



ICAO

*International Civil Aviation Organization***Sixth Meeting of the Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/6)***Bangkok, Thailand, 2 to 5 April 2024***Agenda Item 2: Review Outcome of Relevant Meetings****RELEVANT OUTCOMES OF APANPIRG/34**

(Presented by the Secretariat)

SUMMARY

This paper presents the outcomes of APANPIRG/34 (Hong Kong, China, 11 to 13 December 2023) relevant to the AP-AA/WG.

1. INTRODUCTION

1.1 The Thirty-fourth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/34) was held in Hong Kong, China from 11 to 13 December 2023.

1.2 The Meeting was attended by 146 participants from 26 Member States, 2 Special Administrative Regions of China and 7 International Organizations. The meeting adopted 14 Conclusions and 2 Decision. The Report of APANPIRG/34 is available at:

<https://www.icao.int/APAC/Meetings/Pages/2023-APANPIRG-34.aspx>

Among 14 Conclusions adopted by APANPIRG/34, four conclusions are related to Aerodrome Operations and Planning field.

2. DISCUSSION

2.1 The outcomes of APANPIRG/34 relevant to this Working Group are summarized in the ensuing paragraphs.

Report on the Seventh Meeting of AOP Subgroup (AOP/SG/7)

2.2 APANPIRG/34 reviewed the report of the Seventh Meeting of the Aerodrome Operations and Planning Subgroup (AOP/SG/7) held in Bangkok, Thailand from 3 to 6 July 2023 and noted that AOP/SG/7 had adopted 8 (Eight) Decisions that were of a purely technical or operational nature. The full report of AOP/SG/7 is available at the following URL: <https://www.icao.int/APAC/Meetings/Pages/2023-AOP-SG7.aspx>.

Report on the Fourth Meeting of the Asia/Pacific Aerodrome Design and Operations Task Force (AP-ADO/TF/4)

Runway Turn Pad Specification

2.3 Noting the inconsistency observed in Annex 14 Volume I and Aerodrome Design Manual (Doc 9157) Part 1 regarding the basis taken for runway turn pad design (aerodrome reference code (ARC) letter versus outer main gear wheel span (OMGWS)) and ambiguity created by markings of turn pad as shown in Aerodrome Design Manual (Doc 9157) Part 1 and Part 2 (which was actually shown as aircraft cockpit track but misinterpreted/misunderstood by some aerodrome operators as a marking), the APANPIRG/34 commended AP-ADO/TF for identifying the inconsistency and surfacing the matter to ICAO for resolution. APANPIRG/34 adopted the following Conclusion formulated by AP-ADO/TF/4 and endorsed by AOP/SG/7 as appended below:

Conclusion APANPIRG/34/3: Runway Turn Pad Design and Marking			
<p>What: That, the design of runway and taxiway widths is linked to the outer main gear wheel span (OMGWS) of the design aircraft and the size of the runway turn pad depends on aircraft wheelbase, OMGWS and maximum nose wheel steering angle. On the other hand, SARPs on runway turn pad markings are linked to aerodrome reference code (ARC) numbers (5.2.9 of Annex 14, Volume I refer). Therefore, ICAO is requested to review:</p> <p>1) Annex 14, volume I SARPs 3.3.1 & 3.3.2, where they have provided reference to ARC (code letters);</p> <p>2) Figure 1-3 of Aerodrome Design Manual (ADM, Doc 9157), Part 2 and Figure 4-1 of Aerodrome Design Manual, Part 1 for consistency with Annex 14, Volume I SARPs as specified in 5.2.9 (5.2.9.3 & 5.2.9.7 refer) regarding the runway turn pad marking.</p>		<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>	
<p>Why: To review Annex 14, Volume I SARPs 3.3.1 & 3.3.2 and Figure 4-1 of ADM, Part 2 and Figure 1-3 of ADM, Part 1 by ICAO Aerodrome Design Group of Aerodrome Design and Operation Panel</p>		<p>Follow-up: <input type="checkbox"/>Required from States</p>	
<p>When: 13-Dec-23</p>		<p>Status: Adopted by PIRG</p>	
<p>Who: <input checked="" type="checkbox"/>Sub groups <input type="checkbox"/>APAC States <input checked="" type="checkbox"/>ICAO APAC RO <input checked="" type="checkbox"/>ICAO HQ <input type="checkbox"/>Other: XXXX</p>			

2.4 The above Conclusion APANPIRG/34/3 will be reviewed by the ICAO Air Navigation commission and appropriate action will be taken by the ICAO Aerodrome Design Group of Aerodrome Design and Operation Panel.

ICAO Asia-Pacific Aerodrome Assistance Go-Team Methodology

2.5 Noting that the AP-AA/WG/5 had developed the Aerodrome Assistance Go-Team Methodology to offer assistance to States in AGA area including certification and surveillance of aerodromes, APANPIRG/34 adopted the following Conclusion formulated by AP-AA/WG/5 and endorsed by AOP/SG/7 as appended below:

Conclusion APANPIRG/34/4: ICAO Asia-Pacific Aerodrome Assistance Go-Team Methodology			
What: That, as a follow up on <i>Conclusion APANPIRG 33/3 - Assistance to APAC States that require assistance in AGA area including certification and surveillance of aerodromes</i> : <ul style="list-style-type: none">• The needs for technical assistance in the area of AGA for ICAO APAC States be periodically reviewed;• States with such needs be encouraged and invited to host Aerodrome Assistance Go-Team missions; and• The methodology for conducting such Assistance Go Teams Missions provided in Appendix B to the Report on Agenda Item 3.1 be posted on ICAO APAC Website.		Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical	
Why: To provide technical assistance to APAC States in AGA area including certification and surveillance of aerodromes		Follow-up: <input checked="" type="checkbox"/> Required from States	
When: 13-Dec-23		Status: Draft to be adopted by PIRG	
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: AP-AA/WG			

2.6 ICAO Asia-Pacific Aerodrome Assistance Go-Team Methodology approved by APANPIRG/34 is provided in **Attachment A** to this Working Paper which is also published on the ICAO APAC e-Documents Webpage under AGA headings.

