secretariat presented to the Meeting an updated status of GRF implementation by Asia and Pacific States.

4.6 AP-AA/WG/7 noted that the following 17 States/Administrations of Asia and Pacific Regions published procedures for assessment and reporting of runway condition in their AIP as of 22 March 2024.

No.	States/Administrations	Procedures for assessment and reporting of runway condition report in AIP	Section of AIP
1	Australia	√	AD 1.2, 2. Snow Plan; 3. Runway Surface Condition Assessment and Reporting (AIP, 23 Mar. 2022)
2	France (New Caledonia, French Polynesia, and Wallis & Futuna)	√	POLYNÉSIE AD 1.2.2 Runway Surface Condition Assessment and Reporting and Snow Plan (AIP,

No.	States/Administrations	Procedures for assessment and reporting of runway condition report in AIP	Section of AIP
			29 Dec. 2022) NOUVELLE CALEDONIE, WALLIS ET FUTUNA AD 1.2.2 Runway Surface Condition Assessment and Reporting and Snow Plan (AIP, 26 Jan. 2023)
3	China	√	AD 1.2 , 2 Runway Surface Condition Assessment and Report (AIP, 22 Feb 2024)
4	Hong Kong	√	AD 1.2 , 2 Runway Surface Condition Assessment and Reporting, and Snow Plan (AIP, 20 Feb 2025)
5	India	√	AD 1.2 , 2 Runway Surface Condition Assessment and Report (AIP, 22 Feb 2024)
6	Japan	√	AD 1.2 , 2.1. SNOWTAM (AIP, 24 Feb. 2022)
7	Malaysia	√	AD 1.2 , 3 Runway Surface Condition Assessment and Report (AIP, 31 Dec 2024)
8	Maldives	√	AD 1.2 , 2. Snow Plan, 2.1 Runway Surface Condition Assessment and Reporting (AIP, 25 May. 2023)
9	Mongolia	√	AD 1.2 , 3. ХБЗ-ын нөхцөлийн үнэлгээ ба мэдээлэх (AIP, 06 Mar 2025)
10	New Zealand	√	AD 1.2 , 2. Snow Plan, 2.1 Runway Surface Condition Assessment and Reporting (AIP, 09 Feb. 2024)
11	Pakistan	√	AD 1.2.2 Assessment and Reporting of Runway Surface Condition/Snow Plan
12	Republic of Korea	√	AD 1.2 , 2. Snow Plan, Runway Surface Condition Assessment and Reporting, 2. Runway surface condition assessment and reporting (AIP, 09 Feb. 2023)
13	Singapore	√	AD 1.1 , 6 Runway Surface Condition Assessment and Reporting (AIP, 02 Dec. 2021)
14	Sri Lanka	√	AD 1.2 , 2 Snow Plan, 2.1 Runway Surface Condition Assessment and Reporting, (AIP, 21 Mar. 2024)

No.	States/Administrations	Procedures for assessment and reporting of runway condition report in AIP	Section of AIP
15	Thailand	√	AD 1.2, 3. Runway Surface Condition Assessment and Reporting (AIP, 18 May 2023)
16	USA	√	ENR 1.1, 11. Runway Condition Reports (AIP, 16 July 2020)
17	Viet Nam	√	AD 1.2, 2. Runway Surface Condition Assessment and Reporting at the Airports of Viet Nam (AIP, 30 Nov. 2022)

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

4.7 Pakistan informed the Meeting and provided a copy of their AIP dated 20 March 2025 where they published the procedures for assessment and reporting of runway condition report in AIP AD 1.2.2.

4.8 AP-AA/WG/7 encouraged States/Administrations that had yet to implement the methodology for assessment and reporting of runway condition to implement GRF at the earliest possible opportunity and publish the procedures for assessment and reporting of runway condition report in AIP under “AD 1.2, 2 Snow plan” by States that have yet to publish in their AIP.

