

INTERNATIONAL CIVIL AVIATION ORGANIZATION



DRAFT REPORT

THE TENTH MEETING OF THE AERODROME OPERATIONS AND PLANNING SUB-GROUP (AOP/SG/10)

BANGKOK, THAILAND, 10 TO 14 AUGUST 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

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INTRODUCTION

1. Meeting

1.1 The Tenth Meeting of the Aerodrome Operations and Planning Sub-Group (AOP/SG/10) was held in Bangkok, Thailand from 10 to 14 August 2026.

2. Attendance

2.1 92 participants from 16 Member States, 2 Special Administrative Regions, 3 International Organizations, 1 exhibitor, and 1 industry speaker 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. Darren Angelo, the Chairperson elect, and Ms. Saranya Weerarakdecha, Officer/AGA, ICAO Asia and Pacific Office welcomed the delegates to AOP/SG/10.

4. Officers and Secretariat

4.1 Mr. Darren Angelo and Mrs. Song Shaohua, the Chairperson elect and Vice-Chairperson elect of AOP Sub-Group presided over the Meeting and expressed appreciation for the tremendous support they received from Members of the Sub-Group.

4.2 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 in English. There were 26 Working Papers, 16 Information Papers and 3 Presentations considered by the Meeting. The List of Papers is included at **Attachment 2** to this Report.

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

6.1 The AOP/SG recorded its actions in the form of Draft Conclusions, Draft Decisions Conclusions 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) **Conclusions** of the AOP/SG deal with matters of a purely technical or operational nature, which APANPIRG had delegated authority to AOP/SG to act upon; and

- d) **Decisions** of the AOP/SG relate solely to matters dealing with the internal working arrangements of the AOP/SG.

7. List of Draft Conclusions, Conclusions, Draft Decisions and Decisions

- 1) **Draft Conclusion AOP/SG/10 – 1:** Guidance on the Serviceability Levels of Sequence Flashlight (SFL)
- 2) **Conclusion AOP/SG/10 – 2:** Regional Guidance for the Risk Assessment and Mitigation Measures for Lights with Hazardous Effects
- 3) **Conclusion AOP/SG/10 – 3:** Asia/Pacific Guidance on Strength Assessment and Classification of Unpaved and Grassed Runway
- 4) **Decision AOP/SG/10 – 4:** Proposal for Amendment to AP-ADO/TF's TOR
- 5) **Decision AOP/SG/10 – 5:** Proposal for Amendment to AP-AA/WG's TOR
- 6) **Conclusion AOP/SG/10 – 6:** Wildlife Hazard Management (WHM) Go-Team Workshop and Capacity Building Programme
- 7) **Decision AOP/SG/10 – 7:** Proposal for Amendment to AP-WHM/WG's TOR
- 8) **Conclusion AOP/SG/10 – 8:** Sharing Updates on Aerodrome-Related Information
- 9) **Conclusion AOP/SG/10 – 9:** Guidelines for Evaluating the Compatibility of C909 and C919 Aircraft with Airports

8. Terms of Reference of APANPIRG AOP/SG

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

The Objectives of the AOP/SG are to:

- 1) *ensure the continuous and coherent development of the AOP parts of the Asia/Pacific Regional Air Navigation Plan (APAC ANP) in a manner that is consistent with ICAO SARPs, the Global Air Navigation Plan and the Global Aviation Safety Plan;*
- 2) *facilitate the implementation of AOP services identified in the APAC ANP, Aviation System Block Upgrade (ASBU) priority modules and Asia/Pacific Seamless ATM Plan elements using the project management principles where appropriate;*
- 3) *review, identify and address deficiencies that impede the implementation or provision of efficient AOP services in the Asia and Pacific Regions.*

Deliverables to meet the Objectives:

- 1) *Progress report to be **submitted** to APANPIRG addressing the AOP/SG deliverables (listed in 2-6 below);*

- 2) *AOP parts of the ASIA/PAC ANP to be **reviewed** and, as necessary, amendment proposals **prepared** to update the APAC ANP to reflect changes in the operational and global requirements;*
 - 3) *Level of implementation of AOP service to be **monitored** and, as necessary, **facilitated** to support the effective implementation of ASBU priority modules and Asia/Pacific Seamless ATM Plan elements;*
 - 4) *Air navigation deficiencies in the field of AOP to be **identified** and, where necessary, appropriate corrective action **proposed** and the development and implementation of action plans by States to resolve identified deficiencies **facilitated**;*
 - 5) *Air navigation deficiencies in the field of AOP (as listed in the APANPIRG database) to be **reviewed** and, as necessary, **updated** to reflect the current situation;*
 - 6) *AOP environmental initiatives are consistently identified and progressed; and report outcomes from AOP environmental initiatives;*
 - 7) *Draft Conclusions and Decisions to be **formulated** relating to matters in the field of AOP that come within the scope of the APANPIRG work plan.*
- — — — —

Agenda Item 1: Adoption of Provisional Agenda

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

Agenda Item 2: Review of Outcome of Relevant MeetingsAction Items from 60th Conference of Directors General of Civil Aviation Asia and Pacific Regions (WP/02)

2.1 AOP/SG/10 reviewed all Actions Items of the 60th Conference of Directors General of Civil Aviation Asia and Pacific Regions (DGCA/60, 28 July - 1 August 2025, Sendai, Japan) and noted the following Action Items related to AOP matters:

- 1) Action Items 60/7 & 60/14 under Agenda Item 3: Aviation Safety;
- 2) Action Item 60/44 under Agenda Item 7: Aviation and Environment;
- 3) Action Item 60/50 under Agenda Item 8: Capacity Development and Implementation; and
- 4) Action Items 60/55 under Agenda Item 9: Updates.

2.2 AOP/SG/10 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 highlights 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=570> (under Agenda Item 3 – Aviation Safety).

2.3 All materials including DPs, IP, Presentations and DGCA/60 Action Items were posted on ICAO APAC Website at <https://www.icao.int/APAC/meetingdocs?fid=570>.

2.4 AOP/SG/10 noted that Malaysia had set up a conference website at <https://dgca61.com/>. The Website contains the Provisional Agenda, Tentative Programme, Conference Bulletin, DP and IP Templates, Guidance on Preparation and Submission of DPs and IPs, Registration Procedure and other logistical information.

Relevant Outcomes of APANPIRG/36 (WP/03)

2.5 AOP/SG/10 noted two Conclusions adopted by APANPIRG/36 related to AOP field and the follow up actions taken by ICAO APAC Office on those Conclusions:

- 1) Conclusion APANPIRG/36/3: Runway Surface Condition Assessment – Adoption of Technology; and
- 2) 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 AOP/SG/10 also noted challenges identified in AOP field and priorities assigned for 2026 work programme.

2.7 AOP/SG/10 further noted that the ICAO Aerodrome Pavement Workshop was conducted from 20 to 22 May 2026 in Nadi, Fiji.

2.8 AOP/SG/10 invited States/Administrations interested in hosting a regional workshop in 2027 on Civil/Military Cooperation in Aerodrome Certification or Safety Oversight and Safety Management of Ground Handling Services, which were identified as AOP/SG priorities, to communicate their interest to the ICAO APAC Office.

2.9 India shared their experience in introducing a regulatory framework requiring ground handling service providers to obtain safety clearance from the regulator before commencing operations at an airport. Under the new framework, service providers are required to develop a Ground Handling Service Provider Manual covering their SMS and safety measures, which is subject to approval by the DGCA.

2.10 AOP/SG/10 encouraged States/Administrations to share their experiences and practices on the certification of military aerodromes or the safety oversight and safety management of ground handling services at the next AOP/SG meeting or, where appropriate, at one of its Working Group meetings.

2.11 The Meeting also encouraged States/Administrations and aerodrome operators requiring assistance with the implementation of GRF and RST to make use of the Asia/Pacific Aerodrome Assistance Go-Team Technical Assistance Mission, on a cost-recovery basis.

2.12 WBA, as the lead of the Asia/Pacific Wildlife Hazard Management Go-Team, encouraged States/Administrations and aerodrome operators facing challenges in wildlife hazard management, including training and the implementation of Wildlife Hazard Management Programmes (WHMPs), to contact the ICAO APAC Office for assistance.

Actions on AOP/SG/9 Conclusions and Decisions (WP/04)

2.13 AOP/SG/10 noted that the follow up actions taken by ICAO APAC Office on 8 Conclusions of AOP/SG/9 had been completed.

2.14 Pakistan shared that an action plan for the implementation of the new OLS concept had been developed and offered to share the action plan and provide assistance to States requiring support. Pakistan also informed the Meeting that the implementation of the new OLS criteria across all airports was targeted to be completed by 2027.

2.15 The Meeting was reminded that PANS-Aerodromes (Doc 9981), Chapter 10, contains relevant information to support States in implementing the new OLS concept and further noted that the Airport Services Manual (Doc 9137), Part 6, Control of Obstacles, Third Edition (Advance Unedited Version), 2026, is now available.

Outcomes of CNS SG/30 (WP/05)

2.16 AOP/SG/10 noted the outcomes of the Thirtieth Meeting of the Communications, Navigation and Surveillance Sub-group (CNS SG/30), with particular attention to the discussions on frangibility and siting challenges of visual and non-visual aids (e.g. approach lighting supports, meteorological equipment and radio navigational aids) installed on the Runway Strip and RESA, as well as the work undertaken by the Eleventh Meeting of System Wide Information Management Task Force (SWIM TF/11) relevant to aerodrome operations.

2.17 CNS SG/30 was informed that ICAO Annex 14, Volume I provides SARPs for the siting of equipment and installations in operational areas and that the Aerodrome Design Manual (Doc 9157), Part 6 includes considerations regarding the location of ILS/GPA systems. It was noted that the siting of the ILS/GPA cannot be made risk-free due to several airport constraints. Therefore, when planning the installation of an ILS, the locations of the localizer and glide path transmitter housing should be carefully considered. Where practicable, the transmitter housing for the ILS glide path should be located outside the runway strip and RESA.

2.18 CNS SG/30 suggested seeking advice from the Navigation Systems Panel (NSP) on the need to incorporate the frangibility requirements into the appropriate sections of ICAO Annex 10, Volume I or, where the inclusion of additional details is not considered necessary, to incorporate an appropriate reference to the frangibility requirements contained in the ICAO Aerodrome Design Manual (Doc 9157), which resulted in ACTION ITEM 30-2.

2.19 CNS SG/30 noted Nepal's request for contributions from CNS experts to support the AP-ADO/TF Small Working Group (SWG) developing the draft APAC regional guidance on the installation of visual and non-visual navigational aids on runway and taxiway strips and within RESA. Recognizing that there is no dedicated contributory body under CNS SG in the APAC Region responsible for conventional navigation aids, CNS SG/30 agreed that the ICAO Secretariat would circulate the request to all CNS focal points, inviting the nomination of relevant CNS experts to contribute to the drafting of the guidance material.

2.20 AOP/SG/10 noted the progress made by SWIM TF/11 on the draft Second Version of the APAC Common SWIM Information Services document, including the incorporation of suggestions provided by different expert groups and the inclusion of all information services not incorporated into the first version to facilitate regular review by the relevant expert groups.

2.21 In response to a question about not incorporating Aerodrome experts' feedback in the Second Version of the APAC Common SWIM Information Services document, the CNS SG Secretariat informed AOP/SG/10 that the APAC Common SWIM Information Services document is maintained and updated by the SWIM Task Force, with contributions from the relevant bodies responsible for providing information on their respective SWIM information services. AOP/SG/10 noted that proposed updates from aerodrome experts through the APAC Common SWIM Information Services Ad Hoc Group, provided in AOP/SG/10, would be incorporated into the next version following endorsement by SWIM Task Force in 2027 in the third version of the APAC Common SWIM Information Services document, which is expected to be published in 2027 after endorsement by CNS SG31 through SWIM TF/12 and subsequently adoption by APANPIRG/38.

