

INTERNATIONAL CIVIL AVIATION ORGANIZATION



FINAL REPORT

**THE EIGHTH MEETING OF THE ASIA/PACIFICAERODROME ASSISTANCE
WORKING GROUP (AP-AA/WG/8)**

BANGKOK, THAILAND, 21 TO 24 APRIL 2026

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

TABLE OF CONTENT

		Page
INTRODUCTION		i-1
1	Meeting	i-1
2	Attendance	i-1
3	Opening of the Meeting	i-1
4	Officers and Secretariat.....	i-1
5	Language and Documentation	i-1
6	Draft Conclusions, Draft Decisions and Decisions – Definition	i-1
7	Terms of Reference of AP-AA/WG.....	i-2
8	List of Draft Conclusions and Draft Decisions	i-3
 REPORT ON AGENDA ITEMS		
Agenda Item 1:	Adoption of Provisional Agenda.....	1-1
Agenda Item 2:	Review Outcomes of Relevant Meetings	2-1
Agenda Item 3:	Aerodrome Certification and Safety Management System	3-1
Agenda Item 4:	Runway Safety and GRF Implementation.....	4-1
Agenda Item 5:	Implementation of New OLS Requirements	5-1
Agenda Item 6:	APANPIRG Air Navigation Deficiency in AOP Field	6-1
Agenda Item 7:	USOAP CMA in AGA.....	7-1
Agenda Item 8:	Technical Assistance/Cooperation in AGA Field	8-1
Agenda Item 9:	AP-AA/WG TOR & Task List.....	9-1
Agenda Item 10:	Any Other Business.....	10-1
Agenda Item 11:	Date and Venue of Next Meeting	11-1

TABLE OF CONTENT

APPENDICES TO THE REPORT

Appendix A – List of the aerodromes yet to be certified in Asia-Pacific Region

Appendix B – States / Administrations that have yet to publish the status of certification of aerodromes in AIP AD 1.5

Appendix C – Status of RST Establishment based on ICAO RST Survey and State's Response to ICAO APAC SL Ref.: T 11/5.13.2 – AP111/24 (AGA) on 3 September 2024

Appendix D – Air Navigation Deficiencies in AOP Field in the Asia/Pacific Region reviewed and updated by AP-AA/WG/8

Appendix E – List of AOP Focal Points

Appendix F – Task List updated by AP-AA/WG/8

Appendix G – List of Experts of the Asia/Pacific Aerodrome Assistance Working Group

ATTACHMENTS TO THE REPORT

Attachment 1 – List of Participants

Attachment 2 – List of Papers

INTRODUCTION

1. Meeting

1.1 The Eighth Meeting of Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/8) was held in Bangkok, Thailand from 21 to 24 April 2026.

2. Attendance

2.1 45 participants from 11 Member States, 1 International Organisation, and 3 Speakers 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. Subash S, ICAO Asia/Pacific Office Deputy Regional Director, and Mr. Amit Srivastava, Chairperson of AP-AP/WG, welcomed the participants and delivered their opening remarks.

4. Officers and Secretariat

4.1 Mr. Amit Srivastava, Chairperson of AP-AA/WG presided over the Meeting. Ms. Saranya Weerarakdecha, 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 17 Working Papers, 10 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 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/8 – 1: Sharing updates on aerodrome-related information

Draft Decision AP-AA/WG/8 – 2: Proposal for Amendment to AP-AA/WG's TOR

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
- Ground Handling Service

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 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: AP-AA/WG TOR & Task List

Agenda Item 10: Any Other Business

Agenda Item 11: Date and Venue of Next Meeting

Agenda Item 2: Review Outcomes of Relevant MeetingsAction Items of 60th Conference of Directors General of Civil Aviation (WP/02)

2.1 AP-AA/WG/8 reviewed the action items of 60th Conference of Directors General of Civil Aviation (DGCA/60, Sendai, Japan, 28 July to 1 August 2025) relevant to Aerodromes and Ground Aids areas.

Discussion Paper	Action Item	Description
Agenda Item 3: Aviation Safety		
DP/3/15	60/7	Acknowledging that runway incursion is one of the global and regional High-Risk Categories (HRCs), the Conference encouraged States/Administrations to provide responses to the Global Action Plan for Prevention of Runway Incursion (GAPPRI) implementation tracking template (ICAO APAC State Letter AP001/25 refers) to widen the analysis of common challenges in APAC and implement the GAPPRI recommendations
DP/3/25	60/14	Recognizing the importance of the harmonization of aerodrome standards globally, the Conference encouraged States/Administrations to use the applicable guidance material when considering the adoption of ICAO Annex 14 SARPs into National Aerodrome Standards.
Agenda Item 7: Aviation and Environment		
DP/7/02 DP/7/08	60/44	Recognizing the urgent need for sustainable, climate-resilient airports and adaptation aligned with ICAO's environmental goals to meet growing demand and mitigate climate impacts, the Conference encouraged States/Administrations to: a) Engage with regional initiatives for climate resilience at airports and ensure alignment with ICAO's relevant guidance related to climate change adaptation and State Action Plans; and b) Support regional knowledge sharing and use of case studies to define and disseminate best practices tailored to the region's sustainability and resilience goals.
Agenda Item 8 - Capacity Development and Implementation		
DP/8/04	60/50	Acknowledging that the changes to the Annex 14 OLS SARPs require a paradigm shift, the Conference urged States/Administrations to share their implementation plans or experiences with ICAO and to utilize ICAO's implementation support initiatives to implement the revised OLS SARPs at the earliest opportunity.
Agenda Item 9 – Updates		
DP/9/03	60/55	The Conference urged the States/Administration to collaborate and continue to work towards achieving the commitments of the Delhi Declaration.

