



ICAO

International Civil Aviation Organization

The Tenth Meeting of the Aerodromes Operations and
Planning Sub-Group (AOP/SG/10)

Bangkok, Thailand, 10 to 14 August 2026

Agenda Item 2: Review of Outcomes of Relevant Meetings

RELEVANT OUTCOMES OF APANPIRG/36

(Presented by the SECRETARIAT)

SUMMARY

This paper presents the outcomes of APANPIRG/36 (Bangkok, Thailand, 24 to 26 November 2025) relevant to Aerodrome Operations and Planning field.

1. INTRODUCTION

1.1 The Thirty-sixth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/36) was held in Bangkok, Thailand from 24 to 26 November 2025.

1.2 The Meeting was attended by 188 participants from 26 Member States, 2 Special Administrative Regions of China and 6 International Organizations. The meeting adopted 14 (Fourteen) Conclusions and 5 (Five) Decisions. The Report of APANPIRG/36 is available at:

<https://www.icao.int/APAC/meetingdocs?fid=7023>

Among 14 (Fourteen) Conclusions adopted by APANPIRG/36, 2 (Two) conclusions are related to Aerodrome Operations and Planning field.

2. DISCUSSION

2.1 The outcomes of APANPIRG/36 relevant to Aerodrome Operations and Planning field are summarized in the following paragraphs.

Report on the Ninth Meeting of AOP Subgroup (AOP/SG/9)

2.2 APANPIRG/36 reviewed the report of the Ninth Meeting of the Aerodrome Operations and Planning Sub-group (AOP/SG/9) held in Bangkok, Thailand from 30 June to 04 July 2025 and noted that AOP/SG/9 had adopted 8 (Eight) Conclusion and 2 (Two) Draft Conclusions that were of a purely technical or operational nature. The full report of AOP/SG/9 is available at the following URL: <https://www.icao.int/APAC/meetingdocs?fid=554>.

Runway Surface Condition Reporting – Adoption of Technology

2.3 APANPIRG/36 noted that AP-AA/WG/7 had discussed the regulatory challenges faced by New Zealand in adopting technology solutions to assist in the assessment of runway surface conditions as part of the GRF implementation.

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

2.5 APANPIRG/36 adopted the following Conclusion formulated by AP-AA/WG/7 and endorsed by AOP/SG/9:

Conclusion APANPIRG/36/3 – Runway Surface Condition Assessment – Adoption of Technology		
What:	Restricting assessment of runway surface conditions to visual means only, especially for DRY or WET conditions restricts the introduction of technology and automation to assist airport operators to meet the performance and safety outcomes desired. ICAO is requested to facilitate States to consider the use of technology and automation methods as an alternative acceptable means of compliance, to assist aerodrome operators in the assessment of runway surface conditions.	Expected impact: ☒ Political / Global ☐ Inter-regional ☒ Economic ☐ Environmental ☒ Ops/Technical
Why:	Technology and automation can equally meet the performance and safety outcomes desired in assessing runway surface conditions for reporting in global reporting format	Follow-up: ☐ Required from States
When:	26-Nov-25	Status: Adopted by PIRG
Who:	☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☒ ICAO HQ ☐ Other:	

2.6 APANPIRG/36 further noted that the use of technology and automation methods as an alternative acceptable means of compliance for the assessment of runway surface conditions could possibly be mentioned in ‘ICAO Circular 355 - Assessment, Measurement and Reporting of Runway Surface Conditions’.

2.7 The Secretariat has sent an IOM to ICAO HQs for necessary action regarding above Conclusion APANPIRG/36/3.

Wildlife Strike – A Safety Concern

2.8 APANPIRG/36 noted that that India, Indonesia, Nepal and the Philippines had identified wildlife Strike as one of the National High-Risk Category of Occurrences (N-HRCs) in their respective National Aviation Safety Plan (NASP) due to the significant risk posed by the presence of wildlife in and around the aerodromes.

2.9 APANPIRG/36 also noted that the ICAO Bird Strike Information System (IBIS) wildlife strike analysis report for the year 2016-2021 indicated a significant increase in the wildlife strike reports in the APAC region as compared to the report received in the year 2008-2015.

2.10 Based on the analysis of the wildlife strike data of Asia and Pacific States, wildlife strikes may be included as other Regional HRCs (R-HRCs) in the Asia-Pacific Regional Aviation Safety Plan, so that a risk-based approach could be adopted in managing safety at the regional-level through collaboration between regional aviation stakeholders in a coordinated manner.

2.11 APANPIRG/36 further noted that the AOP/SG/9 had endorsed the following Draft Conclusion formulated by AP-WHM/WG/7 for consideration by APANPIRG/36 and coordination with RASG-APAC:

Conclusion APANPIRG/36/4 – Acknowledgement of Wildlife Strike as One of the High-Risk Category of Occurrences (HRCs) for Asia and Pacific Regions		
What:	Acknowledging that wildlife strike is a widespread concern affecting States in the Asia Pacific Region, and some States in Asia Pacific Region have already identified Wildlife Strike as one of the National High-Risk Category of Occurrences (N-HRCs) in their National Aviation Safety Plan (NASP): a) Wildlife Strikes should be considered to identify as one of the Regional HRCs (R-HRCs) in the Asia-Pacific Regional Aviation Safety Plan; and b) take up the concern of wildlife strike to the appropriate forum of ICAO for seeking additional Safety Enhancement Initiatives as mitigation measures for all APAC States/Administrations.	Expected impact: ☒ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why:	For harmonised application and enhancing safety at or in the vicinity of aerodromes.	Follow-up: ☒ Required from States
When:	26-Nov-25	Status: Adopted by PIRG
Who:	☐ Sub Groups ☒ APAC States ☒ ICAO APAC RO ☒ ICAO HQ ☐ Other:	

2.12 The AOP/SG Secretariat has coordinated with APRAST Secretariat for necessary action on this Conclusion.

2.13 The Secretariat has also sent an IOM to ICAO HQs for necessary action regarding above Conclusion APANPIRG/36/4.

Challenges in AOP Fields and Priorities for 2026

2.14 APANPIRG/36 noted that the AOP/SG identified the following challenges in aerodrome operations and planning field:

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

2.15 To address above challenges, the AOP/SG planned to conduct following activities in 2026:

- a) Organize Workshop on Civil/Military Cooperation in aerodrome certification.
- b) Invite States/Industry (aerodrome operator, airlines operator and ground handling agent) to present their good practices in AP-AA/WG/8 Meeting/or Organize Workshop in Ground Handling Services.
- c) Encourage States/Industries to opt Aerodrome Assistance Go-Team/Runway Safety Go-Team Mission on a cost recovery basis to obtain assistance for implementation of GRF and RST establishment.
- d) Organize Workshop with the support from US FAA on Aerodrome Pavement Design and Evaluation including ACR-PCR Method of Reporting Pavement Bearing Strength.

Note: — The ICAO Aerodrome Pavement Workshop has been conducted from 20 to 22 May 2026 in Nadi, Fiji.

- e) Assistance to States on wildlife strike hazard reduction through the implementation of Asia/Pacific wildlife Hazard Management Go-Team Technical Assistance Mission.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note the information contained in this paper;
- b) note APANPIRG Conclusions 36/3 and 36/4 (paragraphs 2.5 and 2.1 refer); and
- c) discuss any other relevant matters as appropriate.

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