Report on the Fourth Meeting of the Asia/Pacific Wildlife Hazard Management Working Group (AP-WHM/WG/5)

ICAO Asia-Pacific Wildlife Hazard Management Go-Team Methodology

2.7 Noting that the AP-WHM/WG had developed the methodology for planning, coordination, execution and follow up on Go-Team missions to assist States in WHM field APANPIRG/34 adopted the following Conclusion formulated by AP-WHM/WG/5 and endorsed by AOP/SG/7 as appended below:

Conclusion APANPIRG/34/5: ICAO Asia/Pacific WHM Go-Team Methodology			
What:		That,	
• The needs for technical assistance in the area of WHM for ICAO APAC States be periodically reviewed;		Expected impact:	
• States with such needs be encouraged and invited to host WHM missions; and		<input checked="" type="checkbox"/> Political / Global	
• The methodology for running such Go-Team missions provided in Appendix C to the Report of AOP/SG/7 be adopted by APANPIRG/34.		<input type="checkbox"/> Inter-regional	
		<input checked="" type="checkbox"/> Economic	
		<input type="checkbox"/> Environmental	
		<input checked="" type="checkbox"/> Ops/Technical	
Why:		To assist States in WHM	
Follow-up:		<input checked="" type="checkbox"/> Required from States	
When:		13-Dec-23	
Status:		Draft to be adopted by PIRG	
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: AP-WHM/WG			

2.8 ICAO Asia-Pacific WHM Go-Team Methodology approved by APANPIRG/34 is provided in **Attachment B** to this Working Paper which is also published on the ICAO APAC e-Documents Webpage under AGA headings.

Status on Certification of Aerodromes in Asia Pacific States

2.9 APANPIRG/34 noted that out of 355 aerodromes used for international operations in Asia and Pacific Regions 325 aerodromes have been certified as of 21 June 2023 (322 out of 351 aerodromes in June 2022) corresponding to 91.55% progress.

2.10 APANPIRG/34 further noted that in 2022/2023, the following six airports had been certified:

- 1) Samui Airport (Thailand) – on 22 August 2022;
- 2) Wattay International Airport (Lao PDR) – on 12 October 2022;
- 3) Pokhara International Airport (Nepal) – on 1 January 2023;
- 4) President Nicolau Lobato International Airport (Timor-Leste) – on 26 January 2023;
- 5) Gelephu International Airport, Sarpang (Bhutan) – on 16 September 2023; and
- 6) Siem Reap Angkor International Airport (Cambodia) – on 29 September 2023

Publication of the Status of Certification of Aerodromes in AIP

2.11 APANPIRG/34 noted that 12 States have yet to publish the status of certification of aerodromes in their AIP AD 1.5.

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

2.12 APANPIRG/34 noted that 15 States implemented GRF in 2021 (14 States on 4 November 2021). The remaining 14 States were in the process of implementation of GRF. 12 States had yet to submit their GRF Implementation Action Plan to ICAO APAC Office as of June 2023.

2.13 Annex 15 Aeronautical Information Services (AIS) requires that any permanent changes in the AIP shall be published as AIP Amendments (6.3.1.2 of Annex 15 refers). Therefore, the procedures for assessment and reporting of runway condition report and issuance of the new SNOWTAM format should also be published in national AIP. The most appropriate section for publication of above information in AIP could be “AD 1.2.2 Snow plan” (refer to Appendix 2 of PANS-AIM (Doc 10066)).

2.14 APANPIRG/34 noted that only 12 States from Asia Pacific Region had published procedures for assessment and reporting of runway condition report and the issuance of SNOWTAM in AIP.

2.15 The Secretariat had presented to ATM/SG/11 the Outcomes of AOP/SG/7 (ATM/SG/11-WP/38) including updates on publication of the procedures for assessment and reporting of runway condition report and issuance of the new SNOWTAM format in national AIP. ATM/SG/11 supported the AOP/SG’s proposal to define a new AIP Section (AD 1.2.3); however, this would be discussed at the AIS-AIM Implementation Task Force (AAITF). It was recognized that the inclusion of a new section AD 1.2.3 would require a rewording of relevant headers.

2.16 APANPIRG/34 encouraged States/Administrations that had yet to implement the new methodology for assessment and reporting of runway condition (also known as Global Reporting Format – GRF), which became applicable on 04 November 2021 as ICAO Annex 14, Volume I Standard and supported by procedures in PANS-Aerodromes (Doc 9981), to implement GRF at the earliest possible opportunity as this plays a significant role in improving runway safety whenever water, snow, slush, ice or frost are present on an operational runway.

2.17 APANPIRG/34 acknowledged that PANS-AIM (Doc 10066) provides specifications for NOTAM, SNOWTAM and ASHTAM and clearly states that information concerning standing water on the movement area shall be disseminated by means of a SNOWTAM and shall contain the information in the order shown in the SNOWTAM Format in Appendix 4 to the PANS-AIM.

Resolution of Air Navigation Deficiency in AOP Field

2.18 APANPIRG/34 noted the list of Air Navigation Deficiencies in the AOP field which was reviewed and updated by AOP/SG/7 (3 to 6 July 2023) based on information provided by Bangladesh, India, Kiribati, Lao PDR, Maldives, Philippines, Thailand, Timor-Leste, Tonga, United States (for American Samoa, Guam and Northern Marina Islands) and Viet Nam.

2.19 APANPIRG/34 acknowledged the resolution of deficiencies related to the certification of aerodromes [Samui Airport (Thailand), Wattay International Airport (Lao PDR) and President Nicolau Lobato International Airport (Timor-Leste)], width of runway strip at Chennai International Airport (India), the road holding positions signs at international airports (Lao PDR), width of runway strip at Velana International Airport (Maldives) and publication of the status of certification of aerodromes by India, Timor-Leste and United States (for American Samoa, Guam and Northern Marina Islands) and agreed to remove them from the APANPIRG Air Navigation Deficiency List.