2.2 AP-AA/WG/8 noted the EASA's Information Paper on the Baseline Safety and State Oversight of Ground Handling in the New EU Regulations, which highlights the European Union model of a proportionate and flexible approach to regulating ground handling, and the similarities and

differences from the ICAO standards and recommendations, with the aim of supporting regional dialogue and mutual learning in the Asia Pacific. This Information Paper (IP/03/04) is available at: <https://www.icao.int/APAC/meetingdocs?fid=872> (under Agenda Item 3 – Aviation Safety).

2.3 AP-AA/WG/8 reminded States/Administrations to take necessary actions in accordance with 60th DGCA Conference Action Items and highlighted that ground handling is another important area of concern, noting a significant increase in ground incidents across the region.

Relevant Outcomes of APANPIRG/36 (WP/03)

2.4 The Secretariat presented the outcomes of the 36th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/36) which was held in Bangkok, Thailand from 24 to 26 November 2025.

2.5 AP-AA/WG/8 acknowledged that APANPIRG/36 had adopted the following Conclusions related to aerodrome design and operations:

- i) *Conclusion APANPIRG/36/3: Runway Surface Condition Assessment – Adoption of Technology; and*
- ii) *Conclusion APANPIRG/36/4: Acknowledgement of Wildlife Strike as One of the High-Risk Category of Occurrences (HRCs) for Asia and Pacific Regions.*

2.6 The Final Report of APANPIRG/36 published at <https://www.icao.int/APAC/meetingdocs?fid=7023> provided the detailed descriptions of the above Conclusions.

2.7 AP-AA/WG/8 noted that at APANPIRG/36 AOP Chairman highlighted the following challenges in AOP fields:

- a) Certification of military aerodromes used for international operations;
- b) Safety oversight and safety management of Ground Handling Services;
- c) Slow Implementation of GRF and Runway Safety Team;
- d) Slow pace of transition from ACN-PCN to ACR-PCR Method of Reporting Pavement Bearing Strength; and
- e) Wildlife strike hazard reduction.

2.8 AP-AA/WG/8 also noted that the AOP/SG planned to conduct the following activities in 2026 to address the above challenges:

- a) Organize Workshop on Civil/Military Cooperation in aerodrome certification;
- b) Invite States/Industry (aerodrome operator, airlines operator and ground handling agent) to present their good practices in AP-AA/WG/8 Meeting/or Organize Workshop in Ground Handling Services;
- c) Encourage States/Industries to opt for the Aerodrome Assistance Go-Team/Runway Safety Go-Team Mission on a cost recovery basis to obtain assistance for implementation of GRF and RST establishment;

- d) Organize Workshop with the support from US FAA on Aerodrome Pavement Design and Evaluation including ACR-PCR Method of Reporting Pavement Bearing Strength; and
- e) Assistance to States on wildlife strike hazard reduction through the implementation of Asia/Pacific wildlife Hazard Management Go-Team Technical Assistance Mission.

Relevant Outcomes of AOP/SG/9 (WP/04)

2.9 The Secretariat presented the outcomes of the Ninth Meeting of the Aerodromes Operations and Planning Sub-group (AOP/SG/9, 30 June to 4 July 2025, Bangkok, Thailand) relevant to AP-AA/WG.

2.10 AP-AA/WG/7 acknowledged that the AOP/SG/9 had adopted eight Conclusions as below:

- i) *Conclusion AOP/SG/9-1: Workshop on Transposition of Annex 14 SARPs into National Aerodrome Standards;*
- ii) *Conclusion AOP/SG/9-2: Clarification of Clause Interpretations in ICAO Annex 14 Volume I;*
- iii) *Conclusion AOP/SG/9-3: Tolerance on marking of wind direction indicator's circular band, and runway and taxiway edge lights;*
- iv) *Conclusion AOP/SG/9-4: Provision of Graphical Illustrations for the Placement of Signs in ICAO Design Manual (Doc 9157), Part 4 Visual Aids;*
- v) *Conclusion AOP/SG/9-5: Review of Switch-over Time Requirements for Outer Part (from 300 – 900 m) of the CAT II/III Approach Lighting System;*
- vi) *Conclusion AOP/SG/9-6: Guidance on Transposition of Annex 14 SARPs into National Standards;*
- vii) *Conclusion AOP/SG/9-8: Guideline for Runway Classification; and*
- viii) *Conclusion AOP/SG/9-9: ICAO Asia/Pacific Wildlife Hazard Management Workshop*

2.11 The Final Report of AOP/SG/9 published at <https://www.icao.int/APAC/meetingdocs?fid=554> provided the detailed descriptions of the above Conclusions.