Summary of Outcomes of ATM/SG/14 and Related Meetings (WP/06)

2.22 AOP/SG/10 noted the outcomes of the Fourteenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/14), with particular attention to the APAC Air Navigation Plan Volume III, airport capacity assessment, Airport Collaborative Decision-Making implementation, aerodrome-related information services for APAC Common SWIM Aeronautical Information Services, and separation between taxiing aircraft and vehicles during Low Visibility Operations.

2.23 AOP/SG/10 noted that ATM/SG/14 had reviewed the revised APAC ANP Volume III, which incorporated updated regional priorities aligned with the Eighth Edition of the Global Air Navigation Plan and elements migrated from the Asia/Pacific Seamless ANS Plan. The ATM/SG Secretariat informed AOP/SG/10 of the proposed establishment of a Working Group comprising ATM, aerodromes, CNS, and meteorology experts to support continued review and maintenance, including review of regional priorities, implementation pathways, dependencies, and alignment with global planning initiatives. AOP/SG/10 was invited to review aerodrome-related content and priorities in the revised ANP Volume III and consider nominating appropriate aerodrome experts to participate in the proposed Working Group.

2.24 ATM/SG/14 reviewed the draft Asia/Pacific Regional Guidance for Assessment of Airport Capacity and Airspace Capacity, which describes airport and airspace capacity assessment processes supported by practical examples and models to assist States/Administrations in assessing capacity and planning improvements to meet current and future demand. ATM/SG/14 adopted a Conclusion that the guidance be uploaded to the ICAO APAC Office eDocuments webpage for use by

APAC States/Administrations. Given its direct relevance to aerodrome planning and operations, AOP/SG/10 noted the adoption of the guidance and encouraged its use by aerodrome operators, airport planners, ANSPs, and other relevant stakeholders.

2.25 AOP/SG/10 noted the regional progress in A-CDM implementation, including the importance of continued implementation, annual reporting, and strengthened coordination among airport, ATM, airline and meteorological stakeholders,

2.26 AOP/SG/10 also noted the proposed amendments to the Aerodrome Feature Service and the Runway Surface Condition Report Service developed under the APAC Common SWIM Aeronautical Information Services framework, as well as the discussion on ICAO provisions concerning separation between taxiing aircraft and vehicles During LVO.

2.27 AOP/SG/10 agreed to continue its support and cooperation with ATM/SG, including sharing of relevant outcomes that are relevant to ATM/SG, as appropriate. The Meeting also invited States/Administrations to share their experience and practices on stop bars implementation at the next ATM/SG, scheduled for August 2027.

Review of Relevant APAC Common SWIM Aeronautical Information Services (WP/07)

2.28 AOP/SG/10 noted the outcomes of ATM/SG/14 relating to the Aerodrome Feature Service and the Runway Surface Condition Report Service under the APAC Common SWIM Aeronautical Information Services framework.

2.29 AOP/SG/10 reviewed the proposed amendments to the Aerodrome Feature Service, including revisions to the service description and clarification of the information to be exchanged using AIXM, as well as the proposed amendments to the Runway Surface Condition Report Service, including the revised service description referencing the ICAO Global Reporting Format (GRF) and the identification of the Runway Condition Code (RWYCC) as the primary information element.

2.30 The Meeting recognized that the proposed amendments would contribute to the harmonized digital exchange of aerodrome information within the SWIM environment and support the implementation of SWIM-enabled ATM capabilities across the APAC Region.

2.31 AOP/SG/10 agreed in principle to the proposed amendments to the Aerodrome Feature Service and the Runway Surface Condition Report Service. Any future amendments would need to be proposed to the APAC Common SWIM Aeronautical Information Services Ad Hoc Group for further consideration.

2.32 AOP/SG/10 invited States/Administrations to continue reviewing operational requirements related to the AOP field and to communicate any updates to the ICAO Secretariat. The Meeting also advised that States/Administrations may request participation in the SWIM Ad Hoc Group as aerodrome experts, and to advise the Secretariat of their interest.

Progress of the Procedures for GNSS and Data Link Disruption Ad Hoc Group and Proposed Regional Guidance Material (WP/08)

2.33 The Secretariat, on behalf of the Procedures for GNSS and Data Link Disruption Ad Hoc Group established by ATM/SG/12, provided an update on the Ad Hoc Group's work. It was recalled that the key deliverable of the Ad Hoc Group was to develop harmonized regional procedures for reporting, coordination and information sharing. It was informed that, based on the shared information on current reporting and coordination processes, the Ad Hoc Group consolidated the best

practices and lessons learned to develop the draft guidance material with structured procedures encompassing detection, validation, reporting, coordination, mitigation, and post-event review.

2.34 AOP/SG/10 noted that the draft Asia/Pacific Regional Guidance Material for GNSS RFI and Associated Data Link Disruption Coordination and Reporting Procedures (Version 1.0) established harmonized regional procedures for the detection, reporting, investigation, and coordinated management of GNSS RFI and its associated data link disruptions and clearly defined the roles and responsibilities of key stakeholders. By enabling timely sharing of information and consistent operational responses across the region, the framework enhanced regional situational awareness, supports safety risks mitigation, and strengthens overall system resilience.

2.35 AOP/SG/10 reviewed the draft Asia/Pacific Regional Guidance Material for GNSS RFI and Associated Data Link Disruption Coordination and Reporting Procedures (Version 1.0), with particular emphasis on the AOP-related operational and technical elements contained in Chapter 5 section 5.15 and Chapter 7 section 7.21 – 7.23.

2.36 Following the review, the Meeting endorsed the guidance material, with minor proposed amendments on Chapter 7 section 7.21 – 7.23 to clarify the responsibility of the aerodrome operators and other stakeholders, as provided in **Appendix A** to the Report of AOP/SG/10.

2.37 The Meeting noted that the Asia/Pacific Regional Guidance Material for GNSS RFI and Associated Data Link Disruption Coordination and Reporting Procedures would be published on the ICAO APAC Office eDocuments webpage under the ATM heading and that its future maintenance would be the responsibility of ATM/SG.

2.38 States/Administrations and stakeholders are encouraged to apply the guidance material, as appropriate, to support harmonized reporting, coordination and information sharing relating to GNSS RFI and associated data link disruption events.

RASG-APAC/15 Meeting Outcomes (IP/02)

2.39 IP/02 provided information about the outcomes of the Fifteenth Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/15) held in Bangkok, Thailand from 26 to 28 November 2025 which had adopted Fourteen Decisions.

2.40 The Report of the RASG-APAC/15 and the associated documents can be accessed through <https://www.icao.int/APAC/meetingdocs?fid=8115>.

Outcomes of MET SG/30 Relevant to AOP/SG (IP/12)

2.41 AOP/SG/10 noted the selected outcomes of the Thirtieth Meeting of the APAC Meteorology Sub-group (MET SG/30) relevant to the work of the AOP/SG. The paper highlighted outcomes related to aerodrome meteorological services, meteorological information exchange, IWXXM implementation, air navigation deficiency management, volcanic activity information, APAC Air Navigation Plan (ANP) development, operational resilience, and environmental initiatives that may affect aerodrome operations and airport operational decision-making.

2.42 The Meeting noted that MET SG/30 reviewed regional monitoring of aerodrome meteorological services, including the availability and timeliness of METAR and TAF information, and adopted Conclusion MET SG/30-05 concerning potential deficiencies in the provision of METAR and/or TAF. The Meeting also noted Decision MET SG/30-08 approving updates to the APAC Regional Guidance for Tailored Meteorological Information and Services to Support ATM Operations, including additional guidance on verification and evaluation of impact-based meteorological information. The

paper further highlighted MET SG/30 discussions on volcanic activity information, including concerns regarding the dissemination of Volcano Observatory Notice for Aviation (VONA) information and its potential relevance to airport operations and emergency planning.

2.43 The Meeting further noted MET SG/30 outcomes related to APANPIRG air navigation deficiency management, including Action Item MET SG/30-02 on clarification of APANPIRG deficiency identification procedures, and MET SG/30 feedback on the development of APAC ANP Volume III and proposed improvements to APAC ANP meteorological information. The paper also highlighted MET SG/30 activities relating to IWXXM implementation, operational weather information, hazard information, and meteorological initiatives supporting operational efficiency and airport decision-making.

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Agenda Item 3: Regional ReportingUpdating of APAC Air Navigation Plan Volume III (WP/09)

3.1 AOP/SG/10 noted the work undertaken by the ICAO APAC Secretariat in preparing the draft update of APAC ANP Volume III, including the review and revision of regional priorities and the remapping of the GANP ASBU elements. The Meeting noted that the draft APAC ANP Volume III had been circulated to APAC States/Administrations for review and feedback and subsequently reviewed and endorsed by CNS SG/30 and considered by MET SG/30, which noted concerns regarding MET implementation expectations and the need for further refinement of the MET-related provisions.

3.2 AOP/SG/10 further noted that ATM/SG/14 had reviewed and discussed the draft APAC ANP Volume III and noted that the document had been updated by translating appropriate content from the APAC Seamless ANS Plan Version 4.0 and remapping the GANP ASBU elements in line with the GANP 8th Edition.

3.3 AOP/SG/10 noted that the relevant APANPIRG Sub-groups are responsible for the periodic review and update of applicable ASBU elements and that any proposal to incorporate additional ASBU elements or modify priorities in the APAC ANP Volume III should be submitted to the appropriate Sub-group for consideration. The Meeting further noted that the ATM Section would continue to maintain and update APAC ANP Volume III in accordance with the established update cycle and process other requests for amendments and emerging requirements, as appropriate.

3.4 AOP/SG/10 noted the draft update of APAC ANP Volume III as presented by the Secretariat and noted the endorsement of Draft Conclusion ATM/SG/14-2: Adoption of Revised APAC Air Navigation Plan Volume III by ATM/SG/14 for subsequent consideration and adoption by APANPIRG.

3.5 Singapore supported the Secretariat's work to update the APAC ANP Volume III. Singapore also highlighted the proposal at ATM/SG/14 to establish a Working Group to support the continued review and maintenance of the APAC ANP Volume III and encouraged AOP/SG to support and contribute to the work of the Working Group, particularly on the aerodrome-related elements of APAC ANP Volume III and relevant regional planning and implementation priorities.

Asia/Pacific Air Navigation Plan (WP/10)

3.6 AOP/SG/10 noted the structure of the Asia/Pacific Air Navigation Plans and procedures for their amendments. There were three Volumes of Asia/Pacific ANP which could be accessed at <https://www.icao.int/APAC/Pages/APAC-eANP.aspx>.

Amendment of ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1

3.7 A template of the Proposal for the Amendment to the APAC ANP Volume I and II could be accessed at <https://www.icao.int/APAC/Pages/APAC-eANP.aspx>.

3.8 AOP/SG/10 noted that **356** out of **386** aerodromes used for international operations in Asia and Pacific Regions had been listed in Asia/Pacific Region ANP Volume I as of 22 January 2026.

3.9 **Appendix B** to this Report provided the list of aerodromes yet to be registered in the APAC ANP by Asia Pacific States/Administrations.

3.10 AOP/SG/10 urged States to take note of *Conclusion APANPIRG/33/1* and initiate and send proposals to ICAO APAC Office for amendment to APAC ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1, as necessary, particularly by States/Administrations identified in **Appendix B** to the Report of AOP/SG/10.