Runway Surface Condition Reporting – Adoption of Technology (WP/09)

4.9 Presented by New Zealand, WP/09 highlighted the current regulatory challenges faced, of adopting technology solutions to assist in assessment of runway surface conditions as part of the GRF implementation.

4.10 In Annex 14 Volume I, within the definition for “runway Surface Conditions” under Note 3 “WET runway” is defined as “A runway surface is covered by a visible dampness or water up to and including 3mm deep within the intended area of use.” The definition had subsequently been adopted in a variety of stakeholder documents including acknowledgement within airline operating manuals.

4.11 Although technology solutions could provide an equal of better safety performance outcome in certain complex operational or environmental conditions, the definition of a “WET runway” currently, by inference, indicates that such runway condition assessments must be based upon “visual” observation which might not be able to be achieved practically or effectively in a timely manner for rain related events. Allowing States to consider technology solutions as an acceptable alternative means of compliance would assist in enhancing safety and providing greater opportunity for the adoption of GRF.

4.12 The Meeting was apprised of an automated system installed at Wellington International Airport providing measurement of the runway condition minute by minute relaying this information in GRF format directly to the control tower. This approach was supported by the airlines, however its practical use was restrained, as such condition reporting was not conducted visually and hence unable to be officially approved by the regulator given the present definition of WET.

4.13 Pakistan, Thailand and India supported the paper and AP/AA-WG/7 agreed that the paper be adopted with some amendment in the title and the Draft Conclusion. In addition, the Meeting suggested to gather information about other APAC airports utilising automation to assist in the runway condition assessment process and that this be appraised at the upcoming AOP/SG/9 meeting. AP-AA/WG/7 formulated the following Draft Conclusion for endorsement by the AOP/SG/9 and for consideration by APANPIRG/36:

Draft Conclusion AP-AA/WG/7 – 1 : Runway Surface Condition Assessment – Adoption of Technology		
What:	Restricting assessment of runway surface conditions to visual means only, especially for DRY or WET conditions restricts the introduction of technology and automation to assist airport operators to meet the performance and safety outcomes desired. ICAO is requested to facilitate States to consider the use of technology and automation methods as an alternative acceptable means of compliance, to assist aerodrome operators in the assessment of runway surface conditions.	Expected impact: ☒ Political / Global ☐ Inter-regional ☒ Economic ☐ Environmental ☒ Ops/Technical
Why:	Technology and automation can equally meet the performance and safety outcomes desired in assessing runway surface conditions for reporting in global reporting format	Follow-up: ☐ Required from States
When:	26-Nov-25	Status: Draft to be adopted by APANPIRG
Who:	☐ Sub groups ☐ APAC States ☐ ICAO APAC RO ☒ ICAO HQ ☐ Other: XXXX	

Velana International Airport (VIA) / Runway Safety Team (RST) Issues with Emphasis on Seaplane Operations (IP/11)

4.14 Velana International Airport (VIA) in the Maldives, operated by Maldives Airports Company Limited (MACL), uniquely manages both land and water aerodromes. The water aerodrome is crucial for inter-island transport and resort access, necessitating robust safety measures. Recognizing the increasing frequency of safety issues, MACL's Local Runway Safety Team (LRST), originally for the land aerodrome, expanded its scope and membership in 2022 to include water runway safety.

4.15 The expanded LRST now included representatives from water aerodrome operations and seaplane operators, alongside existing members from land aerodrome operations, maintenance, wildlife management, air traffic services, and airlines. The team had successfully addressed various safety concerns, including installing water runway threshold buoys, assessing a proposal to realign a water runway, and resolving marine animal hazards caused by local feeding practices near the runway. LRST had also provided familiarization training to marine rescue teams regarding water runway layout and been developing a Standard Operating Procedure (SOP) for water runway access by third parties in preparation for upcoming certification requirements.