2.12 AP-AA/WG/8 encouraged States/Administrations to actively participate in the AOP Subgroup's contributing bodies, i.e. AP-ADO/TF, AP-AA/WG, and AP-WHM/WG, as these serve as the key contributors to the AOP subgroup.

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

3.1 AP-AA/WG/8 noted that out of **386** aerodromes used for international operations in Asia-Pacific Region, 356 aerodromes had been certified corresponding to **92.23%** progress as of 2 March 2026.

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 The Philippines and India updated the meeting on the status of certification of aerodromes used for international operations, listed in Attachment A to this Working Paper, and agreed to provide updated details, with supporting evidence, to ICAO APAC Office for updating the list.

3.6 AP-AA/WG/8 urged States/Administrations 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.

Requesting States/Administrations to Share Updates on Aerodrome-Related Information (WP/06)

3.7 The Secretariat presented a proposal requesting States/Administrations to share updates on aerodrome-related information as follows:

- a) International Aerodromes to be Published in the ANP;
- b) Certification of Aerodromes;
- c) Publication of the Status of Certification of Aerodromes in AIP;
- d) Implementation of the Global Reporting Format (GRF);
- e) Implementation of Aircraft Classification Rating-Pavement Classification Rating (ACR-PCR);
- f) Implementation of Airport Master Plan;
- g) Implementation of Wildlife Hazard Management Programme (WHMP); and
- h) Runway Safety Team (RST).

3.8 States/Administrations are requested to submit updates on the above information to the ICAO APAC Office by the end of February of each year. The Secretariat will develop the form for reporting the progress on the above requested information and disseminate it to the States/Administrations.

3.9 AP-AA/WG/8 endorsed the proposal for States/Administrations to submit the requested information to the ICAO APAC Office by the end of February each year and agreed to present the following Draft Conclusion for agreement by the Eight Meeting of the Asia/Pacific Wildlife Hazard Management Working Group (AP-WHM/WG/8) and for consideration by AOP/SG/10.

Draft Conclusion AP-AA/WG/8 – 1: Sharing updates on aerodrome-related information	
What: That, APAC States/Administrations be invited to submit updates on aerodrome-related information to the ICAO APAC Office by the end of February each year.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: For monitoring and reporting of the implementation progress of the aerodrome design and operation provisions and key safety initiatives.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: 17-Jul-26	Status: Draft to be adopted by Subgroup
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: XXXX	

Progress Report on Development of Guidance Material on Alternative Means of Compliance (AMOC) for Rescue and Firefighting (RFF) Services at Aerodrome Category 1 and 2 (WP/09)

3.10 Fiji, on behalf of the Small Working Group (SWG) for Task 7/1, presented the report on progress made by the SWG in developing regional guidance on Alternative Means of Compliance (AMOC) for Rescue and Firefighting (RFF) Services at Aerodrome Categories 1 and 2. The task responds to concerns raised by Fiji at the AP-AA/WG/7 regarding the disproportionate operational and financial burden of prescriptive RFF requirements on small and remote aerodromes. Led by Fiji, with representatives from Maldives, Malaysia, New Zealand, Philippines, Solomon Islands, the United States, as well as ACI and the ICAO APAC Office, the working group aims to support a risk based, outcome focused approach that maintains safety objectives while enhancing regulatory flexibility and sustainability.

3.11 The SWG has held four meetings and reviewed State practices, FAA regulatory approaches, and relevant ICAO provisions. Key gaps identified include limited guidance on extinguishing agent quantities, rescue equipment, and training for small aerodromes. Notable progress included consolidating State guidance materials, collecting AMOC practices, and developing comparative analyses.

3.12 The next steps focus on further State engagement, drafting Regional Guidance Material (RGM), and agreeing on fundamental AMOC principles, including functional capability, training and preparedness, and resource availability. The SWG invited the Working Group to note the progress made, endorse continuation of the work, and provide guidance or comments, as appropriate.

3.13 The Meeting endorsed the continuation of the SWG’s work and invited States/Administrations to share their experiences and practices to support the development of this Guidance Material. India and Nepal agreed to join this SWG.

3.14 The final draft of Guidance Material on Alternative Means of Compliance (AMOC) for Rescue and Firefighting (RFF) Services at Aerodrome Category 1 and 2 will be presented to AP-AA/WG/9 for consideration.

Certification of Joint User Aerodromes in Pakistan (IP/03)

3.15 Presented by Pakistan, IP/03 outlines the regulatory framework, coordination mechanisms, safety management arrangements, and oversight processes adopted for the certification, oversight and continued surveillance of joint-user aerodromes in Pakistan.

3.16 The need for joint-user aerodromes arises where States utilize military aerodromes to support civil aviation due to constraints such as limited traffic demand, geographical limitations, or financial considerations. While this approach optimizes the use of existing infrastructure, it introduces unique challenges, as military and civil aviation operations differ in terms of aircraft performance, operational priorities, and security requirements. To address these challenges and to meet the obligations of the International Civil Aviation Organization Annex 14, Volume I, the Pakistan Civil Aviation Authority (PCAA) certifies such aerodromes in accordance with national regulatory standards, thereby ensuring the safety of civil aviation operations.