Agenda Item 4: Provision of AOP in the Asia/Pacific RegionReport on the Seventh Meeting of the Asia/Pacific Aerodrome Design and Operations Task Force (AP-ADO/TF/7) (WP/11)

4.1 AOP/SG/10 reviewed the Report of the Seventh Meeting of the Asia/Pacific Aerodrome Design and Operations Task Force (AP-ADO/TF/7, 17 - 20 February 2026, Bangkok, Thailand). The full report of the meeting was posted on the ICAO APAC Office website and could be accessed at: <https://www.icao.int/APAC/meetingdocs?fid=30846>.

Intersection Take Off Holding Position Indicator – Concept

4.2 AP-ADO/TF/7 discussed the proposed Intersection Take Off Holding Position Indicator (ITOHPI) concept presented by India and the results of a study conducted at Kempegowda International Airport (VOBL), Bengaluru, focusing on the development and implementation of a specialized Intersection Take Off Holding Position Indicator (ITOHPI) system. The proposed concept aimed to provide visual and illuminated guidance to ensure safe alignment and clearance for departing aircraft during intersection take-offs.

4.3 AOP/SG/10 noted that AP-ADO/TF/7 had agreed to form a Small Working Group (SWG) consisting of SMEs from India (Lead) supported by Malaysia, Pakistan and IFALPA to conduct further study and analysis of the Intersection Take Off Holding Position Indicator Concept and decided to add into the AP ADO/TF Task List as Task 7/1.

Review on Provision of the Stop Bar Lighting Configuration for the Stop Bars at the Intermediate Holding Position

4.4 AP-ADO/TF/7 noted the concerns associated with the implementation of the ICAO Annex 14 recommendation on the provision of stop bars at Intermediate Holding Positions (IHPs), particularly the requirement to extinguish 90 m of taxiway centre line (TCL) lights beyond the stop bar.

4.5 AP-ADO/TF/7 also noted that practical challenges may arise at some aerodromes due to taxiway geometry constraint, additional switching that may affect other taxiway routes, and reduced guidance for aircraft approaching from different directions.

Establishing the Serviceability Levels for the Sequence Flashlight / System

4.6 AP-ADO/TF/7 noted the ambiguity in establishing the serviceability levels for the Sequence Flashing Light (SFL) system, as specific serviceability levels are not defined in Annex 14, Volume I. AP-ADO/TF/7 also noted that, where one or more lights do not function or do not flash at the required frequency, it is unclear whether the system should continue to be considered serviceable for the intended operations.

4.7 AP-ADO/TF/7 discussed the need to establish serviceability levels for the SFL system and recommended serviceability levels based on guidance contained in the CASA Part 139 (Aerodromes) Manual of Standards and invited expert feedback from States/Administrations and industry for possible inclusion in ICAO Annex 14, Volume I and related guidance.

4.8 AOP/SG/10 noted that AP-ADO/TF/7 had agreed that guidance on the serviceability levels of sequence flashlight is necessary and should be incorporated into the ICAO Aerodrome Design Manual (Doc 9157) Part 4 – Visual Aids or Airport Service Manual (Doc 9137) Part 8 – Airport Operational Services.

4.9 AOP/SG/10 endorsed the following Draft Conclusion formulated by AP-ADO/TF/7 for consideration by APANPIRG/37:

Draft Conclusion AOP/SG/10 – 1 (Draft Conclusion AP-ADO/TF/7 – 2): Guidance on the Serviceability Levels of Sequence Flashlight (SFL)			
What:	That, the guidance on the serviceability levels of Sequence Flashlight (SFL) to be provided in ICAO Aerodrome Design Manual (Doc 9157) Part 4 – Visual Aids or Airport Service Manual (Doc 9137) Part 8 – Airport Operational Services.	Expected impact:	☒ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why:	As specific serviceability levels of SFL are not defined in any ICAO document.	Follow-up:	☐ Required from States
When:	14-Aug-26	Status:	Draft to be adopted by PIRG
Who:	☒ Sub groups ☒ APAC States ☒ ICAO APAC RO ☒ ICAO HQ ☐ Other: XXXX		

Proposal on Promoting the New “Vertical No-Entry Center-Line Lights” to Reduce Runway Incursion Risk

4.10 AP-ADO/TF/7 discussed on China’s proposal on promoting the new Vertical No-Entry Centre-Line Lights to reduce runway incursion risk. The proposal aimed to retrofit the centre line lights along one-way rapid exit taxiways by upgrading them to bi-directionally controllable light fixtures. In the normal direction (exiting the runway), the lights display alternating yellow/green to provide normal taxi guidance, while in the reverse direction (entering the runway), the lights emit a steady red light to provide a clear visual warning against inadvertent entry.

4.11 AP-ADO/TF/7 noted that the solution had already been applied at three domestic airports in China and that, based on the pilot results, China planned to finalize the relevant product and engineering standards, amend domestic regulations, and establish a nationwide promotion programme within the first quarter of 2026.

Risk Assessment and Mitigation Measures for Lights with Hazardous Effects

4.12 AOP/SG/10 noted that AP-ADO/TF/7 had reviewed the final draft of the Regional Guidance for the Risk Assessment and Mitigation Measures for Lights with Hazardous Effects (**Appendix C** to the Report of the AOP/SG/10), developed by the Small Working Group (SWG) established under Task 5/4 and led by India with support from Nepal, Thailand and the Republic of Korea. The guidance focused on the impact and mitigation measures for non-aeronautical ground lights creating hazardous effects on aircraft operations and aimed to provide possible solutions that could be implemented at airports to mitigate the associated hazards.

4.13 AOP/SG/10 adopted the following Conclusion formulated by AP-ADO/TF/7:

Conclusion AOP/SG/10 – 2 (Draft Conclusion AP-ADO/TF/7 – 3): Regional Guidance for the Risk Assessment and Mitigation Measures for Lights with Hazardous Effects		
What:	That, (a) the Regional Guidance for the Risk Assessment and Mitigation Measures for Lights with Hazardous Effects (Appendix C to the Report of the AOP/SG/10) be adopted and published on ICAO APAC website; and (b) seek the comments on this guidance material from Aerodrome Operation and Infrastructure Section of Air Navigation Bureau.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why: States/Administrations.	For reference by APAC	Follow-up: ☒ Required from States
When:	14-Aug-26	Status: Draft to be adopted by Subgroup
Who: XXXX	☒ Sub groups ☒ APAC States ☒ ICAO APAC RO ☒ ICAO HQ ☐ Other:	

4.14 AOP/SG/10 invited States/Administrations and industry to provide feedback on the Regional Guidance for the Risk Assessment and Mitigation Measures for Lights with Hazardous Effects after its publication on ICAO APAC Website at eDocuments webpage to ICAO APAC Office or the custodian of the Asia/Pacific GGM.

4.15 India suggested that the Regional Guidance should consider addressing laser shows and other activities involving high-intensity non-aviation lighting in the vicinity of aerodromes, including appropriate permission requirements and operational conditions to ensure that such activities do not affect aircraft operations. The Secretariat will inform the custodian of the Regional Guidance of India's suggestion for consideration in future amendments.

Asia/Pacific Guidance on Strength Assessment and Classification of Unpaved and Grassed Runway

4.16 AOP/SG/10 noted that AP-ADO/TF/7 had reviewed the final draft of the Asia/Pacific Guidance on Strength Assessment and Classification of Unpaved and Grassed Runway (**Appendix D** to the Report of the AOP/SG/10), developed by the Small Working Group (SWG) established under Task 5/5 and led by Papua New Guinea with support from Australia, Nepal and New Zealand. The draft regional guidance provided guidance on the classification of runway surface types, bearing capability assessment, inspection and reporting, significant precipitation, and risk mitigation. The guidance on surface bearing capability assessment covered three methods, including the aircraft experience method, vehicle-based method and empirical method.

4.17 AOP/SG/10 adopted the following Conclusion formulated by AP-ADO/TF/7:

Conclusion AOP/SG/10 – 3 (Draft Conclusion AP-ADO/TF/7 – 4): Asia/Pacific Guidance on Strength Assessment and Classification of Unpaved and Grassed Runway			
What:	That,	Expected impact:	
(a) the Asia/Pacific Guidance on Strength Assessment and Classification of Unpaved and Grassed Runway (Appendix D to the Report of the AOP/SG/10) be adopted and published on ICAO APAC website; and		☐ Political / Global	
(b) seek the comments on this guidance material from Aerodrome Operation and Infrastructure Section of Air Navigation Bureau.		☐ Inter-regional	
		☐ Economic	
		☐ Environmental	
		☒ Ops/Technical	
Why:	For reference by APAC States/Administrations.	Follow-up:	☒ Required from States
When:	14-Aug-26	Status:	Draft to be adopted by Subgroup
Who:	☒ Sub groups ☒ APAC States ☒ ICAO APAC RO ☒ ICAO HQ ☐ Other: XXXX		

4.18 AOP/SG/10 invited States/Administrations and industry to provide feedback on the Asia/Pacific Guidance on Strength Assessment and Classification of Unpaved and Grassed Runway after its publication on ICAO APAC Website at e-Documents webpage to ICAO APAC Office or the custodian of the Asia/Pacific GGM.

Establishment of a Minimum Conspicuity Standard for Runway and Taxiway Markings in ICAO Annex 14, Volume I

4.19 AP-ADO/TF/7 noted the progress on the establishment of a measurable minimum conspicuity standard for runway and taxiway markings for possible inclusion in ICAO Annex 14, Volume I. The initiative, led by Malaysia with support from India, Thailand, Viet Nam and ACI, aimed to enhance aerodrome safety by introducing objective and measurable criteria, including contrast ratio, retro-reflectivity, marking dimensions and environmental considerations, to ensure markings remain clearly visible under varying operational, lighting and weather conditions.

4.20 AP-ADO/TF/7 also noted the agreed working definition of conspicuity and the methodology adopted by the Small Working Group (SWG), including both off-airport and on-airport field testing. The off-airport testing assessed marking performance and durability under controlled environment, while the on-airport testing at Kuala Lumpur International Airport evaluated the impact of aircraft operations, weather and surface conditions on marking performance.

4.21 AOP/AG/10 noted that the Secretariat had suggested that information on marking deterioration and baseline performance with respect to the number of aircraft movements could be included to provide a correlation between the rate of marking deterioration and aircraft movements.

Suggestions on Reducing Ambiguous Expressions in Standards and Improving the Compliance Management Mechanism

4.22 AP-ADO/TF/7 noted the proposal presented by China on reducing ambiguous expressions in ICAO Annex 14, Volume I Standards and improving the compliance management mechanism. The proposal highlighted the impact on the uniformity and effectiveness of the implementation of Annex 14, Volume I SARPs due to the inclusion of ambiguous expressions such as “wherever practicable” and suggested that, where compliance with the requirement is not possible, a formal deviation application and approval process should be initiated.

4.23 AP-ADO/TF/7 also noted that the Civil Aviation Administration of China (CAAC) had established a formal procedure based on risk assessment through the “Provisions on the Management of Operational Safety Deviations and Exemptions for Commercial Transport Airports”.

Assessment and Mitigation of Glare and Glint from Solar Panels Installed at or in the Vicinity of the Aerodrome

4.24 AP-ADO/TF/7 noted the progress of Task 6/2 under the AP-ADO/TF on the development of regional guidance for the assessment and mitigation of glare and glint from solar photovoltaic (PV) installations at or near aerodromes. AP-ADO/TF/7 also noted that, with the increasing adoption of solar energy at airports to support sustainability goals, concerns have emerged regarding potential glare impacts on pilots and air traffic control operations.

4.25 A Small Working Group (SWG), led by Malaysia with participation from India, the Philippines and Sri Lanka, and possible contribution from Singapore, was established to develop the regional guidance. A structured roadmap had been developed, targeting completion of the draft guidance by the fourth quarter of 2026. The intended outcome is to provide a practical regional framework enabling States to safely implement solar PV systems while ensuring that aviation safety is not compromised.