4.16 The Maldives Civil Aviation Authority (MCAA) recently issued its Water Aerodrome Regulation (MCAR 138A) and Standards (MCAR 138B), effective May 1, 2025. These regulations mandated certification for co-located water aerodromes, those exceeding 100,000 annual movements, or when deemed necessary by the MCAA. In response, MACL had formed a dedicated Task Force to manage the water aerodrome certification process at VIA.

Runway Safety Programme and Global Reporting Format (PPT/02)

4.17 The United States provided an in-depth overview of the Federal Aviation Administration's Runway Safety Program, which is dedicated to enhancing runway safety and improving Global Reporting Format (GRF) practices. Key GRF topics included the implementation of the Runway Condition Assessment Matrix (RCAM), which played a crucial role in shifting from subjective to objective assessments of runway conditions. The FAA underscored the importance of accurately reporting wet runway conditions, with a focus on updates to regulatory guidance and reporting requirements. The presentation also offered a synopsis of the National Runway Safety Plan (NRSP), which outlined goals for risk-based safety management through collaboration, technology, and enhanced communication.

4.18 Additionally, the presentation highlighted Runway Safety Tools such as "From the Flight Deck" videos and Arrival Alert Notices, which helped mitigate risks like wrong surface events. The Runway Incursion Mitigation (RIM) Program was featured alongside the activities of Runway Safety Action Teams and ongoing reviews of runway safety data and trend analysis. Overall, the presentation emphasized a data-driven approach to safety, advocating for initiatives that enhanced runway safety through systematic risk management and stakeholder collaboration.

Lessons learnt from Runway Safety Team establishment and implementation of GRF (PPT/03)

4.19 Airports of Thailand (AOT) presented information on lesson learnt from Runway Safety Team (RST) establishment and implementation of GRF at AOT's airports. The presentation highlighted AOT's GRF Implementation Action Plan developed in 2020 with AOT's actions for GRF implementation by 4 November 2021. It also discussed the roles of the Safety Committee and the Runway Safety Team in the GRF implementation process. All 6 AOT airports implemented GRF within its applicability date.

Agenda Item 5: APANPIRG Air Navigation Deficiency in AOP FieldStatus of Air Navigation Deficiencies in AOP Field (WP/10)

5.1 The status of Air Navigation Deficiencies in the AOP field endorsed by APANPIRG/35 (Bangkok, Thailand, 25 to 27 November 2024) with updates provided by Malaysia, Nauru, Samoa and Thailand was presented to AP-AA/WG/7 and provided in **Appendix D** to the AP-AA/WG/7 Report.

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

5.2 Surat Thani International Airport, Thailand had been certified and issued the Aerodrome Certificate in December 2024 and Labuan Airport, Malaysia had been certified and issued the Aerodrome Certificate on March 2025. Therefore, these Deficiencies would be removed from the List of the Air Navigation Deficiencies in AOP field after endorsement by AOP/SG/9 and consideration by APANPIRG/36.

5.3 AP-AA/WG/7 noted that ICAO APAC Office had not received any update on the deficiencies related to the Publication of the Status of the Certification of Aerodromes in AIP. The status of the deficiencies related to the Publication of the Status of the Certification of Aerodromes in AIP remained the same as updated by APANPIRG/35.

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

AOP Focal Points

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

Agenda Item 6: USOAP CMA in AGAICAO USOAP CMA and AGA Findings (WP/11)

6.1 AP-AA/WG/7 noted ICAO USOAP CMA activities conducted in APAC States in 2024 and those planned for 2025.

6.2 The Meeting also noted the USOAP Effective Implementation (EI) results in the APAC Region, derived from iSTARS 4.0, PQ Tester. APAC average EI in AGA area was **62.16 %** as compared to the global average of **64.20%** as of March 2025.