3.17 Although the core certification requirements remain consistent, joint-user aerodromes require enhanced coordination between civil and military stakeholders. This coordination is achieved through formal agreements, such as Memoranda of Understanding (MoU) or Letters of Agreement (LoA) or a policy document which clearly define roles, responsibilities, and communication channels. The aerodrome operator retains overall responsibility for compliance with PCAA regulations, including the implementation of corrective actions and the provision of necessary resources. Military authorities actively contribute to safety-related activities, participate in safety committees, and collaborate within Safety Management Systems to ensure effective hazard reporting, data sharing, and risk mitigation.

3.18 Safety at such aerodromes is further ensured through the segregation of civil and military operations, the publication of relevant information in official documents (AIP, etc.) and strict control of airside developments. The Pakistan Civil Aviation Authority maintains continuous oversight including inspections and audits for compliance with regulatory requirements. Overall, Pakistan's structured regulatory and coordination framework enables joint-user aerodromes to operate safely while maintaining clear accountability and robust safety management practices.

Pakistan's Experience with Conduct and Acceptance of Task and Resource Analysis (TRA) for Certified Aerodromes (IP/04)

3.19 Presented by Pakistan, IP/04 outlined the implementation of Task Resource Analysis (TRA) to determine the minimum staffing requirements for Rescue and Fire Fighting Services (RFFS) at aerodromes. In line with ICAO Annex 14, Volume I, the Pakistan Civil Aviation Authority (PCAA) has adopted TRA as a systematic, evidence-based approach to ensure that sufficient trained personnel are available to meet operational demands, achieve required response times, and sustain firefighting operations. Since ICAO does not prescribe a fixed number of personnel, TRA allows staffing levels to be tailored to each aerodrome's specific size, complexity, traffic, and risk profile.

3.20 The methodology involves identifying operational tasks from regulations, manuals, and practical experience, followed by detailed task breakdowns to determine roles, equipment needs, and response requirements. Workload assessments consider factors such as aerodrome category, traffic levels, operating hours, and local conditions. Based on this analysis, the minimum number of RFFS personnel is established. The process is carried out by multidisciplinary teams, combining operational experts and human resource specialists, with continuous support from PCAA to ensure consistency and accuracy across aerodromes.

3.21 PCAA evaluates and accepts TRA reports through a rigorous process that verifies assumptions, staffing calculations, and operational realism. This includes reviewing worst-case scenarios, ensuring compliance with response requirements, and considering human factors such as fatigue and shift patterns. Practical validation through drills is also encouraged. Despite challenges such as budget constraints and integration with Safety Management Systems, TRA has significantly improved regulatory compliance, workforce planning, emergency preparedness, and overall aerodrome safety in Pakistan.

Safety Oversight Functions at Joint User Defence Airports in India (IP/06)

3.22 Presented by Airports Authority of India (AAI), India, IP/06 shared their experiences in safety oversight functions at joint user defence airports. The paper outlined the role of the Airports Authority of India in managing civil aviation operations at Joint User Defence Airports under the regulatory oversight of the DGCA India. Here, the airfield remains under the control of defence authorities, while AAI develops and operates civil enclaves, passenger facilities, aprons, and navigation services. These airports optimize existing defence infrastructure, enhance regional connectivity, and support national initiatives, balancing aviation growth with national security. The Airport operator maintains close coordination with the defence authorities to ensure safe aircraft operations such as establishment of Apron Management including parking stand allocation, maintaining apron and vehicular movement discipline, issuance of NOTAM, FOD management, coordination for ARFF services, conducting AEMC meetings, etc.

Safety Management System - Safety Culture in Aerodrome Operations (IP/07)

3.23 Presented by GMR Hyderabad International Airport Ltd. (GHIAL), India, IP/07 outlined the safety culture transformation journey of Rajiv Gandhi International Airport (RGIA), India, driven by a structured and leadership-led safety promotion framework aligned with ICAO Safety Management System (SMS) principles. In response to rapid airport expansion and increased operational complexity, RGIA strengthened safety governance through Apex and sub-committee structures, area-based implementation teams, and focused capability development for high-risk activities. The initiative emphasized visible leadership, improved incident reporting, stakeholder integration, and consistent training across airside, terminal, and landside operations. Measurable improvements in safety culture maturity, as reflected through safety perception assessments and the Bradley Curve, demonstrate a scalable and cost-effective model for enhancing safety culture in aerodrome operations.

Aerodrome Safety vis-as-vis Environmental Protection (IP/09)

3.24 Presented by GMR Hyderabad International Airport Ltd. (GHIAL), India, IP/09 highlighted GHIAL's integrated approach to aerodrome safety and environmental protection at Rajiv Gandhi International Airport (RGIA), aligned with ICAO, DGCA, and ESG frameworks.