2.20 APANPIRG/34 adopted the following Conclusion:

Conclusion APANPIRG/34/16 – Update of Information in APANPIRG Air Navigation Deficiencies Reporting Form	
<p>That,</p> <p>1) ICAO to update the APANPIRG Air Navigation Database to reflect the information as presented in Appendices A to D to the Report on Agenda Item 4.</p> <p>2) States/Administrations be urged to:</p> <p>a) establish action plan with defined target dates for resolution of deficiencies, update the status on the corrective action taken and report progress in the Reporting Form of Air Navigation Deficiencies identified in ATM and Airspace Safety, AOP, CNS and MET fields as detailed in Appendices A to D to the Report on Agenda Item 4; and</p> <p>b) update contact details of a Focal Point to coordinate actions to resolve the Deficiencies.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Inter -Regional</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: The resolution of air navigation deficiencies in the ATM and Airspace Safety, AOP, CNS and MET fields (in the APANPIRG database) have lacked satisfactory progress over the years, due in part to inadequate information in the Reporting Form, e.g., infrequent updates and lack of concise and concrete Corrective Action Plans with defined target dates</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>

When: Official reports providing full details of the corrective actions taken where deficiencies have been resolved be reported to APANPIRG's Sub-groups in 2024.	Status: Adopted by PIRG
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other	

2.21 The List of Air Navigation Deficiencies in the AOP field updated by APANPIRG/34 is provided in **Attachment C**.

Challenges in AOP Fields and Priorities for 2024

2.22 APANPIRG/34 noted that AOP Chairman highlighted following challenges in AOP fields and prioritization for 2024 AOP/SG Work Programme:

- a) Implementation of GRF in APAC Region: As of 2023, only 15 States implemented GRF.
- b) Implementation of Aircraft classification rating-pavement classification rating (ACR-PCR) method of reporting bearing strength of aerodrome pavements: Applicable as of 28 November 2024.
- c) Training on proposed new obstacle limitation surfaces.
- d) Guidance and training in aeronautical studies.
- e) Safety management of ground handling services.
- f) Improvement of APAC USOAP EI in AGA from 61.2% (June 2023) to GASP 2022 – 2025 Target of 75%.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note the information contained in this paper;
- b) note APANPIRG Conclusions 34/5 and 34/6 (paragraphs 2.5 and 2.7 refer) and encourage States/Administrations to host ICAO APAC Aerodrome Assistance Go-Team and/or WHM Go-Team assistance missions if they need assistance in Aerodromes and Ground Aids including certification and surveillance of aerodromes and/or WHM areas;
- c) note APANPIRG Conclusion 34/16 and encourage States/Administrations for their actions on air Navigation Deficiencies in AOP field; and
- d) discuss any other relevant matters as appropriate.

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ICAO Asia-Pacific Aerodrome Assistance Go-Team Methodology

(Approved by APANPIRG/34)

1. Purpose

This document provides a step-by-step methodology for ICAO, States, Industry Partners and International Organizations to plan, execute and follow up on “Go-Team” missions to States in need of technical assistance in Aerodromes and Ground Aids (AGA) area including aerodrome certification and surveillance of aerodromes as per Conclusion APANPIRG/33/3.

2. What is an “Aerodrome Assistance Go-Team”?

An Aerodrome Assistance Go-Team is a team of voluntary AGA experts from States, Industry Partners and International Organizations formed to provide technical assistance to a State, hereinafter referred to as “Host State”, in need of such assistance primarily to improve EI (Effective Implementation) in AGA, in particular the certification of international aerodromes. The key activity of the team is a mission to the Host State, during which detailed discussions and coaching can be conducted.

3. Outline of Methodology of Go Team

This methodology recommends the following steps to provide technical assistance Go-Team missions to States in AGA area:

- Planning of mission;
- Coordination;
- Execution; and
- Follow Up.

These steps are described in the following.

4. Planning of Mission

4.1 Identify Needs of States

Identify the States that need technical assistance in AGA and in what particular areas that needs are required, for examples, what specific deficiencies are required to be rectified. Prioritize States and their needs based on safety risks these deficiencies pose and levels of resources available locally.

This may be done based on ICAO USOAP CMA results, status of aerodrome certification, the existence of significant safety concerns, and through consultation with the Host State. The identification of needs in assistance can also be done through survey. Such a survey was conducted in 2022 and its results were reported in [WP/9](#) to AP-AA/WG/4 in 2022.

4.2 Agreement with States concerned

ICAO should then seek agreement with the Host State that they need technical assistance in specific AGA areas in the format of a Go-Team mission. This is usually the case when safety issues that the Host State encountered cannot be easily resolved via telecommunications means and that in-person discussions and coaching are urgently required.

4.3 Team Formation

States of Asia-Pacific and other ICAO regions, Industry Partners and International Organizations such as ACI, COSCAP, and EASA may be invited to join voluntarily the mission.

4.4 Scheduling

Unless otherwise agreed by all parties, the mission should take no more than a week.

ICAO should coordinate with the Host State, and volunteering States and International Organizations to agree on the dates of the mission.

4.5 Cost Reimbursement

Go-Teams are not-for-profit missions. Participation shall be voluntary. Members of the Go-Team shall not be remunerated for their services. The costs of the mission shall either be fully reimbursed by the Host State or a third-party sponsor willing to promote aerodrome safety. An estimate of costs should be presented to the Host State or the sponsor to seek their agreement before any travel bookings are made. The class of air travel with consideration of flight durations should also be agreed upon beforehand.

Partners participating in the mission should book their airline tickets and the costs reimbursed by the Host State via an invoice consolidating all request for reimbursement issued by ICAO.