6.3 Table 6.1 below illustrates the APAC Average AGA EI scores in all 8 Critical Elements from 2017 to March 2025:

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

	APAC average EI in AGA (in %)	Critical Elements (CEs) – AGA Area							
		CE-1	CE-2	CE-3	CE-4	CE-5	CE-6	CE-7	CE-8
Mar 2025 (AP-AA/WG/7)	62.16 [Global Average 64.20] 168 (2017 PQs)→143 (2020 PQs)	62.5 (1→2)	68.23 (28→21)	62.86 (7→7)	45.78 (7→7)	65.73 (20→14)	64.34 (64→51)	60.62 (31→32)	48.39 (10→9)
June 2024 (AOP/SG/8)	60.73 [Global Average 63.06] 168 (2017 PQs)→143 (2020 PQs)	63.89	67.22	61.32	42.33	63.98	63.21	58.97	46.59
June 2023 (AOP/SG/7)	61.20 [Global Average 62.43] 168 (2017 PQs)→143 (2020 PQs)	65.28	67.45	61.61	41.61	64.29	63.58	60.18	46.60
June 2022 (AOP/SG/6)	60.97 [Global Average 63.37] 168 (2017 PQs)→143 (2020 PQs)	72.22 (1→2)	71.53 (28→21)	61.61 (7→7)	40.88 (7→7)	67.46 (20→14)	64.28 (64→51)	57.14 (31→32)	45.69 (10→9)
June 2021 (AOP/SG/5)	61.43 [Global Average 62.72]	75.00	71.33	62.56	41.40	68.04	64.51	58.16	46.96
Oct. 2020 (AOP/SG/4)	61.41 [Global Average 62.65]	75.00	68.64	64.44	42.73	58.61	63.26	58.11	38.42
June 2019 (AOP/SG/3)	60.52 [Global Average 61.59]	75.68	66.80	62.13	42.30	58.14	63.87	58.87	39.77
June 2018 (AOP/SG/2)	57.87 [Global Average 59.5]	68.57	65.78	55.71	38.18	49.60	60.45	53.01	51.13 [Error]
May 2017 (AOP/SG/1)	56.29 [Global Average 57.99]	68.57	63.3	53.65	33.17	51.9	59.78	55.2	39.44

6.4 AP-AA/WG/7 noted that there were 18 APAC States with EI in AGA area less than 60%; 4 APAC States with EI in AGA area more than 60% to less than 75%; and 17 APAC States with EI in AGA area more than or equal to 75%.

- 6.5 The meeting urged APAC States/Administrations:
- a) to take actions required from States through USOAP CMA OLF;
 - b) with EI less than 75% to put more resources and efforts to improve EI to meet the 75% of GASP target by 2024; and
 - c) to approach respective COSCAPs, Pacific Aviation Safety Office (PASO) or ICAO APAC Office, if State(s) require assistance in USOAP CMA.

USOAP CMA Protocol Questions – 2024 Edition (WP/12)

6.6 WP/12 introduced the 2024 Edition of the Protocol Questions (PQs) of the ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach related to AGA Area.

6.7 AP-AA/WG/7 noted that the 2024 Edition of the AGA Protocol includes 153 PQs, with eleven new PQs (8.901–8.941) added regarding SMS, one PQ (8.149) excluded due to similarity with PQ 8.148, and three PQs (8.147, 8.381, 8.387) revised for clarity. Additionally, two PQs (8.005, 8.113) were revised for clarity including instructions for auditors, and nine PQs had their references reviewed.

6.8 It was also noted that the Frequently Asked Questions (FAQs) about the 2024 Edition of the PQs made available on the online framework, in the “CMA Library” under the heading “USOAP Protocol Questions”. FAQs provided answers to the most common questions from States to ICAO about the newly amended PQs and would be updated, as necessary, by ICAO.