3.25 Environmental sustainability is embedded into airport operations through strong governance, green infrastructure, and decarbonization initiatives. RGIA operates on 100% renewable electricity, has achieved a 95% reduction in Scope 1 and Scope 2 emissions (by 2025 against a 2010 baseline), and targets Net Zero for Scope 1 & 2 by 2035 and Scope 3 by 2050. Key enablers include LEED Platinum-certified terminal infrastructure, large-scale renewable energy adoption, electrification of ground support equipment, and deployment of FEGPU and PCA systems to reduce aircraft emissions at gates. Recognized globally through LEED Platinum and ACI Airport Carbon Accreditation Level 5, GHIAL positions RGIA as a leading example of sustainable and safety-centric airport operations in the Asia-Pacific region.

IATP Aircraft Recovery Pool Aircraft Recovery Preparedness (PPT/01)

3.26 Presented by IATP, PPT/01 provided an overview of aircraft recovery preparedness and the operational benefits of IATP aircraft recovery pool. Aircraft recovery is a process approved by OEM to move disabled aircraft using specialized technical references. i.e., Aircraft Recovery Manuals (ARM) to ensure safe execution and support insurance or warranty claims. The presentation outlined recovery classifications ranging from Category I (light repositioning) to Category III (heavy recovery involving separated landing gears).

3.27 Membership in the IATP aircraft recovery pool offers significant cost-sharing advantages, as recovery kits are multi-million-dollar investments that minimize penalties or other compensation expenses due to air traffic disruption and ensure earlier aircraft serviceability through faster removal. IATP maintains worldwide coverage through Basic and Large recovery kits, the latter of which is capable of recovering the A380. The presentation emphasized that a trained and experienced team is the key to safe operations without secondary damage. Consequently, IATP maintains a strict philosophy of mandatory annual exercises and recurring training, encouraging member airlines to utilize dedicated providers such as IATA, ACI, RESQTEC, Kunz and any other training organizations to ensure constant preparedness.

Disabled Aircraft Recovery – Introduction and lessons learned from ARFF Trainings (PPT/02)

3.28 Presented by KUNZ GmbH aircraft equipment, PPT/02 provided a comprehensive overview of the complexities involved in recovering disabled aircraft, emphasizing the critical role of Aircraft Rescue and Firefighting (ARFF) teams. Aircraft recovery is defined as the process of recovering an aircraft that is unable to move under its own power or the power of a tow truck but is still economically repairable. The primary objective of any recovery operation is to avoid "secondary damage" to the airframe and to ensure the absolute safety of all personnel involved. This distinguishes "recovery" from "salvage," which refers to the removal of an aircraft that is considered a total loss.

3.29 The recovery process involves several key stakeholders with distinct responsibilities. While the aircraft operator (airline) is legally responsible for the removal, the airport must provide a detailed emergency and removal plan. Furthermore, investigative authorities must release the aircraft before any work begins, and insurance adjusters often play a pivotal role due to their technical expertise. Statistical data from 2024 and 2025 highlights the urgency of the topic, showing that over 95 major incidents resulted in nearly 29 days of total runway closures. These closures lead to massive financial losses, reputational damage, and significant operational disruptions for airports worldwide.

3.30 The "Lessons Learned" section identifies several current challenges, particularly the lack of regular, hands-on training and limited access to official Aircraft Recovery Manuals (ARMs) for the actual recovery teams. To address these issues, the presentation highlighted the proposed ICAO Annex 14, Volume 1 and PANS-Aerodromes (Doc 9981) amendments scheduled for late 2027. These new provisions will mandate more detailed removal plans and emphasize the necessity of having both trained personnel and immediate access to technical documentation. Ultimately, the presentation concluded that better preparation, standardized training on real aircraft, and improved communication between airports and authorities are essential to minimize downtime and ensure professional recovery operations.

3.31 The secretariat reminded the Meeting of State Letter Ref.: AN 4/1.1.60-25/79, dated 12 August 2025, concerning the proposed amendments related to disabled aircraft removal in Annex 14, Volume I and PANS-Aerodromes (Doc 9981), with an applicable date of 25 November 2027, and the Meeting may wish to refer to it for further details.

Aircraft Recovery Lessons Learned, Risk Trends and Preparedness Strategies (PPT/03)

3.32 Presented by RESQTEC, PPT/03 provided a comprehensive overview of lessons learned, risk trends, and preparedness strategies related to disabled aircraft recovery, based on global incident data and operational experience. It highlighted that disabled aircraft incidents constitute a recurring operational risk rather than isolated events, with a consistent number of incidents occurring annually regardless of traffic fluctuations.

3.33 The presentation also highlighted the four key lessons learned from real-world incidents. Firstly, preparedness is often overestimated, with existing plans not sufficiently validated or aligned with realistic operational scenarios. Secondly, coordination between stakeholders was identified as a critical factor, with unclear roles and delayed decision-making, particularly during the initial response phase, leading to prolonged runway closures. Thirdly, many organizations rely on limited or single-method recovery strategies, which are insufficient to address the diversity of potential incident scenarios. Finally, training practices often do not reflect operational reality, with limited emphasis on joint, scenario-based exercises involving all relevant stakeholders.