The Host State should book and pay for the hotel accommodation, meals and local transport for Go-Team members while they are on-site.

4.6 Technical Analysis of Needs Before Mission

At least four weeks before the mission:

- The Host State should provide relevant documents such as aerodrome manual to all Go-Team members for review via ICAO; and
- ICAO should provide to Go-Team members relevant results of USOAP CMA activities and list of air navigation deficiencies in AOP field.

Two weeks before the mission ICAO should organize a briefing session with the Go-Team.

4.7 Coordination with APEX and COSCAP

Go Team missions should be as much as possible coordinated with ACI APEX in Safety peer review assessments and COSCAP technical assistance missions to avoid duplication of efforts and optimize the use of resources.

4.8 MOU with Host State

ICAO and the Host State should consider jointly signing a brief MOU stating the dates and purpose of the mission, costs recovery and responsibilities of all parties.

5. Execution of Mission

Once onsite the Go-Team should meet with the Host State and seek to:

- Better understand the issues identified before the mission, any other issues not discovered before the mission, and challenges met in dealing with these by reviewing documents and discussing with the Host State;

- Share experience and best practices in dealing with similar issues in other States;
- Share and explain documents, such as, Asia-Pacific regional guidance materials in AGA area [e-documents](#) available on the ICAO APAC website and other global guidance materials; and
- Suggest training materials and courses available.

The Go- Team may split into subgroups working concurrently by subject matter such as wildlife hazard management, runway safety and safety management system, to make better use of time during the mission.

During discussions the Go-Team should seek agreement with the Host State on recommended actions aimed at enhancing AGA EIs or rectifying deficiencies, and a roadmap to accomplish these.

A brief draft report with observations and recommendations should be presented to the Host State at the end of the mission and feedback should be sought.

6. Confidentiality

Unless otherwise agreed by the Host State, members of the Go-Team mission should keep information received and recommendations made confidential.

7. Post Mission Follow Up

A final report focusing on the action items and a roadmap, aimed at achieving the objectives of the mission such as improving EI on AGA and helping the States certify their international aerodromes, should be delivered to the Host State within two months after the mission.

The Host State should review the recommended action items and roadmap, provide feedback on any potential challenges, and in consultation with the Go-Team make adjustments, and commit itself to the implementation of the roadmap.

At least in the first two years after the mission ICAO should seek to follow up with the Host State regularly after the mission, seeking advices from members of the Go-Team if necessary.

- End -

ICAO Asia-Pacific Wildlife Hazard Management Go-Team Methodology
(Approved by APANPIRG/34)

1. Purpose

This document provides a step-by-step methodology for ICAO, States, Industry Partners and International Organizations to plan, execute and follow up on “Go-Team” missions to States in need of technical assistance in the area of Wildlife Hazard Management (WHM), in particular in the establishment of a National WHM Committee and a National WHM Programme.

2. What is an “WHM Go-Team”?

A WHM Go-Team is a team of voluntary WHM experts from States, Industry Partners and International Organizations formed to provide technical assistance in WHM to a State, hereinafter referred to as the “Host State”, in need of such assistance in particular in the establishment of a National WHM Committee and a National WHM Programme. The key activity of the team is a mission to the Host State, during which detailed discussions and coaching can be conducted in a face-to-face setting.

3. Outline of Methodology of Go Team

This methodology recommends the following steps to provide technical assistance Go-Team missions to States in WHM:

- Planning of mission;
- Coordination;
- Execution; and
- Follow Up.

These steps are described in the following.

4. Planning of Mission

4.1 Identify Needs of States

Identify the States that need technical assistance in WHM and in what particular areas that needs are required, for example, the establishment of National WHM Committee or a National WHM Programme. Prioritize States and their needs based on safety risks these deficiencies pose and levels of resources available locally.

This may be done based on ICAO USOAP CMA results, ICAO regional surveys on WHM, the existence of significant safety concerns, and through consultation with the Host State.

4.2 Agreement with States concerned

ICAO should then seek agreement with the Host State that they need technical assistance in WHM in the form of a Go-Team mission. This is usually the case when WHM issues that the Host State encounters cannot be easily resolved via telecommunications means and that in-person discussions and coaching are urgently required.

4.3 Team Formation

States of Asia-Pacific and other ICAO regions, Industry Partners and International Organizations such as ICAO and COSCAPs, ACI, WBA, FAA and EASA may be invited to voluntarily join the mission.

4.4 Scheduling

Unless otherwise agreed by all parties, the mission should take no more than a week.

ICAO should coordinate with the Host State, and volunteering States and International Organizations to agree on the dates of the mission.

4.5 Cost Reimbursement

Go-Teams are not-for-profit missions. Participation shall be voluntary. Members of the Go-Team and their employers shall not be remunerated for their services. The costs of the mission shall either be fully reimbursed by the Host State or a third-party sponsor willing to promote WHM. An estimate of costs should be presented to the Host State or the sponsor to seek their agreement before any travel bookings are made. The seating class of air travel with consideration of flight durations should also be agreed upon beforehand.

Partners participating in the mission should book their airline tickets and the costs reimbursed by the Host State via an invoice issued by ICAO consolidating all requests for reimbursement.

The Host State should arrange, book and pay for the hotel accommodation, meals and local transport for Go-Team members while they are on-site.

4.6 Technical Analysis of Needs Before Mission

At least four weeks before the mission:

- The Host State should provide relevant documents such as aerodrome manual and, if existent, national WHM programme, regulations and guidance materials as well, to all Go-Team members for review via ICAO; and
- ICAO should provide to Go-Team members relevant results of USOAP CMA activities and surveys relevant to WHM.

Two weeks before the mission ICAO should organize a briefing session with the Go-Team to discuss the logistics and workplan for the mission.

4.7 Coordination with APEX and COSCAP

Go-Team missions should be as much as possible coordinated with ACI's APEX in Safety peer review assessments and COSCAP technical assistance missions to avoid duplication of efforts, schedule conflicts and optimize the use of resources.