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Agenda Item 7: Technical Assistance/Cooperation in AGA FieldICAO Initiative for Assistance to States in AGA Area (WP/14)

7.1 The Secretariat informed the Meeting that ICAO provided technical assistance to Asia Pacific States in AGA area from 2015 to 2025 to improve States safety oversight capacities and enhance USOAP CMA EI through various platforms, such as:

- a) ICAO APAC Combined Action Team (CAT) and COSCAPs Technical Assistance Activities
- b) ICAO Programme for Aviation Volunteers (IPAV)
- c) Technical Assistance in Aerodrome Certification and SMS (RAS10801)
- d) Capacity Building Programme for APAC States

7.2 AP-AA/WG/7 noted various initiatives taken by ICAO, COSCAPs, ACI and other ICAO Safety Partners in assisting Asia Pacific States to improve USOAP CMA EI, to overcome challenges associated with the certification of aerodromes in some States in Asia and Pacific Regions and encouraged States that need AGA assistance to approach respective COSCAPs, PASO, ACI and Champion States for their assistance and support in AGA area and put additional resources and efforts to enhance EI in AGA area.

Agenda Item 8: AP-AA/WG Task ListAP-AA/WG Task List (WP/16)

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

Practices, Experience and Challenges for the Safety Oversight of Ground Handling Services in Malaysia (WP/15)

8.2 Through WP/15, Malaysia highlighted its ongoing challenges in implementing effective practices, gaining operational experience and strengthening the safety oversight of ground handling services. The working paper emphasized the essential role that ground handling plays in ensuring the safe, efficient and seamless functioning of air transport. Nevertheless, Malaysia continued to face significant obstacles including a shortage of qualified personnel, lack of direct enforcement authority and difficulties in coordinating oversight efforts across multiple stakeholders.

8.3 To address these challenges, Malaysia advocated for comprehensive capacity-building initiatives, including targeted training programs aimed at enhancing the competency of Ground Handling Service Providers (GHSPs) and regulatory personnel. Additionally, the paper stressed the importance of fostering closer inter-agency collaboration to ensure consistent and effective enforcement of ground handling safety standards. Through these efforts, Malaysia aimed to strengthen regulatory compliance and promoting a proactive safety culture to elevate the overall quality and reliability of ground handling operations.

Thailand's Experiences and Practices for Safety Oversight of Ground Handling Services (IP/12)

8.4 Thailand shared its approach to overseeing ground handling services, which is currently managed through audits and inspections of aerodrome operators and aircraft operators rather than direct regulation of Ground Handling Service Providers (GHSPs).

8.5 For aerodrome operators, the Civil Aviation Authority of Thailand (CAAT) required public aerodromes to have internal supervision and audit systems, including oversight of subcontracted ground handlers. Regarding air operators, CAAT ensured that air operators implement appropriate Safety Management Systems covering ground handling operations, and maintain oversight of functions such as baggage, ramp, and fueling operations, even when performed by third parties.

Agenda Item 9: Any Other BusinessGuideline for Runway Classification (WP/18)

9.1 Thailand presented WP/18, proposing the development of the guideline for runway classification using Annex 14, Volume I, other relevant Annexes and manuals. While Annex 14, Volume I defined non-instrument and instrument runways, the definitions being vague and interpreted differently by States — some classifying runways based on installed equipment, others on actual operational use. This inconsistency might lead to varied applications of aerodrome standards, affecting runway design elements such as runway strip dimensions, obstacle limitation surfaces (OLS), and visual aids. It might impact other Annexes including Annex 4 (Charts), Annex 6 (Aircraft Operations), Annex 10 (Aeronautical Telecommunications) and Annex 19 (Safety Management).

9.2 To address this, Thailand developed a draft “Guideline for Runway Classification”, proposing to use this draft as a starting point to develop formal guidance, in consultation with Member States. A standardized guideline would promote global harmonization, enhance safety, and ensure consistent application of Annex 14 provisions. Thailand stands ready to support this initiative through technical contributions and experience sharing.

9.3 Pakistan suggested that the proposed guideline should also take a reference from PANS-ATM (Doc 4444) regarding distance between independent parallel runways.