3.34 To address these challenges, the presentation introduced a structured framework for improving preparedness based on four key pillars: risk-based planning, defined roles and governance, multi-method recovery capability, and continuous validation through training and exercises. This framework emphasizes the need to align preparedness with aircraft mix, operational environment, and applicable international guidance, while ensuring that recovery capabilities are flexible and supported by regular validation and joint training.

3.35 The presentation concluded that effective disabled aircraft recovery is not determined solely by the availability of equipment, but by the overall level of preparedness, coordination, and execution capability. Continuous improvement through planning, training, and validation is essential to reduce operational disruption, enhance resilience, and ensure effective response to disabled aircraft incidents.

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/8 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 ten States submitted the completed questionnaire to ICAO APAC Office:

- 1) China;
- 2) Hong Kong, China;
- 3) Japan;
- 4) Nepal;
- 5) New Zealand;
- 6) Pakistan;
- 7) Philippines;
- 8) Republic of Korea;
- 9) Singapore; and
- 10) Thailand.

4.3 AP-AA/WG/8 also noted that out of **386** aerodromes used for international operations in Asia/Pacific Region, only **215** aerodromes established the RST (**Appendix C**).

4.4 AP-AA/WG/8 requested the Secretariat to re-circulate the RST Questionnaire to States /Administrations to follow up with States/Administrations that had not responded to the above ICAO APAC State Letter.

4.5 The FAA offered to provide technical experts to support future ICAO Runway Safety Go-Team activities, upon request.

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

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

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

4.7 AP-AA/WG/8 noted that the following 18 States/Administrations of Asia and Pacific Regions published procedures for assessment and reporting of runway conditions in their AIP as of June 2025.

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)	√	<p>POLYNÉSIE AD 1.2.2 Runway Surface Condition Assessment and Reporting and Snow Plan (AIP, 29 Dec. 2022)</p> <p>NOUVELLE CALEDONIE, WALLIS ET FUTUNA AD 1.2.2 Runway Surface Condition Assessment and Reporting and Snow Plan (AIP, 26 Jan. 2023)</p>
3	China	√	AD 1.2, 2 Runway Surface Condition Assessment and Report (AIP, 22 Feb 2024)
4	Hong Kong SAR	√	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. Runway condition assessment and reporting (AIP, 14 Nov. 2024)
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 (AIP, 20 March 2025)
12	Philippines	√	AD 1.2, 2. Snow plan, 2.1 – 2.4 (AIP AD 1.2 dated 31 October 2024)

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

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

4.8 AP-AA/WG/8 encouraged States/Administrations that have 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.

Agenda Item 5: Implementation of New OLS Requirements

Nil

Agenda Item 6: APANPIRG Air Navigation Deficiency in AOP FieldState's Update on APANPIRG Air Navigation Deficiency in AOP Field (WP/10)

6.1 The status of Air Navigation Deficiencies in the AOP field endorsed by APANPIRG/36 (Bangkok, Thailand, 24 to 26 November 2025) with updates provided by Malaysia and Nauru was presented to AP-AA/WG/8 and provided in **Appendix D** to the AP-AA/WG/8 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

6.2 Sultan Ahmad Shah Airport, Malaysia had been certified and issued the Aerodrome Certificate on 20 January 2026. In addition, Nauru had published the aerodrome certification status in AIP section AD 1.5. Therefore, these Deficiencies would be removed from the List of the Air Navigation Deficiencies in AOP field after endorsement by AOP/SG/10 and consideration by APANPIRG/37.

AOP Focal Points

6.3 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**.

6.4 AP-AA/WG/8 updated the list of the AOP Focal Point and requested the States/Administrations to provide detailed updates to ICAO APAC Office for further updating the List.

Agenda Item 7: USOAP CMA in AGA

ICAO USOAP CMA and AGA Findings (WP/11)

7.1 AP-AA/WG/8 noted ICAO USOAP CMA activities conducted in APAC States in 2025 and those planned for 2026.

7.2 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 **64.26 %** as compared to the global average of **65.30%** as of April 2026.

7.3 Table 7.1 below illustrates the APAC Average AGA EI scores in all 8 Critical Elements from 2017 to April 2026:

Table 7.1: 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
Apr 2026 (AP-AA/WG/8)	64.26 [Global Average 65.30] 143 (2020 PQs) → 153 (2024 PQs)	65.28 (2→2)	71.49 (21→22)	64.76 (7→7)	49.12 (7→8)	66.58 (14→16)	67 (51→53)	61.96 (32→36)	49.1 (9→9)
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

7.4 AP-AA/WG/8 noted that there were 16 APAC States with EI in AGA area less than 60%; 8 APAC States with EI in AGA area more than 60% to less than 75%; and 15 APAC States with EI in AGA area more than or equal to 75%.

- 7.5 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 their EI; 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)

7.6 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.

7.7 AP-AA/WG/8 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.

7.8 The Meeting noted that the new Safety Management PQs will become applicable to all USOAP CMA activities starting after 1 August 2026. A dedicated SSP Effective Implementation score (SSP EI) as well as the Effective Implementation (EI) score for each SSP component will be provided to measure the State's effective implementation and maintenance of an SSP.