4.26 AOP/SG/10 noted that AP-ADO/TF/7 had supported the timeline proposed for the development of the regional guidance.

Development of Guidance Material on the Use of “As Far As Practicable” (AFAP) and Related Phrases in ICAO Annex 14, Volume I

4.27 AP-ADO/TF/7 noted the proposal to develop ICAO regional guidance material on the interpretation and application of the phrase “As Far As Practicable” (AFAP), “Wherever Practicable”, and similar conditional expressions used in ICAO Annex 14, Volume I. The proposed guidance aimed to promote consistent implementation, oversight and auditing by States.

4.28 To standardize the application phases across the APAC region, the proposed guidance would define “practicable”, specify criteria for determining impracticability, detail documentation requirements for aerodrome operators, outline authority approval expectations, provide examples of acceptable alternative means of compliance, and establish an assessment methodology for inspectors and operators.

4.29 AOP/SG/10 noted that the Secretariat had informed AP-ADO/TF/7 that the objective of the task was to provide examples of mitigation measures proposed by aerodrome operators and accepted by the regulators that had demonstrated an equivalent level of safety, which could be used by other States/Administrations facing similar geographical challenges. The Secretariat had also encouraged States/Administrations to minimize the use of such phraseology in their regulations.

Interrelationship Between ICAO Annex 10 Volume I, ICAO Annex 14, Volume I and Aerodrome Design Manual (Doc 9157) Part 6 for Visual and Non-Visual Aids Installation on Runway and Taxiway Strips and RESA

4.30 AP-ADO/TF/7 discussed the proposal to develop Asia/Pacific regional guidance on the installation of visual and non-visual navigational aids on runway and taxiway strips and Runway End Safety Areas (RESA). AP-ADO/TF/7 noted that visual and non-visual aids (e.g. approach lighting supports, meteorological equipment, radio navigational aids) are often located near runways and taxiways and, if inappropriately installed, may present a significant hazard to aircraft in the event of undershooting, overshooting or veering-off the runway during landing, take-off or ground maneuvering.

4.31 The Small Working Group (SWG), comprising experts from Nepal (Lead), Australia, India, Fiji and New Zealand and established under Task 6/4, had reviewed the provisions on frangibility and the siting of objects in operational areas contained in ICAO Annex 14, Volume I, ICAO Annex 10, Volume I, ICAO Annex 3 and the Aerodrome Design Manual (Doc 9157), Part 6. Nepal, on behalf of the SWG, had encouraged States/Administrations to share their national regulations, guidance material and best practices related to the frangibility and siting of navigational aids in operational areas, and to engage experts from the CNS field in the development of the regional guidance.

4.32 AOP/SG/10 noted that AP-ADO/TF/7 had agreed that the Task Force should coordinate and collaborate with CNS experts and suggested presenting this work to a future meeting of the CNS Sub-Group to obtain views, particularly on the location of glide path huts, localizer huts and associated equipment.

4.33 AOP/SG/10 also noted that Two Working Papers on the significance of frangibility requirements for navigational aids installed on the runway strip and RESA, and the interrelationship between ICAO Annex 10, Volume I; ICAO Annex 14, Volume I; Annex 3; and Aerodrome Design Manual (Doc 9157) Part 6, had been presented at CNS/SG/30 for consideration, and contributions from CNS experts had been requested to support the SWG.

Digital Applications for Airport Whole Life Cycle Based on Data and Simulation

4.34 AP-ADO/TF/7 noted the information presented by China on digital application scenarios across the site selection, planning, design, construction and operation of airports. The proposed digital application system leverages digital twin technology, simulation and artificial intelligence to support functions such as intelligent site selection, parametric design methodologies and digital construction processes.

4.35 AOP/SG/10 noted that the Secretariat had invited China to present the paper on the real application of the various tools and technology starting from site selection to design, construction and operation of airport to the next AP-ADO/WG or AOP/SG Meeting.

Task List of AP-ADO/TF

4.36 AP-ADO/TF/7 reviewed and updated the task list as provided in Appendix D to the Report of the AP-ADO/TF/7.

Proposal for an Amendment to Terms of Reference of AP-ADO/TF

4.37 AOP/SG/10 noted that the TOR was proposed to be amended to rename the Task Force as the Asia/Pacific Aerodrome Design and Operations Working Group (AP-ADO/WG) and establishing it on a permanent basis until dissolved by AOP/SG as shown in **Appendix E** to the Report of the AOP/SG/10.

4.38 AOP/SG/10 adopted the following Decision formulated by AP-ADO/TF/7:

Decision AOP/SG/10 – 4 (Draft Decision AP-ADO/TF/7-5): Proposal for Amendment to AP-ADO/TF's TOR		
What:	That, the name of Asia/Pacific Aerodrome Design and Operations Task Force be changed to Asia/Pacific Aerodrome Design and Operations Working Group (AP-ADO/WG) and its Terms of Reference be amended as in Appendix E of the Report of AOP/SG/10.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why:	To change the name of Task Force to Asia/Pacific Aerodrome Design and Operations Working Group (AP-ADO/WG) and function it on a permanent basis, until it is dissolved by the AOP/SG.	Follow-up: ☐ Required from States
When:	14-Aug-26	Status: Draft to be adopted by Subgroup
Who:	☒ Sub groups ☐ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: AP-ADO/WG	

Report on the Eighth Meeting of Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/8) (WP/12)

4.39 AOP/SG/10 reviewed the Report of the Report on the Eighth Meeting of Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/8, Bangkok, Thailand from 21 to 24 Apr 2026). The full report of the meeting was posted on the ICAO APAC Office website and could be accessed at <https://www.icao.int/APAC/meetingdocs?fid=38031>.

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

4.40 AP-AA/WG/8 reviewed the progress made by the Small Working Group (SWG), established under Task 7/1, in developing regional guidance material on Alternative Means of Compliance (AMOC) for Rescue and Firefighting (RFF) Services at Aerodrome Categories 1 and 2. The regional guidance material aimed to support a risk-based, outcome-focused approach that maintains safety objectives while enhancing regulatory flexibility and sustainability.

4.41 AP-AA/WG/8 noted the progress made by the SWG, including the review of State practices, FAA regulatory approaches and relevant ICAO provisions, as well as the identification of key gaps related to extinguishing agent quantities, rescue equipment and training for small aerodromes. AP-AA/WG/8 also noted that the next steps would focus on further State engagement, development of the regional guidance material, and agreement on the fundamental AMOC principles.

4.42 AOP/SG/10 noted that AP-AA/WG/8 had endorsed the continuation of the SWG's work and invited States/Administrations to share their experiences and practices to support the development of the regional guidance material. India and Nepal agreed to join the SWG. The final draft of the Guidance Material on Alternative Means of Compliance (AMOC) for Rescue and Firefighting (RFF) Services at Aerodrome Categories 1 and 2 was expected to be presented to AP-AA/WG/9 for consideration.

Runway Safety Team (RST) and Runway Safety Go-Team

4.43 AP-AA/WG/8 noted that ten States/Administrations (China, Hong Kong China, Japan, Nepal, New Zealand, Pakistan, Philippines, Republic of Korea, Singapore and Thailand) had submitted responses to the ICAO APAC Office to the APAC State Letter Ref.: T 11/5.13.2 – AP111/24 (AGA) dated 3 September 2024 regarding RST questionnaire.

4.44 AP-AA/WG/8 also noted that, out of 386 aerodromes used for international operations in Asia/Pacific Region, only 215 aerodromes had established the RST.

4.45 At the request of the AP-AA/WG/8, the Secretariat had re-circulated the RST Questionnaire to States/Administrations to follow up with States/Administrations that had not responded to the above ICAO APAC State Letter.

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

Collaboration among ICAO and Other Safety Partners and Various Platforms for Assistance to States in AGA Area

4.47 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, to overcome challenges associated with the certification of aerodromes 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.

4.48 AOP/SG/10 noted that AP-AA/WG/8 had requested the ICAO APAC Office to organize training courses and/or workshops on ICAO Obstacle Limitation Surfaces (OLS), Electrical Systems/Aeronautical Ground Lighting (AGL), Rescue and Fire Fighting Services (RFFS), Emergency Planning and Preparedness, and Heliports to support States/Administrations in the implementation of ICAO SARPs.

AP-AA/WG Task List

4.49 AOP/SG/10 noted that AP-AA/WG/8 had reviewed and updated the AP-AA/WG Task List, as provided in Appendix F to the Report of the AP-AA/WG/8 and 6 new tasks had been added to the list.

Proposal for an Amendment to Terms of Reference of AP-AA/WG

4.50 AOP/SG/10 noted that the TOR was proposed to be amended to establish the Working Group on a permanent basis until dissolved by AOP/SG as shown in **Appendix F** to the Report of the AOP/SG/10.

4.51 AOP/SG/10 adopted the following Decision formulated by AP-AA/WG/8:

Decision AOP/SG/10 – 5 (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 F of the Report of AOP/SG/10.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ 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: ☐ Required from States
When:	14-Aug-26	Status: Draft to be adopted by Subgroup
Who: ☒ Sub groups ☐ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: AP-AA/WG		

4.52 India suggested including fuel service providers under the safety oversight of ground handling services and the development of standards and certification processes for water aerodromes in the scope of work, for further consideration by AP-AA/WG.

Coordination Mechanism among Aviation, Land Use and Environmental Authorities

4.53 AP-AA/WG/8 discussed the need for strengthened coordination among aviation, land-use and environmental authorities to address challenges arising from unplanned development in the vicinity of aerodromes. AP-AA/WG/8 noted 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.

4.54 AOP/SG/10 noted that AP-AA/WG/8 had agreed to establish a Small Working Group (SWG), led by India and supported by Maldives, Nepal, Pakistan and ACI, to develop regional guidance on coordination mechanisms among aviation, land-use and environmental authorities. WBA shared their interest to be part of the SWG.

4.55 The proposed regional guidance aimed to promote the integration of aviation considerations into land-use and environmental planning processes. AP-AA/WG/8 had also agreed to include this activity in the AP-AA/WG Task List as Task 8/1.

Report on the Report on the Eighth Meeting of the Asia/Pacific Wildlife Hazard Management Working Group (AP-WHM/WG/8) (WP/13)

4.56 AOP/SG/10 reviewed the Report of the Eighth Meeting of the Asia/Pacific Wildlife Hazard Management Working Group (AP-WHM/WG/8) held in Bangkok, Thailand from 25 to 28 May 2026. The full report of AP-WHM/WG/8 provided on ICAO APAC Office website at: <https://www.icao.int/APAC/meetingdocs?fid=59640>.

Update on ICAO Wildlife Hazard Management Expert Group

4.57 AP-WHM/WG/8 noted that the ICAO Wildlife Hazard Management Expert Group (WHM EG), operating under the ICAO Aerodrome Operations Working Group (AOWG) and the Aerodrome Design and Operations Panel (ADOP), had continued its review of Wildlife Hazard Management provisions in ICAO Annex 14, PANS-Aerodromes (Doc 9981), and the Airport Services Manual (Doc 9137), Part 3 – Wildlife Hazard Management, as well as the complete revision of the Manual on the ICAO Bird Strike Information System (IBIS) (Doc 9332). The AP-WHM/WG/8 also noted that the future work of the WHM EG is expected to address the recommendations arising from WP/54 presented at AN-Conf/14.

Capacity Building and Training Standardisation

4.58 AP-WHM/WG/8 discussed the need for consistent, competency-based Wildlife Hazard Management (WHM) training aligned with ICAO Annex 14, the Airport Services Manual (Doc 9137), Part 3 – Wildlife Hazard Management, PANS-Aerodromes (Doc 9981), and Safety Management System (SMS) principles, with the aim of promoting a harmonized standard of WHM knowledge and competency across all WHM personnel and resources.