9.4 AP-AA/WG/7 agreed to endorse the following Draft Conclusion and submit to AOP/SG for its consideration at the Ninth Meeting of the AOP/SG in July 2025:

Draft Conclusion AP-AA/WG/7 - 2: Guideline for Runway Classification	
What: That, the Guideline for Runway Classification provided in Appendix G of the AP-AA/WG/7 Report be circulated to States/Administrations after approval by AOP/SG/9. The Guideline to be published on the ICAO APAC eDocuments Webpage under AGA Heading.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why: To address ambiguities and inconsistent interpretation of runway classification criteria in Annex 14 Volume I, and to promote global harmonization, enhanced safety, and consistent implementation of aerodrome design standards.	Follow-up: ☒ Required from States
When: 4-Jul-25	Status: Adopted by Subgroup
Who: ☒ Sub groups ☐ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

List of Experts of the Asia/Pacific Aerodrome Assistance Working Group (IP/02)

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

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Agenda Item 10: Date and Venue of Next MeetingProvisional Agenda, Date and Venue of Next Meeting (WP/17)

10.1 The Meeting reviewed the draft agenda proposed by the Secretariat and agreed on the following Provisional Agenda for the AP-AA/WG/8:

AP-AA/WG/8**DRAFT PROVISIONAL AGENDA**

- | | |
|----------------|---|
| Agenda Item 1: | Adoption of Provisional Agenda |
| Agenda Item 2: | Review Outcomes of Relevant Meetings |
| Agenda Item 3: | <p>Aerodrome Certification and Safety Management System</p> <ul style="list-style-type: none"> ▪ Lessons learnt from ARFF Trainings, Aerodrome Emergency Exercises and Removal of Disabled Aircraft; ▪ Indicators and Examples of Good Safety Culture in Aerodrome Operations; ▪ State's practices in safety data/information sharing among aerodromes; ▪ Sharing of State's Practices in the evaluation of aerodrome SMS and areas of improvements; ▪ Aerodrome safety vis-as-vis environmental protection; ▪ Aerodrome safety vis-as-vis land use planning. ▪ Ground Handling Service |
| Agenda Item 4: | <p>Runway Safety and GRF Implementation</p> <ul style="list-style-type: none"> ▪ Lessons learnt from Runway Safety Team establishment and implementation of GRF; ▪ Measures taken by aerodromes to mitigate runway incursions and excursions; ▪ Sharing of State's practices in implementation of RESA Requirements (90 m versus 240 m) at aerodromes and alternative acceptable means of compliance; ▪ Implementation of ACR-PCR Method of Reporting the Bearing Strength of Aerodrome Pavement |

- Agenda Item 5: Implementation of New OLS Requirements
- Agenda Item 6: APANPIRG Air Navigation Deficiency in AOP Field
- State's update on APANPIRG Air Navigation Deficiency in AOP Field;
- Agenda Item 7: USOAP CMA in AGA
- Sharing by States their preparation for forthcoming USOAP CMA Activity and lessons learnt for improving the outcomes (EI) of USOAP CMA Audit;
- Agenda Item 8: Technical Assistance/Cooperation in AGA Field
- Collaboration among ICAO and other Safety Partners and various platforms for assistance to States in AGA area
 - Asia/Pacific Aerodrome Assistance Go-Team Assistance Mission
- Agenda Item 9: Any Other Business
- Agenda Item 10: AP-AA/WG Task List
- Agenda Item 11: Date and Venue of Next Meeting

10.2 The next AP-AA/WG Meeting will be held in First/Second Week of April 2026 for three to five days.

10.3 The meeting determined that AP-AA/WG/8 should be in the form of face-to-face meeting. State/Administration interested to host the AP-AA/WG/8 was requested to contact the Secretariat. The venue of the AP-AA/WG/8 would be communicated to States/Administrations through ICAO APAC Invitation Letter.

Closing of the Meeting

10.4 Mr Srivastava, Chairperson of AP-AA/WG congratulated the Meeting on the achievements and thanked all participants and members of the Working Group for their contribution to the tasks of the Working Group, active participation in discussion and cooperation during the Meeting. Mr. Srivastava also thanked the Secretariat for an excellent preparation for the Meeting.

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