



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 Outcome of Relevant Meetings

OUTCOMES OF ATM/SG/14 RELEVANT TO AOP/SG

(Presented by the SECRETARIAT)

SUMMARY

This paper presents outcomes of the Fourteenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/14, Bangkok, Thailand, 3–7 August 2026) relevant to the work programme of AOP/SG. The outcomes concern 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.

1. INTRODUCTION

1.1 The Fourteenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/14) was held in Bangkok, Thailand, from 3 to 7 August 2026. The Meeting considered a number of matters related to aerodrome operations, airport capacity, information exchange and coordination between ATM and AOP fields.

2. DISCUSSION

APAC Air Navigation Plan Volume III

2.1 ATM/SG/14 reviewed the revised APAC Air Navigation Plan (ANP) Volume III, which incorporated updated regional priorities aligned with the Eighth Edition of the Global Air Navigation Plan and relevant elements migrated from the Asia/Pacific Seamless ANS Plan.

2.2 The Meeting agreed to recommend the adoption of the revised APAC ANP Volume III by APANPIRG/37. It also agreed to propose the establishment of a Working Group to support the continued review and maintenance of the APAC ANP Volume III. The proposed Working Group would include expertise from ATM, aerodromes, CNS and meteorology and would review regional priorities, implementation pathways, dependencies and alignment with global planning initiatives, including the Minimum Implementation Path (MIP).

2.3 AOP/SG is invited to review the aerodrome-related content and priorities contained in the revised APAC ANP Volume III and consider the nomination of appropriate aerodrome experts to participate in the proposed Working Group.

Airport and Airspace Capacity Assessment

2.4 ATM/SG/14 reviewed the draft Asia/Pacific Regional Guidance for Assessment of Airport Capacity and Airspace Capacity. The guidance provides descriptions of airport and airspace capacity assessment processes, supported by practical examples and models, to assist States and Administrations in assessing capacity and planning improvements to meet current and future demand.

2.5 ATM/SG/14 adopted a Conclusion that the guidance be uploaded to the ICAO APAC Office eDocuments webpage for use by APAC States and Administrations in conducting airport and airspace capacity assessments in accordance with the Regional Framework for Collaborative ATFM.

2.6 Given the direct relevance of airport capacity assessment to aerodrome planning and operations, AOP/SG may wish to note the adoption of the guidance and encourage its use by aerodrome operators, airport planners, ANSPs and other relevant stakeholders.

Airport Collaborative Decision-Making Implementation

2.7 ATM/SG/14 reviewed the regional monitoring results for Airport Collaborative Decision-Making (A-CDM) implementation. Annual implementation reports for 2026 were received from 21 APAC States and Administrations, covering 87 airports. More than 85 per cent of the reported high-density international aerodromes were assessed as being in the operation and monitoring phase, while the remainder were in the implementation or initiation phases.

2.8 The Meeting also noted ongoing work on standardized FIXM message data attributes and templates to support cross-border ATFM operations, A-CDM, ATFM/A-CDM integration and traffic synchronization in a SWIM environment.

2.9 AOP/SG is invited to note 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.

Aerodrome-related Information Services for APAC Common SWIM

2.10 ATM/SG/14 considered proposed amendments to the Aerodrome Feature Service and the Runway Surface Condition Report Service developed under the APAC Common SWIM Aeronautical Information Services framework.

2.11 The amendments to the Aerodrome Feature Service included revisions to the service description and clarification of the aerodrome information to be exchanged using AIXM. For the Runway Surface Condition Report Service, the work addressed the relationship with the ICAO Global Reporting Format and SNOWTAM, terminology associated with runway condition codes, runway condition reports and pilot reports of runway braking action. The revised service description directly referenced the Global Reporting Format and identified the Runway Condition Code as the primary information element.

2.12 ATM/SG/14 agreed to the proposed amendments and supported their submission to AOP/SG for endorsement, followed by consideration by the SWIM Task Force.

2.13 The detailed proposed amendments are presented separately to AOP/SG for review and endorsement.

Separation Between Taxiing Aircraft and Vehicles During LVO

2.14 ATM/SG/14 considered information presented by Pakistan on the application of separation between taxiing aircraft and vehicles during Low Visibility Operations (LVO). The Meeting

noted that safe operations during LVO were generally achieved through operational procedures, surveillance and surface movement guidance systems, vehicle controls and training, taking into account the specific aerodrome layout and available facilities, rather than through uniform distance-based separation standards.

2.15 Pakistan proposed that ICAO review the relevant provisions and consider consolidated guidance. The Secretariat noted that further evidence and a more clearly defined problem statement would be required before amendments to the relevant ICAO provisions or the development of new guidance could be considered. The matter would therefore be further addressed outside the Meeting.

2.16 As this matter involves both ATS and aerodrome operational responsibilities, AOP/SG is invited to note the discussion and provide relevant aerodrome operational experience, as appropriate, should further regional consideration be undertaken.

Coordination with AOP/SG on Stop Bar-Related Matters

2.17 During ATM/SG/14, IATA raised a question regarding stop bars. The Secretariat informed the Meeting that the Asia/Pacific Aerodrome Design and Operations Task Force (AP-ADO/TF) under AOP/SG had been considering aerodrome equipment, including stop bars.

2.18 The Meeting noted that the matter was also relevant from an ATM operational perspective and agreed to request the outcomes of the AOP/SG discussions, including those related to stop bars, for information and future reference.

2.19 The Meeting requested the continued support and cooperation of AOP/SG on this matter, including the sharing of relevant outcomes from the ADO Task Force, as appropriate.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) consider the ATM/SG/14 outcomes relevant to the work of AOP/SG;
- c) support continued coordination between AOP/SG and ATM/SG on stop bar-related matters, including the sharing of relevant AOP/SG outcomes; and
- d) discuss any relevant matters as appropriate.

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