4.59 AP-WHM/WG/8 discussed the establishment of minimum training requirements for all levels of aerodrome personnel, as well as minimum equipment and tools for wildlife hazard management at aerodromes. It was noted that such equipment and tool requirements should be tailored to each aerodrome, taking into consideration aerodrome and aircraft operations, environmental conditions, wildlife species and other relevant factors.

4.60 AOP/SG/10 noted that the AP-WHM/WG/8 had discussed the development of regional guidance on Wildlife Hazard Management for Water Aerodromes and agreed to establish a Small Working Group (SWG), led by WBA and supported by Maldives (Velana International Airport), New Zealand and Sri Lanka, to develop the guidance material. AP-WHM/WG/8 had decided to include this activity in the AP-WHM/WG Task List as Task 8/4.

Programme Document for the APAC Wildlife Hazard Management Go-Team

4.61 AOP/SG/10 noted that AP-WHM/WG/8 had reviewed the proposed APAC Wildlife Hazard Management (WHM) Go-Team Training Syllabus and Capacity Building Programme developed by the Small Working Group (SWG) under Task 7/3. The proposed programme aimed to improve baseline WHM awareness, operational competency, Wildlife Hazard Assessments (WHA) and Wildlife Hazard Management Programme (WHMP) implementation, wildlife risk assessment, Safety Management System (SMS) integration, off-aerodrome coordination, and regional harmonization of WHM practices.

4.62 AOP/SG/10 adopted the following Conclusion formulated by AP-WHM/WG/8:

Conclusion AOP/SG/10 – 6 (Draft Conclusion AP-WHM/WG/8 – 1): Wildlife Hazard Management (WHM) Go-Team Workshop and Capacity Building Programme		
What:	That, (a) Support the development and implementation of a standardised APAC Wildlife Hazard Management (WHM) Go-Team workshop syllabus and capacity building programme; and (b) Endorse the conduct of an initial workshop with WHM Experts for feedback and refinement purposes, followed by a pilot implementation at a selected mature aerodrome in the APAC Region to assess the operational effectiveness of the WHM Go-Team Workshop prior to its incorporation into WHM Go-Team Programme Document.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☒ Environmental ☒ Ops/Technical
Why:	To strengthen Wildlife Hazard Management competency, improve aviation safety and support harmonised WHM implementation across APAC States.	Follow-up: ☐ Required from States
When:	14-Aug-26	Status: Draft to be adopted by Subgroup
Who:	☒ Sub groups ☐ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: AP-WHM/WG	

Development of a Wildlife Hazard Management Starter Toolkit for Aerodromes

4.63 AP-WHM/WG/8 noted the proposed Wildlife Hazard Management Starter Toolkit presented by the Small Working Group (SWG) under Task 7/7 to assist regional, secondary, newly certified and expanding aerodromes. The proposed toolkit provided a scalable baseline framework covering hazard identification, initial risk assessment, mitigation, reporting, awareness and training, and continuous improvement. It also supported Safety Management System (SMS) integration and audit readiness through a basic checklist of key activities to assist aerodrome operators.

Review and Validation of APAC State Wildlife Hazard Management Regulations

4.64 AP-WHM/WG/8 reviewed the progress of the Small Working Group (SWG) under Task 7/1 in conducting a regional review of Wildlife Hazard Management (WHM) regulations and guidance material in the Asia/Pacific Region. The review involved the validation of publicly available WHM regulatory links and reference material to support the development of a regional reference.

4.65 AOP/SG/10 noted that AP-WHM/WG/8 had agreed to review and validate the information contained in APAC WHM Regulation and Legislative Survey Spreadsheet (Attachment A to AP-WHM/WG/8 – WP/11) and to provide updates to the ICAO APAC Office or WBA, as the Lead of SWG Task 7/1, by email.

ICAO USOAP CMA and AGA Findings in WHM

4.66 AP-WHM/WG/8 had noted APAC average WHM EI in AGA area was 58.86% as compared to the global average of 64.01% as of April 2026.

4.67 AP-WHM/WG/8 had encouraged APAC States/Administrations with EI less than 80% in WHM related PQs to put more resources and efforts to enhance their EI and meet the ICAO Global Aviation Safety Plan (GASP) 2026-2028 (Doc 10004) target; and to approach respective COSCAPs, PASO or ICAO APAC Office, if State(s) require assistance in WHM.

Proposal for an Amendment to the Terms of Reference of AP-WHM/WG

4.68 AOP/SG/10 noted that the TOR was proposed to be amended to establish the Working Group on a permanent basis until dissolved by AOP/SG as shown in **Appendix G** to the Report of the AOP/SG/10.

4.69 AOP/SG/10 adopted the following Decision formulated by AP-WHM/WG/8:

Decision AOP/SG/10 – 7 (Draft Decision AP-WHM/WG/8 – 3): Proposal for Amendment to AP-WHM/WG's TOR		
What:	That, the Terms of Reference of the Asia/Pacific Wildlife Hazard Management Working Group (AP-WHM/WG) be amended as in Appendix G of the Report of AOP/SG/10.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why:	To allow additional time for the Working Group to focus on onsite technical assistance to States for the establishment and implementation of the National Wildlife Hazard Management Committee and Wildlife Hazard Management Programme, and to function on a permanent basis, until it is dissolved by the AOP/SG.	Follow-up: ☐ Required from States
When:	14-Aug-26	Status: Draft to be adopted by Subgroup
Who: ☒ Sub groups ☐ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: AP-WHM/WG		

Task List of AP-WHM/WG

4.70 AOP/SG/10 noted that AP-WHM/WG/8 reviewed and updated the AP-WHM/WG Task List, as provided in Appendix C to the Report of the AP-WHM/WG/8 and eight new tasks had been added to the list.

Requesting States/Administrations to Share Updates on Aerodrome-Related Information (WP/14)

4.71 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).

4.72 AOP/SG/10 noted that AP-ADO/TF/7, AP-AA/WG/8 and AP-WHM/WG/8 had endorsed the proposal for States/Administrations to submit the requested information to the ICAO APAC Office by the end of February each year.

4.73 AOP/SG/10 adopted the following Conclusion formulated by AP-ADO/TF/7, AP-AA/WG/8 and AP-WHM/WG/8:

Conclusion AOP/SG/10 – 8 (Draft Conclusion AP-ADO/TF/7 – 1, AP-AA/WG/8 – 1, AP-WHM/WG/8 – 2): 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: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why:	For monitoring and reporting of the implementation progress of the aerodrome design and operation provisions and key safety initiatives.	Follow-up: ☒ Required from States
When:	14-Aug-26	Status: Draft to be adopted by Subgroup
Who:	☒ Sub groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: XXXX	

4.74 The Secretariat will develop a form or template for reporting progress on the above-mentioned information and disseminate it to States/Administrations. For updates on the implementation of Wildlife Hazard Management Programmes (WHMPs) and the establishment of Runway Safety Teams (RSTs), States/Administrations may use the templates provided on the APAC eDocuments webpage.

4.75 The Meeting encouraged States/Administrations to submit periodic updates on the requested information to the ICAO APAC Office via email by the end of February each year, where possible.

Certification of Aerodromes in the Asia/Pacific Region (WP/15)

Status on Certification of Aerodromes in Asia Pacific States

4.76 AOP/SG/10 noted that out of **386** aerodromes used for international operations in Asia and Pacific Regions **357** aerodromes have been certified as of 6 August 2026 corresponding to **92.49 %** progress.

4.77 The status of certified aerodromes used for international operations (“int’l aerodromes”) in different Sub Regions of Asia/Pacific Region is illustrated in the Table 1 below:

Aerodromes	North Asia (5 States & 2 SARs)	South East Asia (11 States)	South Asia (8 States)	Pacific (15 States & 8 OTs)
Total Number of Int'l Aerodromes [386]	146	97	75	68
Number of Certified Int'l Aerodromes [357]	143	92	62	60
Number of Int'l Aerodromes yet to be certified [29]	3	5	13	8
States with Int'l Aerodromes yet to be certified (number and percentage of aerodromes yet to be certified) [9 States, 29 Aerodromes, 7.51%]	1) China (3, <u>3%</u>)	1) Lao PDR (3, <u>75%</u>) 2) Timor-Leste (2, <u>67%</u>)	1) Afghanistan (4, <u>100%</u>) 2) India (9, <u>21%</u>)	1) Kiribati (2, <u>100%</u>) 2) Micronesia (Federal States of) (4, <u>100%</u>), 3) Nauru (1, <u>100%</u>), 4) Tuvalu (1, <u>100%</u>)

Table 1: Status of certified aerodromes used for international operations in Sub Regions of Asia/Pacific Region

4.78 The list of aerodromes used for international operations in Asia/Pacific Region which are yet to be certified is in **Appendix H** to the Report of AOP/SG/10.

Publication of the Status of Certification of Aerodromes in AIP

4.79 States / Administrations that have yet to publish the status of certification of aerodromes in AIP AD 1.5 are provided in Table 2.

States	North Asia (5 States & 2 SARs)	South East Asia (11 States)	South Asia (8 States)	Pacific (15 States & 8 OTs)
Status of Certification of aerodromes not listed in AD 1.5/ or AD 1.5 missing in AIP	--	1) Brunei Darussalam	1) Afghanistan	1) Kiribati 2) Tuvalu 3) Marshall Is. 4) Micronesia (Federated States of) 5) Palau
Total (7 States)	0 State	1 State	1 State	5 States / OTs

Table 2: Status of AIP AD 1.5 in Sub Regions of Asia/Pacific Region

4.80 The following States published the status of the Certification of Aerodromes in other Section of AD in AIP as below:

- 1) Solomon Islands - AD 1.1, 1.1.5
- 2) US Territories (American Samoa, Guam and Northern Mariana Islands) – AD 2.6.

4.81 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>) may be referred by States/Administrations for this purpose.

4.82 AOP/SG/10 urged States to provide periodic updates on the progress of the certification of aerodromes as well as the publication of the status of the certification in AIP AD 1.5 to the ICAO APAC Office.

ICAO USOAP CMA and AGA Findings (WP/16)

4.83 The USOAP CMA Activity Plan, which was issued as an Electronic Bulletin and posted on ICAO-NET twice a year, lists the scheduled USOAP CMA activities and can be accessed at ICAO secure portal (<https://soa.icao.int/USOAPLibrary/Library.aspx>).

4.84 Table 3 below provides details of the USOAP CMA Activities conducted/ or planned for APAC States (see 2026/1 dated 13 January 2026 - Attachment A) in 2025:

Dates (2025)	States	
	ICVM	Audit
12 to 24 Mar 2025		Philippines [Postponed ¹]
9 to 16 Apr 2025	Papua New Guinea [Completed]	
4 to 12 Jun 2025	Cambodia [Completed]	
11 to 23 Jun 2025		Maldives [Completed]
9 to 22 Jul 2025		New Zealand [Completed]
27 Aug to 8 Sep 2025		Thailand [Completed]

Table 3: USOAP CMA activities conducted/planned in 2025 for APAC States

¹ Postponed at the request of the State.

4.85 Table 4 below provides details of the USOAP CMA Activities conducted/ or planned for APAC States (see 2026/21 dated 25 June 2026 – Attachment B) in 2026:

Dates (2026)	States	
	ICVM	Audit
31 Mar to 13 Apr 2026		Bangladesh [Postponed ² to 2027]
22 Apr to 4 May 2026		Mongolia [Completed]
4 to 7 May 2026	Bhutan [Completed]	
2 to 15 Sep 2026		Philippines
9 to 22 Sep 2026		Brunei Darussalam
2 to 15 Dec 2026		Republic of Korea

Table 4: USOAP CMA activities conducted/planned in 2026 for APAC States

ICAO USOAP CMA results in AGA Area

4.86 The APAC Average AGA EI scores in all 8 Critical Elements derived from ICAO's USOAP CMA Online Framework (OLF) and iSTARS from 2017 to April 2026 are shown in the Table 5.