7.9 It was also noted that the final version of the SSP PQs, Revision 2 of the 2024 edition of the PQs for the areas of AIR, AIG, ANS and AGA and a comparison between Revision 2 and Revision 1 of the 2024 edition of the PQs are now available. In addition, the 2024 Edition, Revision 2 of AGA PQs and the Frequently Asked Questions (FAQs) about the 2024 Edition of the PQs have also been made available. All these documents can be accessed through the online framework, under the "CMA Library".

Thailand's Experience on USOAP Audit (IP/05)

7.10 Presented by Thailand, IP/05 shared their experiences on the ICAO Universal Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP CMA) from 27 August to 8 September 2025. The paper highlighted key activities undertaken during pre-audit, audit, and post-audit phases, as well as the challenges encountered and lessons learnt, aimed to share practical insights and good practices that contributed to improving the outcomes of USOAP CMA Audit, particularly in enhancing Effective Implementation (EI).

7.11 Thailand's Civil Aviation Authority (CAAT) managed the full-scope ICAO USOAP CMA audit through a structured three-phase methodology covering all eight critical areas. The pre-audit phase involved a comprehensive project-managed plan, the formation of specialized auditee teams, and the execution of both internal and external mock audits in collaboration with the Civil Aviation Authority of Singapore (CAAS), COSCAP-SEA, and Combined Action Team (CAT) Mission. This transition to the audit phase was supported by an optimized "Audit Zone" setup and seamless inter-departmental coordination, ensuring that Subject Matter Experts (SMEs) provided precise evidence. Following the audit, the post-audit phase prioritized the development of Corrective Action Plans (CAPs) in strict adherence to the six criteria outlined in ICAO Doc 9735, Universal Safety Oversight Audit Programme Continuous Monitoring Manual, ensuring a robust and sustainable regulatory response.

7.12 The lessons learnt from this experience emphasize that "preparing personnel" through mock presentations and flowcharts is as vital as the documentation itself for maintaining audit momentum. Key success factors included maintaining strict version control of manuals, demonstrating a "system in place" through clear action plans for transitional items, and ensuring absolute transparency regarding airport certification status. Ultimately, the audit demonstrated that achieving total alignment between the Regulator (CAAT) and the industry is a paramount factor in validating the State's safety oversight capabilities. This proactive and transparent approach not only streamlined the audit process but also significantly strengthened auditor confidence in Thailand's civil aviation system.

Maldives' ICAO USOAP CMA Audit Experience (IP/10)

7.13 Presented by Maldives, IP/10 outlined the Maldives' experience in preparing for 2025 ICAO USOAP CMA full-scope audit, with emphasis on the Aerodromes and Ground Aids (AGA) domain. The audit covered all eight critical elements of the State's safety oversight system, where Maldives achieved a strong performance, including 90.24% in AGA and an overall score of 78.44%. The paper aimed to share the State's approach, key focus areas, and lessons learned to support other States in enhancing audit readiness and safety oversight.

7.14 Preparation began approximately twelve months prior to the audit through a structured programme involving self-assessments, gap analyses, regulatory updates, staff training, and stakeholder coordination. The Maldives Civil Aviation Authority (MCAA) established clear responsibilities through focal points, and implemented centralized document management systems. External technical assistance from ICAO Regional Office, COSCAP, and EASA also played a key role in strengthening preparedness.

7.15 Mock audits were conducted and dedicated audit stations were established to facilitate smooth auditor interaction. Strong management oversight, regular coordination meetings, and transversal PQ reviews ensured consistency. The audit process, including an industry visit to Velana International Airport, highlighted the importance of practical implementation and readily available evidence. Key lessons emphasized early preparation, comprehensive documentation for all Protocol Questions, effective coordination, and continuous self-assessment as essential factors for successful audit outcomes.

Agenda Item 8: Technical Assistance/Cooperation in AGA FieldCollaboration among ICAO and Other Safety Partners and Various Platforms for Assistance to States in AGA Area (WP/13)

8.1 The Secretariat informed the Meeting that ICAO provided technical assistance to Asia Pacific States in AGA area from 2015 to 2026 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

8.2 AP-AA/WG/8 noted various initiatives taken by ICAO, COSCAPs, ACI and other ICAO Safety Partners in assisting Asia Pacific States to improve USOAP CMA EI, and to overcome challenges associated with the certification of aerodromes in some States in Asia and Pacific Regions. The meeting encouraged States to put additional resources and efforts to enhance EI in AGA area and approach the respective COSCAPs, PASO, ACI and Champion States for assistance and support.

8.3 The Meeting requested the ICAO APAC Office to organize or conduct training and/or workshops on ICAO OLS, Electrical Systems/Aeronautical Ground Lighting (AGL), Rescue and Fire Fighting Services (RFFS), and Emergency Planning and Preparedness to support States/Administrations in the implementation of ICAO SARPs.