4.8 MOU with Host State

ICAO and the Host State should agree on the dates and purpose of the mission, costs recovery and responsibilities of all parties.

5. Execution of Mission

Once onsite the Go-Team should meet with the Host State and seek to:

- Better understand the issues identified before the mission, any other issues not discovered before the mission, and challenges met in dealing with these by reviewing documents and discussing with the Host State;
- Share experience and best practices in dealing with similar issues in other States;
- Share and explain documents, such as, Asia-Pacific regional guidance materials in WHM [e-documents](#) (under the AGA tab) available on the ICAO APAC website and other global guidance materials; and
- Suggest relevant training materials and courses available.

The Go-Team may split into subgroups working concurrently such as one for wildlife hazard control in the airfield and another for document review in the office to enhance work efficiency.

During discussions the Go-Team should seek agreement with the Host State on recommended actions aimed at enhancing WHM and a roadmap to accomplish these.

A brief draft report should be presented to the Host State at the end of the mission and feedback should be sought.

6. Confidentiality

Unless expressly agreed by the Host State, members of the Go-Team mission shall not reveal information received and recommendations made to third parties.

7. Post Mission Follow Up

A final report focusing on the action items and a roadmap to achieve these, aimed at achieving the objectives of the mission, should be delivered to the Host State within two months after the mission.

The Host State should review the recommended action items and roadmap, make feedback on any potential challenges, and in consultation with the Go-Team make adjustments, and commit itself to the implementation of the roadmap.

ICAO should seek to follow up with the Host State regularly after the mission, with inputs from members of the Go-Team, if necessary, at least in the first two years.

-End -

Appendix B to the APANPIRG/34 Report on Agenda Item 4

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Afghanistan</u>							
	Herat International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Kabul International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Kandahar International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Mazar-e-Sharif Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on ~~16-Dec-2020~~ 28 June 2023

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I PANS- Aerodromes PANS- AIM	<u>American Samoa (US)</u> AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.			The information of the Status of Certification of Aerodromes is located in the AIP Part 3 - Aerodromes, Section AD 2.6. Resolved	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16-Dec-2020-22 June 2023

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Bangladesh</u> Hazrat Shahjalal International Airport, Dhaka	Runway/ Taxiway	ICAO mission April 2009	Runway strip width insufficient (280m strip not available for the full length of runway);	runway strip in accordance with Annex 14, volume I will be provided	CAABD	Runway strip width 280m available for the full length of runway (mitigation measures for storm water drain on the western side strip under process. No obstructions on graded area) (mitigation measures for storm water drain on the western side strip, is being replaced with concrete hollow pipes into graded surface. 45% of the construction work has been done and total work will be completed by June 2024. No obstructions on graded area).	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Brunei Darussalam</u> Brunei International Airport	Taxiway	ICAO Mission of April 2011	non provision of enhanced taxiway centre line marking in accordance with Para 5.2.8 of Annex 14, Volume I Objects on taxiway strips; vegetation on pavement joints and maintenance of joints	Both Northern Parallel Taxiway and Southern Parallel Taxiway Centre line have been repainted yellow and enhanced with black borders on each side.	Airport Operator (DCA Aerodrome Division)		A
		Apron		non provision of ICAO compliant signage in accordance with section 5.4 Annex 14, Volume I	Airfield signages have always been provided at BIA that follow ICAO standards and measurement. Recent replacement of old and faded labels have also been completed in 2018.	Airport Operator (DCA Aerodrome Division)		A
		Rescue and Fire Fighting (RFF):		non provision of direct access for the rescue and fire fighting vehicles from the fire station into the runway;	Duly noted that there is no direct access for fire fighting vehicles to the runway at the moment, but one will be concluded within the second phase of the Airfield Pavement Rehabilitation Project.	Airport Operator (DCA Aerodrome Division)	4th Qtr. 2022	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
		Wildlife Hazards:		Establishing a national bird control committee in accordance with APANPIRG Conclusion 18/1.	Aerodrome Division headed by Head of Aerodrome to firstly establish an in-house committee and will cooperate with Regulatory Division	Airport Operator (DCA Aerodrome Division)	4th Qtr. 2021	B
	Brunei International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS- Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>China</u>							
	Hualien Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Taichung Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Tainan Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS- Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of some of the aerodromes used for international operations yet to be published in AIP AD 1.5.				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16-Dec-2020 28 June 2023

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I PANS- Aerodromes PANS- AIM	<u>Guam (US)</u> AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.			The information of the Status of Certification of Aerodromes is located in the AIP Part 3 - Aerodromes, Section AD 2.6. Resolved	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16-Dec-2020 25 June 2023

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>India</u> Chennai International Airport	Runway	AGA mission January 2009	Runway strip is insufficient 300m strip width is not available for the full length of runway 07/25 in accordance with 3.4.3 of Annex 14, Volume I.	280m strip width for full length of runway 07/25 will be made available.	AAI	<p>Work in progress.</p> <p>Due to COVID-19 work is held up. PDC for straightening of B taxiway alone is 30-09-2020.</p> <p><u>WORK COMPLETED</u></p> <p>Portion of TWY B was straightened and commissioned on 14.07.2022.</p> <p>The distance between RWY 25 centerline and TWY B centerline is 182.5m which is also complying the RWY strip requirement of 140 m for RWY 25. Also, TWY A is decommissioned on 14.07.2022.</p> <p>Resolved</p>	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14, Volume I	Mumbai International Airport	Runway	AGA mission January 2009	Runway strip is insufficient 300m strip width is not available for the full length of runway 09/27 in accordance with 3.4.3 of Annex 14, Volume I.	280m strip width for full length of runway 09/27 will be made available	MIAL	<p>31 Dec 2022.</p> <p>Due to presence of slum in beginning of RWY 09/27 south – RWY strip 280m not available.</p> <p>Due to presence of slum of either side at beginning of RWY 14/32 – RWY strip 280m not available.</p> <p>31 Dec 2026. Land acquisition in progress. MIAL has filed temporary exemption with DGCA for non-compliance.</p> <p>Due to presence of slum in beginning of RWY 09/27 south – RWY strip 280m not available.</p>	A
Annex 14 Volume I	Chandigarh Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
Annex 14 Volume I	Goa Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
Annex 14 Volume I	Port Blair Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Pune Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
Annex 14 Volume I	Srinagar Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of some of the aerodromes used for international operations yet to be published in AIP AD 1.5.			All the certified aerodromes used for international operations are published in AD 1.5 _ updated time to time Resolved	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on ~~20 Nov. 2021~~ 16 June 2023