	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
August 2026 (AOP/SG/10)	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)
June 2025 (AOP/SG/9)	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	60.52	75.68	66.80	62.13	42.30	58.14	63.87	58.87	39.77

² Postponed at the request of the State.

	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
(AOP/SG/3)	<i>[Global Average 61.59]</i>								
June 2018 (AOP/SG/2)	57.87 <i>[Global Average 59.5]</i>	68.57	65.78	55.71	38.18	49.60	60.45	53.01	51.43 [Error]
May 2017 (AOP/SG/1)	56.29 <i>[Global Average 57.99]</i>	68.57	63.3	53.65	33.17	51.9	59.78	55.2	39.44

Table 5: APAC Average AGA EI scores in all 8 Critical Elements
[Source: USOAP CMA OLF/ iSTARS 4.0 – PQ Tester]

4.87 The list of APAC States with EIs in AGA area is provided in **Appendix I** to the Report of AOP/SG/10.

4.88 AOP/SG/10 noted as below:

- 1) 15 APAC States having their EI in AGA area less than 60%;
- 2) 8 APAC States having their EI in AGA area more than 60% to less than 75%; and
- 3) 16 States have their EI in AGA area more than or equal to 75%

4.89 AOP/SG/10 urged 23 States with EI less than 75% to put more resources and efforts to enhance their EI by strengthening their safety oversight capabilities, particularly in addressing specific challenges based on critical elements and audit areas, as emphasized in the ICAO Global Aviation Safety Plan (GASP) 2026-2028 (Doc 10004) and encouraged States to approach respective COSCAPs, Pacific Aviation Safety Office (PASO) or ICAO APAC Office if they require assistance in their preparation for USOAP CMA activity.

4.90 AOP/SG/10 reminded States to take following action on USOAP CMA On-line Framework (OLF):

- 1) continuous update of the compliance checklist/EFOD and SAAQ;
- 2) submission of the Corrective Action Plans (CAPs) on the USOAP CMA OLF, and inform the ICAO Regional Office when complete and ready for review; and
- 3) implementation of the CAPs and complete the self-assessment of the PQs on the OLF, including uploading the evidence documents, to report the progress on the OLF, and inform the ICAO Regional Office when complete and ready for validation.

4.91 New Zealand shared its experience in preparing for the USOAP CMA audit, noting that auditors may request additional evidence during the on-site audit that was not previously submitted through the OLF. New Zealand recommended that States prepare relevant supporting evidence in advance, including evidence related to regional airports, to facilitate the smooth conduct of the audit. New Zealand also suggested maintaining ongoing working relationships with aerodrome operators to facilitate the timely provision of information and evidence when requested during the audit and informing aerodrome operators in advance of the upcoming USOAP CMA audit so that they could be prepared to support the Civil Aviation Authority in providing the required evidence.

USOAP CMA Protocol Questions – 2024 Edition (WP/17)

4.92 AOP/SG/10 noted 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.

4.93 AOP/SG/10 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 available in English language on the OLF under the "CMA Library" heading. French, Spanish, and Russian translations will follow.

4.94 The 2024 Edition, Revision 2 of AGA PQs, with track changes and Frequently Asked Questions (FAQs) about the 2024 Edition of the PQs are now available on the online framework, in the "CMA Library" under the heading "USOAP Protocol Questions".

From Response to Recovery: A Collaborative Approach to Aerodrome Emergency Management (WP/18)

4.95 Hong Kong, China shared the operational experience gained from the emergency response and aircraft recovery after a Boeing 747-400 Freighter veered off the North Runway at Hong Kong International Airport (HKIA) and came to a stop on the adjacent seashore on 20 October 2025.

4.96 Under challenging conditions, the Hong Kong Fire Services Department executed an eight-hour search and rescue operation and deployed the Underwater Remotely Operated Vehicle to maximise safety and efficiency of diving operations. Concurrently, the Airport Authority Hong Kong (AAHK) activated the Airport Emergency Centre to coordinate reflexive response efforts instilled by robust compliance to requirements and regular exercises and facilitated swift re-opening of the other two runways on standby and night-time maintenance during the subject overnight and early morning period to minimise morning traffic disruptions. The North Runway was restored to a safe and secure condition and placed on standby the following day to facilitate wreckage removal.

4.97 On the other hand, the Civil Aviation Department of Hong Kong leveraged on a multi-agency Tripartite Agreement for Search and Rescue and Salvage of Crashed Aircraft and facilitated AAHK's engagement with the Guangzhou Salvage Bureau under the Rescue and Salvage Bureau of the Ministry of Transport of the People's Republic of China, which successfully removed the aircraft wreckage and returned HKIA to full operations in seven days. The success of aerodrome resilience rests upon robust operational and strategic planning for all aspects of aerodrome emergency management.

Safety Considerations and Mitigation for Aircraft Rescue and Firefighting Involving Advanced Composite Materials (WP/19)

4.98 Presented by Hong Kong, China, WP/19 discussed the safety considerations and mitigation for aircraft rescue and firefighting involving advanced composite materials. Modern commercial aircraft designs increasingly use composite materials that could comprise over 50% of the structural weight. While these advanced materials enhance fuel efficiency, their exposure to fire introduces critical responder hazards, including toxic smoke and vapours, respirable microscopic fibres, and adsorbed toxins that affect the respiratory system. Because these hazards persist beyond active firefighting into the smouldering phase and post-fire recovery period, the Hong Kong Fire Services Department (HKFSD) has implemented an operational response framework to safeguard responders in case of aircraft crash and fire incidents at Hong Kong International Airport (HKIA).

4.99 To mitigate these hazards, severe incidents involving composite aircraft fires may be classified as Hazardous Materials Incidents, where Hot, Warm, and Cold hazard control zones are established around the incident site to ensure personnel safety. The Decontamination and Rescue Facility at HKIA may also be utilised should mass decontamination becomes necessary. In parallel, real-time dust monitors are deployed to detect airborne fibres, providing data to support decisions on cordon extensions, evacuations, and suppression effectiveness. During the active fire phase, firefighters apply low-pressure water sprays to prevent shattering charred composite materials and use thermal imaging cameras to monitor reignition. To minimise risk for secondary dust exposure, continuous wetting is applied in post-incident recovery to prevent settled composite dust from becoming re-suspended in the air.

Guidelines for Evaluating the Compatibility of C909 and C919 Aircraft with Airports (WP/20)

4.100 Presented by China, WP/20 provided an introduction of the Guidelines for Evaluating the Compatibility of C909 and C919 Aircraft with Airports. As both aircraft fleet and operational range expanding into the Asia and Pacific (APAC) Regions, particularly the C909, airport compatibility has drawn increasing attention. The paper provided basic requirements, assessment methods, and key evaluation content for airport compatibility of the C909 and C919, assisting airports in evaluating and improving compatibility with both aircraft.

4.101 [Aircraft and Airport Operations Services Information for the C909 and C919 aircraft is available at the following link: http://www.comac.cc/cpyzr/jszl/jszl/.](http://www.comac.cc/cpyzr/jszl/jszl/)

4.102 AOP/SG/10 adopted the following Conclusion:

Conclusion AOP/SG/10 – 9: Guidelines for Evaluating the Compatibility of C909 and C919 Aircraft with Airports			
What: That, That, AOP/SG/10 – WP/20 be forwarded to ICAO Air Navigation Bureau for its review and consideration of Guidelines for Evaluating the Compatibility of C909 and C919 Aircraft with Airports.		Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical	
Why: To provide basic requirements, assessment methods, and key evaluation content for airport compatibility of the C909 and C919, assisting airports in evaluating and improving compatibility with both aircraft.		Follow-up: ☐ Required from States	
When: 14-Aug-26		Status: Adopted by Subgroup	
Who: ☒ Sub groups ☐ APAC States ☒ ICAO APAC RO ☒ ICAO HQ ☐ Other: XXXX			

ICAO HQ Update on AGA Matters (IP/03)

4.103 IP/03 provided information related to aerodrome activities carried out recently in the Airport Operations and Infrastructure section, Air Navigation Bureau, ICAO Montreal.

Collaboration among ICAO and Other Safety Partners and Various Platforms for Assistance to States in AGA Area (IP/04)

4.104 IP/04 summarized the initiatives taken by ICAO to provide technical assistance to Asia Pacific States in AGA area through various platforms from 2015 to 2026.

Water Aerodrome Certification Road Map – Velana International Airport (IP/05)

4.105 Presented by Maldives, IP/05 shared Maldives' progressing towards the certification of the Velana International Airport (VIA) Water Aerodrome through a structured regulatory framework established under the Maldives Civil Aviation Regulations (MCAR 138A – Water Aerodrome Rules, MCAR 138B – Water Aerodrome Standards, and MCAR 138C – Requirements for Seaplane Platform License), developed in alignment with the ICAO Asia Pacific Regional Guidance on Requirements for the Design and Operations of Water Aerodromes for Seaplane Operations. The Meeting noted that the continued growth in aircraft movements, fleet size, passenger volumes and supporting infrastructure had significantly increased operational complexity, necessitating a comprehensive certification framework to ensure the continued safe, efficient and sustainable conduct of water aerodrome operations.

4.106 [The Maldives Civil Aviation Regulations are available through the following link:](#)

- a) [MCAR 138A – Water Aerodrome Rules](#)
- b) [MCAR 138B – Water Aerodrome Standards](#)
- c) [MCAR 138C – Requirements for Seaplane Platform License](#)

4.107 The paper provided an overview of the evolution of commercial seaplane operations in the Maldives, the development of the national regulatory framework, and the structured roadmap adopted for the certification of the VIA Water Aerodrome. It outlined the progress achieved to date, including the completion of key regulatory documentation and technical assessments, together with the remaining activities leading to the planned issuance of the Water Aerodrome Certificate in 2026. The paper also highlighted the key operational and regulatory considerations associated with certifying a high-density water aerodrome integrated with an international airport, including airspace management, marine traffic coordination, protection of operational safety areas, and multi-agency collaboration. The Meeting noted that Maldives' experience in developing and implementing a comprehensive certification framework may serve as a useful reference for other States undertaking similar initiatives and contribute to the continued development of international guidance on water aerodrome certification.

Agenda Item 5: State's/Aerodrome Operator's update and best practicesRunway Safety and Runway Safety Team (WP/21)

5.1 The Secretariat presented WP/21 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.

5.2 In response to State Letter Ref.: T 11/5.13.2 – AP111/24 (AGA) dated 3 September 2024 on the RST Questionnaire, the following **Sixteen** States had submitted the completed questionnaire to ICAO APAC Office:

- 1) Brunei Darussalam;
- 2) China;
- 3) Hong Kong, China;
- 4) Japan;
- 5) Macao, China;
- 6) Malaysia;
- 7) **Maldives;**
- 8) Marshall Islands;
- 9) Micronesia (Federated States Of);
- 10) Nepal;
- 11) New Zealand;
- 12) Pakistan;
- 13) Philippines;
- 14) Republic of Korea;
- 15) Singapore; and
- 16) Thailand.

5.3 AOP/SG/10 noted that out of **386** aerodromes used for international operations in Asia/Pacific Region, only **222** aerodromes established the RST (**Appendix J** to the Report of AOP/SG/10).