8.4 The Meeting also requested the ICAO APAC Office to organize or conduct training and/or workshops on Heliports.

Agenda Item 9: AP-AA/WG Task List

AP-AA/WG Task List (WP/14)

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

Agenda Item 10: Any Other Business

Proposal for an Amendment to Terms of Reference of AP-AA/WG (WP/15)

10.1 The Secretariat presented a proposal for an amendment to the current terms of reference of AP-AA/WG.

10.2 As work under new scope added to the TOR of AP-AA/WG which was approved by AOP/SG/7 in July 2023 is yet to be progressed and there would be a need to address future challenges due to periodic amendments to Annex 14, Volume I and II, PANS-Aerodromes (Doc 9981) and other ICAO Documents related to aerodrome design and operations, the Secretariat proposed to amend the TOR of AP-AA/WG and function on a permanent basis, until it is dissolved by the AOP/SG.

10.3 AP-AA/WG/8 supported the proposal for an amendment to the current terms of reference of AP-AA/WG and endorsed the following Draft Decision for consideration by AOP/SG/10.

Draft Decision AP-AA/WG/8 - 2: Proposal for Amendment to AP-AA/WG’s TOR	
What: That, the Terms of Reference of the Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG) be amended as in Appendix A of WP/15.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: To allow Working Group to continue its work on the on-site technical assistance to States for certification and surveillance of aerodromes, new tasks under the TOR, and to function on a permanent basis, until it is dissolved by the AOP/SG.	Follow-up: <input type="checkbox"/> Required from States
When: 17-Jul-26	Status: Draft to be adopted by Subgroup
Who: <input checked="" type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: AP-AA/WG	

Coordination Mechanism among Aviation, Land Use and Environmental Authorities (WP/17)

10.4 Presented by India, WP/17 highlighted the need for strengthened coordination among aviation, land-use, and environmental authorities to address challenges arising from unplanned development in the vicinity of aerodromes. It was observed that incompatible land use, urban encroachment, and environmental factors such as noise sensitivity and wildlife hazards may adversely affect aviation safety and operational efficiency, particularly in the absence of structured coordination mechanisms.

10.5 The paper recommended that States establish formal institutional frameworks, including inter-agency coordination bodies, regulatory provisions, and data-sharing arrangements, to ensure integration of aviation considerations into land-use and environmental planning processes. It was emphasized that a proactive and collaborative approach was essential to balance aerodrome development with environmental protection and sustainable urban growth, while ensuring that safety remains the overriding priority.

10.6 AP-AA/WG/8 agreed to form a SWG consisting of SMEs from India (Lead) supported by Maldives, Nepal, Pakistan and ACI to develop Regional Guidance on coordination mechanism among aviation authority, land use authority and environmental authority and decided to add into the AP-AA/WG Task List as Task 8/1.

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

10.7 The Secretariat presented the IP/02 and requested the Members of the Working Group to provide updates to the List of Experts, as applicable. The updated list of experts of the Asia/Pacific Aerodrome Assistance Working Group provided in **Appendix G**.

Safety Implications of Runway Marking Overpainting on Rubber-Contaminated Surfaces (IP/08)

10.8 Presented by Airports Authority of India, IP/08 highlighted the safety risks associated with repeated runway marking overpainting on rubber-contaminated runway surfaces at busy aerodromes. Continuous repainting over rubber deposits and previous paint layers can create thick composite layers with poor adhesion. Under aircraft loading and environmental stress, these layers may deteriorate and break into hardened fragments, potentially becoming Foreign Object Debris (FOD). The paper noted the limited guidance regarding maximum allowable cumulative marking thickness and maintenance practices, and recommended systematic rubber removal, periodic stripping of markings, and improved maintenance monitoring to enhance runway safety.

10.9 AP-AA/WG/8 suggested to present this Information Paper to the forthcoming meeting of the AP-ADO/TF to get their views and support, specially on the guidance on rubber removal prior to repainting and on maximum allowable cumulative marking thickness.

Agenda Item 11: Date and Venue of Next MeetingProvisional Agenda, Date and Venue of Next Meeting (WP/16)

11.1 The Meeting reviewed the draft agenda proposed by the Secretariat and agreed on the following Provisional Agenda for the AP-AA/WG/9:

AP-AA/WG/9**DRAFT PROVISIONAL AGENDA**

- Agenda Item 1: Adoption of Provisional Agenda
- Agenda Item 2: Review of 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-à-vis environmental protection
 - Aerodrome safety vis-à-vis land use planning
 - Ground Handling Service
 - Safety Requirements and Safety Oversight of Heliports/ Helicopter Landing Areas
- 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 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: AP-AA/WG TOR & Task List
- Agenda Item 10: Any Other Business
- Agenda Item 11: Date and Venue of Next Meeting

11.2 The next AP-AA/WG Meeting will be held in March/April 2027 for three to five days.

11.3 The meeting determined that AP-AA/WG/9 should be in the form of face-to-face meeting. State/Administrations interested to host the AP-AA/WG/9 was requested to contact the Secretariat. The venue of the AP-AA/WG/9 would be communicated to States/Administrations through ICAO APAC Invitation Letter.

Closing of the Meeting

11.4 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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