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Kiribati</u>	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Issued with the Interim Certificate since the Operator is not yet fully complied to the requirements	Airport Kiribati Authority	31 Dec 2023	A
	Bonriki International Airport, Tarawa				The Aerodrome Operator is not yet fully complied to the requirements	Airport Kiribati Authority	31 Dec 2023	A
Annex 14 Volume I PANS- Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.	The AIP will be amended to include this deficiency	Civil Aviation Authority of Kiribati (CAAK)	15 Oct 2023	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on ~~23 June 2023~~ **11 July 2023**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Lao PDR</u> Wattay International Airport	Taxiway	ICAO Mission of March 2011	Provision of stop bars at runway-holding position lights in accordance with Para 5.3.19 5.3.20 of ICAO Annex 14, Volume I	Under consideration by Airports of Laos to purpose for support the budgets and installation AOL request exemption to DCAL and proposed to install in Long Term Plan.	Airport of Laos (AOL)	We have planned budgets and installation in 2025 DCA exempt of runway hold position lights in accordance to AOL and mention in the Certification.	A
		Rescue and Fire Fighting (RFF):		Provision of road holding position sign at all road entrances to a runway;	Completed the design and submit to DCA for Approval Completed Installation for all international airports, for Wattay International airport 4 signs are installed.		It will be completed in December 2021. The signs are installed for all international airports and report to DCAL on 08 July 2022. Resolved	
		Wildlife Hazards:		Establishing a national bird control committee in accordance with APANPIRG conclusion 18/1.	We are repairing plan for establish committee for approval from Ministry DCAL to propose prime minister decree and establish		It will be completed in December 2021 To be completed in 2024	

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
					national committee accordingly.			
		Aerodrome Certification	Effective from 1-Jan-2021	Aerodrome yet to be certified.			Aerodrome Certification will be completed in 30 th December 2021 Certified on 12 October 2022 and the status on certification published in AIP. Resolved	A
	Luang Prabang International Airport	Taxiway		Provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I on new taxiways	Under consideration by Airports of Laos to purpose for support the budgets and installation	AOL	We have planned budgets and installation during 2021 to 2025	A
		Rescue and Fire Fighting (RFF)		Provision of road holding position sign at all road entrances to a runway	Completed the design and submit to DCA for Approval Completed Installation for all international airports, for Luangprabang International airport 1 sign is installed.	AOL	It will be completed in December 2021. The signs are installed for all international airports and report to DCAL on 08 July 2022. Resolved	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
		Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.		DCAL and AOL	Aerodrome Certification will be completed in 29th December 2022 December 2023 (on Process)	A
	Savannakhet International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.		DCAL and AOL	Aerodrome Certification will be completed in 28th December 2023 December 2024	A
	Pakse International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.		DCAL and AOL	Aerodrome Certification will be completed in 28th December 2023 2024	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 29 June 2022

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Malaysia</u> Kuantan Haji Ahmad Shah Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Coordination among Ministry of Transport, Ministry of Defense and Airport Operator are being conducted to get the aerodrome certified	Ministry of Transport and Ministry of Defense	31 December 2021	A
	Labuan Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Coordination among Ministry of Transport, Ministry of Defense and Airport Operator are being conducted to get the aerodrome certified	Ministry of Transport and Ministry of Defense	31 December 2021	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	<u>Marshall Islands</u> AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16 Dec. 2020 7 August 2023

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14, Volume I	<u>Maldives</u> Velana International Airport	Runway/ Taxiways	AGA Mission Report April 2008	Insufficient runway strip.	Runway strip available	Maldives Airports Company Pvt. Ltd.	<p>Apron is still within the runway strip.</p> <p>New master plan work is in progress, new runway construction on going, estimated date of completion: December 2019.</p> <p>Exemption granted by the State to Aerodrome Operator till December 2019.</p> <p>New Runway was commissioned on 6th October 2023. Runway strip of 140 meters width on both sides of the runway is available now. Refer attached AIP</p> <p>Resolved</p>	U

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Micronesia</u> <u>(Federated</u> <u>States of)</u> Pohnpei International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	FM Chuuk International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Yap International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Kosrae Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS- Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Nauru</u> Nauru International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS- Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on ~~16 Dec. 2020~~ 28 June 2023

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	Northern Mariana Islands (US) AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.			The information of the Status of Certification of Aerodromes is located in the AIP Part 3 - Aerodromes, Section AD 2.6. Resolved	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	<u>Palau</u> AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on ~~8 March 2022~~ 26 June 2023