5.4 Noting that the majority of APAC States had yet to submit the completed RST questionnaire to the ICAO APAC Office, and as requested by the AP-AA/WG/8 Meeting, the ICAO APAC Office had forwarded the above State Letter (State Letter Ref.: T 11/5.13.2 – AP111/24 (AGA) dated 3 September 2024) to the AOP/SG Focal Points on 24 June 2026, requesting them to submit the completed RST survey questionnaire to ICAO APAC Office.

5.5 **AOP/SG/10 reminded States/Administrations to respond to the above ICAO APAC State Letter.**

Enhanced Global Reporting Format for Assessing and Reporting Runway Surface Conditions (WP/22)

5.6 AOP/SG/10 noted that **19** States/Administrations from Asia and Pacific Regions (18 States/Administrations in 2025) published procedures for assessment and reporting of runway condition in AIP as of August 2026 as shown in Table 6 below:

No.	States/Administrations	Procedures for assessment and reporting of runway condition report in AIP	Section of AIP
1	Australia	√	AD 1.2 , 2. Snow Plan; 3. Runway Surface Condition Assessment and Reporting (AIP, 23 Mar. 2022)
2	France (New Caledonia, French Polynesia, and Wallis & Futuna)	√	POLYNÉSIE AD 1.2.2 Runway Surface Condition Assessment and Reporting and Snow Plan (AIP, 29 Dec. 2022) NOUVELLE CALEDONIE, WALLIS ET FUTUNA AD 1.2.2 Runway Surface Condition Assessment and Reporting and Snow Plan (AIP, 26 Jan. 2023)
3	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	Macao, China	√	AD 1.2 , 2. Runway Surface Condition Assessment and Reporting, and Snow Plan (AIP, 5 Mar 2026)
8	Malaysia	√	AD 1.2 , 3 Runway Surface Condition Assessment and Report (AIP, 31 Dec 2024)
9	Maldives	√	AD 1.2 , 2. Snow Plan, 2.1 Runway Surface Condition Assessment and Reporting (AIP, 25 May. 2023)
10	Mongolia	√	AD 1.2 , 3. ХБЗ-ын нөхцөлийн үнэлгээ ба мэдээлэх (AIP, 06 Mar 2025)

No.	States/Administrations	Procedures for assessment and reporting of runway condition report in AIP	Section of AIP
11	New Zealand	√	AD 1.2, 2. Snow Plan, 2.1 Runway Surface Condition Assessment and Reporting (AIP, 09 Feb. 2024)
12	Pakistan	√	AD 1.2.2 Assessment and Reporting of Runway Surface Condition/Snow Plan (AIP, 20 March 2025)
13	Philippines	√	AD 1.2, 2. Snow plan, 2.1 – 2.4 (AIP AD 1.2 dated 31 October 2024)
14	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)
15	Singapore	√	AD 1.2, 2 Runway Surface Condition Assessment and Reporting and Snow Plan (AIP, 09 July 2026)
16	Sri Lanka	√	AD 1.2, 2 Snow Plan, 2.1 Runway Surface Condition Assessment and Reporting, (AIP, 21 Mar. 2024)
17	Thailand	√	AD 1.2, 3. Runway Surface Condition Assessment and Reporting (AIP, 18 May 2023)
18	USA	√	ENR 1.1, 11. Runway Condition Reports (AIP, 16 July 2020)
19	Viet Nam	√	AD 1.2, 2. Runway Surface Condition Assessment and Reporting at the Airports of Viet Nam (AIP, 30 Nov. 2022)

Table 6: States/Administrations that have published procedures for assessment and reporting of runway condition report in AIP

5.7 AOP/SG/10 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”.

Effectiveness of Runway Safety Team in GRF Implementation at Kempegowda International Airport Bengaluru (IP/06)

5.8 Presented by India, IP/06 highlighted the role of the Runway Safety Team (RST) as a key enabler for successful Global Reporting Format (GRF) implementation at Kempegowda International Airport, Bengaluru, and the integration of GRF into the airport's Safety Management System (SMS). Through structured collaboration between aerodrome operations, air traffic services,

aircraft operators, safety personnel, and other stakeholders, the RST facilitated a smooth transition to GRF and embedded its outputs within the airport's Safety Management System. The experience at Kempegowda International Airport, Bengaluru, demonstrated that the effectiveness of GRF is strongly dependent on the functionality of the RST and provided a practical model for strengthening runway safety in support of ICAO, SSP and GASP objectives.

Best Practices in Ground Handling Services at Kempegowda International Airport, Bengaluru (IP/07)

5.9 Presented by India, IP/07 outlined best practices implemented at Kempegowda International Airport, Bengaluru (KIAB) to enhance ground handling safety through a structured oversight and operational framework. Key initiatives included standardization of equipment, enforcement mechanisms, recovery preparedness drills, and proactive safety promotion through the Hazard Identification Task Group (HITG) and Goal Zero Programme. These measures integrated GHSP safety management systems with the aerodrome SMS, fostering a proactive safety culture, continuous improvement, and operational excellence. The framework demonstrated how a structured regulatory approach, supported by strong aerodrome-level governance, can enhance safety through GHSP clearances, standardization enforcement mechanisms, and recovery preparedness.

5.10 [AOP/SG/10 encouraged States/Administrations to share their experiences and practices on the safety oversight of ground handling services at the next AOP/SG meeting or, where appropriate, at one of its Working Group meetings.](#)

Rigid Pavement Design and Evaluation Method in China (IP/08)

5.11 Presented by China, IP/08 presented the airport rigid pavement design and evaluation methodology independently developed by China under the ACR-PCR framework. The paper described the structural characteristics of rigid pavements in China, the theoretical basis and key features of China's rigid pavement design and evaluation method, a comparison with the FAARFIELD method, and its practical application.

5.12 To support the transition from ACN-PCN to ACR-PCR, the Civil Aviation Administration of China (CAAC) had organized a series of activities, including improving the pavement design and evaluation calculation methods; developing pavement design and evaluation software; organizing data collection at transport airports nationwide and selecting representative airports for trial calculations and validation; completing the revision of relevant standards; organizing all transport airports nationwide to complete PCR calculations on schedule; updating aeronautical information; and conducting industry-wide training. The Meeting noted that China had successfully achieved a safe and smooth transition from ACN-PCN to ACR-PCR.

5.13 The Meeting further noted that China would continue to improve the methodology system for pavement design and evaluation, including the development and validation of PCR evaluation methods and software for flexible and rigid pavements and complex structural forms. China also expressed its readiness to strengthen exchanges and cooperation with ICAO Member States and international research institutions and share methodology development experience and validation data under the ACR-PCR framework.

Runway Misalignment During Night and Low-Visibility Operations: Human Factors, Aerodrome Geometry and Visual Guidance Mitigation (IP/09)

5.14 Presented by India, IP/09 consolidated operational evidence from India and other States concerning runway misalignment during night-time and low-visibility line-up operations. The paper highlighted occurrences in which flight crews incorrectly acquired runway edge lighting or markings as the runway centreline, notwithstanding the serviceability and regulatory compliance of the visual aids. It analysed contributing human-factors, runway-entry geometry and visual-guidance characteristics and proposed a layered risk-mitigation framework comprising aerodrome safety assessment, improved continuity and differentiation of visual cues, enhanced flight-crew runway alignment verification, increased emphasis on Pilot procedures, training and their familiarization at the aerodrome, and the safety-assessed use of supplementary retro-reflective cat's-eye lead-in markers at suitable aerodromes operating up to CAT-I conditions.

5.15 The Meeting invited India to present occurrence data and learnings at the next AP-ADO/TF Meeting, scheduled for January/February 2027, for further discussion.

5.16 The Meeting noted that the ATSB Transport Safety Report on Factors Influencing Misaligned Take-off Occurrences at Night provided useful information contained in an analysis report from 2009, available at the following link: [Factors influencing misaligned take-off occurrences at night](#).

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Agenda Item 6: Air Navigation Deficiencies in AOP FieldState's Update on APANPIRG Air Navigation Deficiency in AOP Field (WP/23)

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 **Afghanistan, Brunei Darussalam, Malaysia, Marshall Islands, Nauru, Nepal, Samoa, Sri Lanka and Thailand** placed in **Appendix K** to the AOP/SG/10 Report.

Resolution of 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 **Malaysia** certified Sultan Ahmad Shah Airport on 20 January 2026. **Brunei Darussalam** certified Brunei International Airport on 6 August 2026. **Nauru** published the aerodrome certification status in AIP section AD 1.5. Considering the progress made by States in resolving deficiencies related to the certification of aerodromes and the publication of the status of certification of aerodromes in AIP AD 1.5, AOP/SG/10 recommended the removal of the relevant deficiencies from the list of the Air Navigation Deficiencies in AOP field for consideration by APANPIRG/37.

6.3 The updated list of Air Navigation Deficiencies in the AOP field for submission to APANPIRG/37 for its consideration is provided in **Appendix K** to the AOP/SG/10 Report.

6.4 AOP/SG/10 requested the States/Administrations to provide updates on the corrective actions taken and report progress in the Reporting Form of Air Navigation Deficiencies identified in AOP field to ICAO APAC officer via email, as applicable.

AOP Focal Points

6.5 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 provided in **Appendix L** to the AOP/SG/10 Report.

6.6 AOP/SG/10 requested the States/Administrations to provide updates to the List of AOP Focal Points to ICAO APAC officer via email, as applicable.

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Agenda Item 7: Airport Environmental InitiativesACI APAC & MID Programmes and Tools Supporting Airport Climate Action (IP/10)

7.1 Presented by ACI, IP/10 outlined Airports Council International Asia-Pacific & Middle East (ACI APAC & MID)'s consolidated approach to support airports in the Asia-Pacific to strengthen climate resilience, reduce carbon emissions and progress towards Net Zero in line with ICAO and global climate goals. It first presented Climate Risk Assessment Guideline and Tools and a Regional Climate Dashboard that together provides a consistent basis for assessing climate hazards, impacts and vulnerabilities at airport and regional level. The paper then introduced the Airport Carbon Accreditation (ACA) Incentive Programme, which builds on Airport Carbon Accreditation to fully sponsor the initial ACA cycle for selected small airports in emerging and developing economies, helping them overcome financial and technical barriers to structured carbon management. Finally, the paper outlined the Net Zero Roadmap: Decarbonise Your Airport Programme, an on-demand service providing tailored decarbonisation roadmaps that integrate targets, measures and high-level CAPEX plans to support airport-level Net Zero pathways. The Meeting noted these efforts and urged States/Administrations to encourage airports under their jurisdiction to use and support these tools and programmes as practical mechanisms to advance climate adaptation.

7.2 To ensure inclusivity in the application of the climate risk tools, ACI will extend special arrangements to States/Administrations that wish to have an overview of climate change impact involve all their airports, including non-ACI members. Comprehensive participation by all aerodrome operator, supported by the submission of complete information, is essential to ensure proper alignment of the national level work plan.

Outcomes of ICAO Environmental Protection Activities Relevant to AOP/SG (IP/11)

7.3 The Secretariat provided information on the ICAO Council briefings and the structure of the Committee on Aviation Environmental Protection (CAEP) and its Working Groups.

7.4 AOP/SG/10 reviewed recent ICAO environmental protection activities relevant to the work of the AOP/SG. The paper highlighted ICAO activities related to climate change adaptation and resilience for airports, climate risk assessment and adaptation planning, and the potential effects of climate-related hazards such as higher temperatures, changing precipitation patterns, increased storm intensity and sea level rise on airport infrastructure, operations and service continuity. The paper noted ICAO guidance and supporting materials intended to assist States and aviation stakeholders in identifying climate-related vulnerabilities and improving resilience. [[Climate Change Risk Assessment, Adaptation and Resilience](#) and [ICAO Climate Adaptation Synthesis Report](#)]

7.5 The Meeting noted ICAO activities supporting State Action Plans (SAPs) on aviation CO₂ emissions reduction and ICAO efforts to facilitate the development and deployment of sustainable aviation fuels (SAF). The paper highlighted that ICAO provides guidance, tools, capacity-building activities and technical assistance to support States in the preparation and implementation of State Action Plans, and that airports are important stakeholders in broader aviation environmental initiatives, including support for SAF, lower carbon aviation fuels (LCAF) and cleaner energy initiatives. [[State Action Plans \(SAP\) and Assistance, Sustainable Aviation Fuels \(SAF\) Programme, ICAO Global Framework for SAF, LCAF and Other Aviation Cleaner Energies](#), and [Finvest Hub](#).]