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Philippines</u> Kalibo International Airport, Akla	Aerodrome Certification	Effective from 1 Jan 2021	Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from 30 Dec. 2021 to 29 June 2022 as per AIRAC AIP AMDT 080/22, effective from 22 Apr. 2022 31 Dec. 2022 until 30 June 2023 as per Aerodrome Certificate issued on 22 Dec. 2022.	A
	Puerto Princesa International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from 06 December 2021 to 6 June 2022 as per AIRAC AIP AMDT 080/22, effective from 22 Apr. 2022 8 Jun 2023 – 9 Dec 2023 issued on 9 Jun 2023.	A
	Bohol-Panglao International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from 25 Dec. 2021 to 25 Jun. 2022 as per AIRAC AIP AMDT 080/22, effective from 22 Apr. 2022 28 Jun 2023 – 29 Dec 2023 (Awaiting the approval of the Director General of Temporary Certificate).	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
	Ninoy Aquino International Airport RPLL	Aerodrome Certification	Effective from 8 March 2022	Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from 31 October 2021 to 29 April 2022 as per AIRAC AIP-AMDT 080/22 , effective from 22 Apr. 2022 1 May 2023 – 30 Nov 2023 issued on 28 Apr 2023.	A
	Diosdado Macapagal International Airport RPLC	Aerodrome Certification	6 March, 2023	Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity until 23 Jun 2023.	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Mongolia</u> Buyant-Ukhaa Airport	Taxiway	ICAO Mission of July 2011	provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I.	The runway hold position lights will be provided in accordance with Para 5.3.19 of ICAO Annex 14, Volume I.	Civil Aviation Authority of Mongolia	The RWY hold position marking and mandatory signs were provided to avoid runway incursions on the maneuvering area. Because of the existing International scheduled flights will be transferred to new airport in 2020, the additional runway hold position lights are unrequired to install.	A
		Apron: Airfield signage		Provision of ICAO compliant signage in accordance with section 5.4 Annex 14, Volume I and to cut the vegetation in front of the signs.	The signage will be provided in accordance with section 5.4 Annex 14, Volume I. The vegetation in front of the signs will be cut		The work on cutting the vegetation in front of the signs was completed in 2017 within the totally 119560 m ² area including, taxiway strip, glide path antenna and apron area, as per Aerodrome manual of, in scope of Aerodrome maintenance plan. [Note: Partially completed]	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 15 June 2021

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Myanmar</u> Yangon International Airport	Runway/ Taxiway	ICAO mission April 2010	Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided	Yangon Aerodrome Company Limited	(Risk Assessment conducted by the operator submitted on 10 Aug 2018.) RESA for RWY 21 was completed on 15 Nov 2018. Revised date- 31 Dec 2021	A
		Bird Hazard		Establishment of a national bird committee in accordance with APANPIRG Conclusion 18/1.	Establish National Bird Committee	Department of Civil Aviation	Guideline for Wildlife Hazard Management at Aerodromes, DCA-GM-AGA 08 has been developed and published on 29 Oct 2018) Revised date- 30 Nov 2021	B

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 8 June 2021

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14, Volume I	<u>Nepal</u> Tribhuvan International Airport	Runway/ taxiways	ICAO Mission of February 2008	Insufficient runway strip, refer recommendations given in section 3.4 of Annex 14, Volume I.	Provide runway strip as per ICAO recommendations		Construction works to provide sufficient strip towards runway 20 already started with target of completion in 2023.	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Samoa</u> Faleolo International Airport	Runway Strip	ICAO Mission of Oct. 2015	Insufficient Runway Strip				A
		Aerodrome Pavements		Lack of maintenance of aerodrome pavements in accordance with Annex 14, 10.2				U
Annex 14 Volume I PANS- Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Solomon Islands</u> Honiara International Airport/Hender son Field	Runway Strip	ICAO Mission of Oct. 2015	Insufficient Runway Strip				A
		RESA		RESA at both ends of runway not provided				U
		Aerodrome Pavements		Lack of maintenance of aerodrome pavements in accordance with Annex 14, 10.2				U
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 15 June 2022

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Sri Lanka</u> Bandaranaike International Airport	Runway/ Taxiway	ICAO mission April 2010	Provision of 280m strip width for the full length of precision approach CAT I runway in accordance with the standard 3.4.3, Annex 14, Volume I; remove obstacles from runway strip; flush the strip with the adjacent runway shoulder.	runway strip in accordance with Annex 14, Volume I will be provided, obstacles from strip will be removed and flush strip with adjacent runway shoulder.	CAASL	Statistical analysis submitted by AASL has been accepted in 2021. Request made to submit the improved risk assessment with necessary amendments within 2022.	A
				Establishment of a national bird committee in accordance with APANPIRG Conclusion 18/1.	National Bird Committee will be established.		A meeting to be held with all stakeholders to establish the Committee and to ratify the TOR by end of September 2022.	

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

~~Updated on 6 June 2022~~ Updated on 1 June 2023

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14, Volume I	<u>Thailand</u> Phuket International Airport	Runway	AGA mission of July 2009	RESA to satisfy Section 3.5 of Annex 14, Volume I requirements.	RESA will be provided at the end of both RWY09 and RWY27 to satisfy Section 3.5 of Annex 14, Volume I requirements. Remark: - Dimension of RESA RWY09 is 150x190 m. - Dimension of RESA RWY27 is 150x120 m.	Airports of Thailand Public Company Limited	The construction is expected to be completed in 2024. Airports of Thailand Public Company Limited already has had the contractor for this construction's project and the safety assurance and project management documentation has been approved by the Civil Aviation Authority of Thailand to ensure that the aerodrome can continue to operate safely during the project. Currently, the construction progress is 11.40% 44.67%	U
				Runway strip width insufficient (280m runway strip for precision approach runways in accordance with Para 3.4.3 of Annex 14, Volume I.	300m runway strip width will be made available. Except 111.4m length at the beginning of RWY09 (60m strip length before RWY09 threshold plus 51.4m length beyond the threshold), the runway strip width will be extended 150m on the right		The construction is expected to be completed in 2024. Airports of Thailand Public Company Limited already has had the contractor for this construction's project and the safety assurance and project management documentation has been approved by the Civil	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
					side of RWY09 centre line and 90.27m on the left side of the runway centre line (due to the marsh near the runway).		Aviation Authority of Thailand to ensure that the aerodrome can continue to operate safely during the project. Currently, the construction progress is 11.40% 44.67%	
	Krabi Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certify the aerodrome in accordance with aerodrome certification requirements	The Civil Aviation Authority of Thailand and Department of Airports	31 December 2022 2023	A
	Hua Hin Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certify the aerodrome in accordance with aerodrome certification requirements	The Civil Aviation Authority of Thailand and Department of Airports	30 June 2023 31 December 2023 Remark: Hua Hin Airport was removed from the list of international airports. The proposal for Amendment of the ICAO Asia and Pacific Regions Air Navigation Plan, Volume I & II has been submitted to ICAO APAC. Resolved	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
	Samui Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certify the aerodrome in accordance with aerodrome certification requirements	The Civil Aviation Authority of Thailand and Bangkok Airways Public Company Limited	31 December 2022 Certified on 22 August 2022 Resolved	A
	Surat Thani Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certify the aerodrome in accordance with aerodrome certification requirements	The Civil Aviation Authority of Thailand and Department of Airports	31 December-2022 2023	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 17 May 2022 14 June 2023