7.6 The Meeting also noted information on the ICAO Green Airports Seminar 2026, to be held in Cairo, Egypt, on 29-30 October 2026. The Seminar will focus on airport decarbonization, environmental performance, cleaner energy, sustainable aviation fuels, and climate adaptation and resilience, including strengthening critical infrastructure and maintaining operational continuity. [[ICAO Green Airports Seminar 2026](#) and [ICAO Green Airports Seminar 2026 Programme](#)]. The paper concluded that ICAO environmental protection activities are relevant to AOP/SG work related to

aerodrome planning, infrastructure development, operational continuity and emergency preparedness, and encouraged continued consideration of environmental sustainability and climate resilience within AOP/SG activities.

Airport Environmental Initiatives by Cochin International Airport (IP/13)

7.7 Presented by India, IP13 shared Cochin International Airport Limited (CIAL) integrated approach to achieving environmentally sustainable, low-carbon, and climate-resilient airport operations. The paper outlined CIAL's integrated approach encompassing renewable energy, green hydrogen, Airport Carbon Accreditation (ACA), electric mobility, environmental monitoring, resource conservation, circular economy practices, biodiversity management and climate adaptation measures, demonstrated CIAL's commitment to reducing carbon emissions while enhancing operational sustainability. The paper also highlighted CIAL's comprehensive environmental management practices, including continuous air and noise monitoring, wastewater treatment and reuse, circular waste management, water conservation, and biodiversity protection. It concluded that CIAL's success is driven by long-term planning, innovation, and institutional commitment, and encouraged the exchange of similar environmental best practices among ICAO Member States and airport operators to accelerate the global transition towards sustainable and climate-resilient airport operations.

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Agenda Item 8: Airport Innovation Technology**Implementation of Follow the Greens (FTG) Operations at Singapore Changi Airport: Trial Experience and Lessons Learnt in Enhancing Taxiway Safety (IP/14)**

8.1 Presented by Singapore, IP/14 shared the experience of implementing Follow the Greens (FTG) operations at Singapore Changi Airport as a taxiway safety enhancement measure. FTG was enabled through the Advanced Surface Movement Guidance and Control System (A-SMGCS) Routing and Guidance functions, which provide pilots with dynamic visual taxi guidance using illuminated green Taxiway Centreline Lights. Singapore ATC and Changi Airport Group (CAG) worked closely together to formulate a structured phased implementation programme, comprising controller training, operational familiarisation, and a 16-month night operational trial, which enabled the safe integration of FTG while progressively validating system performance and operational procedures.

8.2 Singapore highlighted key implementation challenges, including infrastructure limitations, surveillance requirements for towing operations and operational adaptations. It emphasised the importance of stakeholder engagement, user education and continuous system enhancements throughout the implementation process.

8.3 Singapore concluded that the night FTG operational trial demonstrated positive safety and operational outcomes. Key lessons learnt highlighted the importance of aligning infrastructure development with technological capabilities, maintaining continuous stakeholder engagement and undertaking ongoing system improvements. Following the operational implementation of Phase 1 Night FTG operations in August 2026, Singapore will commence a Phase 2 daytime operational trial to further evaluate the effectiveness of FTG under daylight conditions and support future full-scale implementation.

NIEV – Future Airspace Requires Future Infrastructure: an Integrated Airspace Infrastructure Concept for Safety, Security, Sustainability and Resilience (PPT/01)

8.4 Quintus presented the New Innovative Electrical Version (NIEV), a complete integrated system solution providing resilient electrical infrastructure and intelligent airport systems necessary for future airspace safety. The solution based on four strategic pillars, consisting of Safety, Security, Sustainability and Resilience, and comprised three interdependent layers: Airspace Operations, Intelligent Airport Infrastructure and Energy Infrastructure, aimed at optimizing the facility lifecycle through circular design.

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Agenda Item 9: Any other businessAsia Pacific Generic Guidance Materials and Custodian (WP/24)

9.1 The Secretariat presented a list of Generic Guidance Materials (GGMs) developed by various Working Groups and Task Forces of AOP/SG and published on the ICAO APAC Website under eDocuments as approved by AOP/SG and APANPIRG.

9.2 Considering the latest amendment to Annex 14, Volume I and II and PANS-Aerodromes (Doc 9981), AOP/SG/10 requested the Custodians of the APAC Guidance Materials to review the GGMs under their responsibility and determine whether any revisions or updates are required.

9.3 The paper also proposed updates to the “Procedure for periodic review and update of the Asia/Pacific Generic Guidance Materials in the area of Aerodromes and Ground Aids” and the list of GGMs developed by various Working Groups and Task Forces.

9.4 The updated “Procedure for periodic review and update of the Asia/Pacific Generic Guidance Materials in the area of Aerodromes and Ground Aids” together with Attachments A to C is provided in **Appendix M** to the AOP/SG/10 Report.

9.5 [India and Malaysia were requested to confirm the contact details of their respective Custodians of the APAC Guidance Materials.](#)

World Birdstrike Association (WBA): Sustainable Global Framework for Wildlife Hazard Management (IP/15)

9.6 Presented by WBA, IP/15 highlighted the critical role of the World Birdstrike Association (WBA), the only ICAO-recognised global association dedicated to wildlife hazard management in aviation. The paper presented WBA's new governance and sustainable membership framework to strengthen its long-term capability to support Member States, airports, airlines, and industry stakeholders. The paper invited the Meeting to recognize the importance of supporting WBA's mission to enhance global aviation safety through collaborative wildlife hazard management.

A Framework for Strengthening Global Wildlife Hazard Management Through Partnerships with the Worldbirdstrike Association (WBA) (IP/16)

9.7 Presented by WBA, IP/16 highlighted the strategic role of the WorldBirdstrike Association (WBA) in strengthening global Wildlife Hazard Management (WHM) and enhancing aviation safety through international collaboration. It proposed a partnership framework between ICAO Member States, Bird Strike Committees and WBA to promote harmonised guidance, capacity building, research, data sharing and best practices aligned with ICAO Standards and Recommended Practices. The paper encouraged formal recognition of WBA as a technical partner to support regional and global WHM initiatives, improve safety performance and foster collaborative, data-driven approaches to reducing wildlife strike risks across the aviation industry.

Outcomes of the ICAO Global Artificial Intelligence Survey (PPT/02)

9.8 The Secretariat presented the outcomes of the ICAO Global Artificial Intelligence (AI) Survey, which was conducted in collaboration with ICAO HQ to assess the current status of AI adoption

and the development of AI governance frameworks within the aviation sector. The survey findings indicated that, of the 81 responding States/Administrations globally, 29 had established AI governance frameworks and only three reported extensive AI use, while among the 19 APAC respondents, only three had governance frameworks and none reported extensive AI adoption. The presentation further noted that data analysis and decision support and airport operations were the most common areas of AI application, while key challenges included the lack of international standards, limited expertise and skilled personnel, data privacy and security concerns, and safety assurance and certification issues. The survey outcomes highlighted the need for ICAO guidance on global AI principles, safety assurance, and certification frameworks, and informed ongoing discussions on future ICAO initiatives, including further study of AI governance and the possible establishment of a dedicated task force to develop high-level deliverables.

9.9 AOP/SG/10 reminded States/Administrations to respond to the ICAO Global Artificial Intelligence (AI) Survey, if they had not already done so.

9.10 The Meeting invited States/Administrations to share their experiences with the adoptions of AI, and any lessons learned, particularly those that had developed in full, or partially, guidelines for implementation.

Advancing Gender Equality in Aviation: Outcomes of the 1st ICAO APAC Gender Equality Indicators Survey (PPT/03)

9.11 The Secretariat presented the outcomes of the first APAC Gender Equality Indicators Survey, which was conducted to assess the implementation of gender equality indicators across the region in support of ICAO Assembly Resolution A41-26 and the Delhi Ministerial Declaration. The survey received responses from 16 States/Administrations and indicated positive progress in establishing safe and inclusive working environments, supported by workplace protection policies and training programmes. However, the results also highlighted limited adoption of measurable gender equality targets and the continued underrepresentation of women in leadership and decision-making positions. The presentation emphasized the need to move from policy commitments to measurable outcomes through the establishment of national targets, integration of gender equality initiatives into aviation strategies and workforce frameworks, and the strengthening of leadership development opportunities for women, with continued support and monitoring by the ICAO APAC Office.

9.12 AOP/SG/10 reminded States/Administrations to respond to the APAC Gender Equality Indicators Survey, if they had not done so.

Agenda Item 10: AOP/SG TOR & Task ListAPANPIRG AOP Sub-Group TOR & Task List (WP/25)

10.1 The Meeting reviewed and updated the AOP/SG Task List presented by the Secretariat and placed at **Appendix N** to the AOP/SG/10 Report.

10.2 Following a proposal by India to include a new task on coordination for the protection and management of aerodromes from unauthorized RPAS activities, the Meeting agreed to assign the task to AP-ADO/WG for consideration. The Meeting requested India to provide relevant information and share its experience on unauthorized RPAS activities with the AP-ADO/WG to support its consideration.

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Agenda Item 11: Provisional Agenda, Date and Venue for the Next MeetingProvisional Agenda, Date and Venue of Next Meeting (WP/26)

AOP/SG/10 reviewed the draft agenda proposed by the Secretariat and agreed on the following Provisional Agenda for AOP/SG/11:

DRAFT PROVISIONAL AGENDA

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| Agenda Item 1: | Adoption of Provisional Agenda |
| Agenda Item 2: | Review of Outcomes of Relevant Meetings |
| Agenda Item 3: | Regional Reporting <ul style="list-style-type: none">– Asia Pacific Air Navigation Plan– Asia Pacific Seamless ANS Plan |
| Agenda Item 4: | Provision of AOP in the Asia/Pacific Region <ul style="list-style-type: none">– Reports of Working Group/Task Force Meetings– Planning, Design, & Construction/Modernization of Aerodromes– Certification and Operations of Aerodromes– Capacity Development and Trainings– NGAP Initiatives in AGA Area |
| Agenda Item 5: | State's/Aerodrome Operator's update and best practices on: <ul style="list-style-type: none">– ACR-PCR Method of Reporting Aerodrome Pavement Bearing Strength– Runway surface condition assessment and reporting– Runway safety programme including the establishment of runway safety team– Airport master plan– Safety management oversight of ground handling services– Implementation of SMS– Transition from the old to the new OLS system– Development and Implementation of WHM Programme |
| Agenda Item 6: | Air Navigation Deficiencies in AOP Field |
| Agenda Item 7: | Airport Environmental Initiatives |
| Agenda Item 8: | Airport Innovation and Technology |
| Agenda Item 9: | Any Other Business |
| Agenda Item 10: | AOP/SG TOR & Task List |

Agenda Item 11: Provisional Agenda, Date and Venue for the Next Meeting

The Eleventh Meeting of the AOP/SG would be held in June/July 2027 with a duration of 5 days. The venue would be ICAO APAC Office, Bangkok. The State willing to host the Eleventh Meeting of the AOP/SG may communicate to ICAO APAC Office at least 5 months in advance.

Closing of the meeting

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