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Timor-Leste</u> Presidente Nicolau Lobato International Airport, Dili	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certification process restarted. AD operator has to correct couple of findings (noncompliance) requested by national regulator (AACTL)	ANATL* as AD operator *National AD and ATS provider	Based on the newly revised PNLIA Certification Road Map, the completion of the certification process is estimated to be concluded by December 2022. Certified in January 2023 Resolved	A
	Commander-in-Chief of the FALINTIL – Kay Rala Xanana Gusmão International Airport, Suai	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	To be certify for its designed category (3C) the significant safety issue relating to AD strip (local houses and habitants must be relocated!) should be resolved. Currently AD is occasionally in use for domestic general aviation and helicopters only.	Gov. TL and ANATL as AD operator	Estimated date: 31 December 2022 31 December 2023	A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.	New TL AIP is published on 25/March/2021.	AACTL	In correlation with AD certification Status of certification of aerodromes has been published in AIP Part 3 AD 1.3 dated 15 June 2023. Resolved	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on ~~16 Dec. 2020~~ 27 June 2023

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Tonga</u> Fua'amotu International Airport	Runway Strip	ICAO Mission of Oct. 2015	Insufficient Runway Strip	<p>1. File of difference to ICAO Annex 14 Volume I 3.4.4 through CMA-OLF and the publication of significant difference in the AIP Tonga</p> <p>- CAR 139.C.2.2 details that the strip width for aerodrome reference code number 4, non-precision runway must extend laterally on each side of the centre line of the runway and its extended centre line throughout the length of the strip to the minimum distance of 75m.</p> <p>2. Provide 240m runway strip width at Fuaámotu International Airport.</p>	CAD Office	<p>1. 28 December 2023</p> <p>2. 31 December 2030</p>	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.	1. Collate and update status of certification of Aerodromes in Tonga into the AIP Tonga.	TAL	28 December 2023 (AIRAC Effective Date)	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 1 Nov. 2022

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Tuvalu</u> Funafuti International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Aerodrome yet to be certified.		Part 139 Aerodrome Certification in progress for 2023	A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.	Status of certification of aerodromes yet to be published in AIP AD 1.5.		Update Tuvalu AIP Info	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	<u>Vanuatu</u> AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on ~~26 June 2022~~ 01 August 2023

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	<u>Viet Nam</u>	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of one of the aerodromes used for international operations yet to be published in AIP AD 1.5.	Certify aerodromes used for international operations	CAAV	WORK IN PROGRESS CAAV has checked and recognized that Lien Khuong is a domestic aerodrome used for international operation under the Article 80 of the revised Civil Aviation Law of Vietnam. — CAAV published the status of certification of 13 domestic aerodromes in AIP, AD 1.5 in the AIP Amendment No 03/2020, issued on November 30 th 2020 (including Lien Khuong aerodrome). — Due to the impact of the Covid-19 pandemic, the procedure for upgrading, announcing Lien Khuong aerodrome as an international aerodrome has not been completed as planned. The CAAV has adjusted the schedule as follows: — Completing the transition from the Aeronautical Information Service (AIS) to the Aeronautical Information Management (AIM) by the end of 2022. After	A
	AIP							

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
							<p>the transition completed, the certifications of all operating aerodromes in Viet Nam will be published in AIP (including Lien Khuong aerodrome).</p> <p>— Completing the procedure for upgrading, announcing Lien Khuong aerodrome as an international aerodrome in accordance with the Civil Aviation Law by the end of 2022.</p> <p>— Completing publishing Lien Khuong aerodrome as an international aerodrome in AIP in the first quarter of 2023.</p> <p>Target date of completion: First quarter of 2023.</p> <p>WORK IN PROGRESS</p> <p>Lien Khuong is a domestic aerodrome used for international operation under the Article 80 of the revised Civil Aviation Law of Vietnam. Up to now, CAAV only permits charter flights to Lien Khuong aerodrome. CAAV does not permit to operate scheduled commercial flights to Lien Khuong aerodrome because the aerodrome has not been</p>	

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
							<p>recognized as an international aerodrome.</p> <p>CAAV published the status of certification of 13 domestic aerodromes in AIP, AD 1.5 in the AIP Amendment No 03/2020, issued on November 30th 2020 (including Lien Khuong aerodrome).</p> <p>Corrective Action Plan (CAP): - The Prime Minister agreed on adding Lien Khuong aerodrome in the list of international aerodromes of master planning of network of aerodromes of Viet Nam (Decision 648/QD-TTg dated June 07th 2023).</p> <p>- CAAV is coordinating with Airports Corporation of Viet Nam (ACV) to develop a plan to upgrade Lien Khuong into an international aerodrome.</p> <p>- It is intended to complete the procedure for upgrading, publishing Lien Khuong as an international aerodrome in AIP by the Quarter II of 2024.</p> <p>Target date of completion: Quarter II of 2024</p>	

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

* Priority for action to remedy the shortcoming is based on the following safety assessments:

“U” priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions. Urgent requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required for air navigation safety.

“A” priority = Top priority requirements necessary for air navigation safety. Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

“B” priority = Intermediate requirements necessary for air navigation regularity and efficiency. Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.