



ICAO

International Civil Aviation Organization

### Thirty-Fifth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/35)

Bangkok, Thailand, 25 to 27 November 2024

## Agenda Item 4: Regional Air Navigation Deficiencies

### STATUS OF AIR NAVIGATION DEFICIENCIES IN THE ASIA/PAC REGION

(Presented by the Secretariat)

#### SUMMARY

One of the main objectives of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) is to identify and address specific deficiencies in the air navigation field. This Paper presents a list of Air Navigation Deficiencies reviewed by the 34<sup>th</sup> Meeting of APANPIRG (APANPIRG/34, Hong Kong, China, 11 to 13 December 2023) in the ATM, AOP, CNS and MET fields, and updated by the respective Sub-Group Meetings for review and action by APANPIRG/35. The list is updated based on uniform methodology for the identification, assessment and reporting of such Deficiencies as described in *Part V of the APANPIRG Procedural Handbook*.

This paper relates to – Strategic Objectives:

- A: **Safety** – Enhance global civil aviation safety
- B: **Air Navigation Capacity and Efficiency** — Increase the capacity and improve the efficiency of the global aviation system
- E: **Environmental Protection** — minimize the adverse environment effects of civil aviation activities.

Action by APANPIRG/35 is at Section 3.

## 1. INTRODUCTION

1.1 Under the Terms of Reference, the APANPIRG has been regularly reviewing the status of implementation of the Asia Pacific Air Navigation Plan through its Sub-Groups to identify and address the Air Navigation Deficiencies according to the uniform methodology approved by the ICAO Council. In meeting this objective, APANPIRG facilitates the development and implementation of action plans by States to resolve identified deficiencies, where necessary.

## 2. DISCUSSION

2.1 The lists of deficiencies in the various air navigation fields, as reviewed by APANPIRG/34 and subsequently updated by the APANPIRG Sub-groups, are presented in **Appendices A to D**.

## 2.2 Deficiencies in the ATM and Airspace Safety fields

2.2.1 The Twelfth Meeting of the ATM Sub-Group of APANPIRG (ATM/SG/12, 23-27 September 2024) and the Twenty-Ninth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/29, 19-22 August 2024) reviewed and updated the List of ATM and Airspace Safety Deficiencies based on information provided by the States concerned, as follows:

a) Removal of Deficiency:

Non-compliance with Aeronautical Information Publication (AIP) format standards of ICAO Annex 15

- Nauru

Non-implementation of AIS Quality Management System as required in Annex 15, Chapter 3

- Philippines
- Sri Lanka

Non-implementation of the Asia/Pacific Air Navigation Plan Vol II, Part I, Section 3 – Specific Regional Requirements for implementation of the Asia/Pacific Search and Rescue (SAR) Plan

- Malaysia
- Philippines

2.2.2 FIT-Asia/14 and RASMAG/29 agreed to the addition, removal and retention of the following ATM and Airspace Safety Deficiencies be recommended to APANPIRG/35:

a) Removal of Deficiency

Long Term Height Monitoring requirement

- Mongolia (Remaining monitoring burden of 18%, RASMAG/29).
- New Zealand (Remaining monitoring burden of 11%, RASMAG/29).
- Pakistan (Remaining monitoring burden of 27%, RASMAG/29).
- Papua New Guinea (Remaining monitoring burden of 15%, RASMAG/29).
- Solomon Islands (Remaining monitoring burden of 0%, RASMAG/29).

ATS Datalink Deficiencies

- Maldives: It was confirmed that Maldives had disabled the ADS-C function from the ATM system due to an application issue, and CPDLC/HF is used beyond VHF coverage.

b) Add new Deficiency:

Long Term Height Monitoring requirement – remaining burden more than 30%

- India (Remaining monitoring burden of 48%, RASMAG/29).
- Philippines (Remaining monitoring burden of 40%, RASMAG/29).

2.2.3 The updated List of Air Navigation Deficiencies in the ATM and Airspace Safety field is in **Appendix A** to this paper.

## 2.3 Deficiencies in the AOP field

2.3.1 The Eighth Meeting of AOP Sub-group (AOP/SG/8, 15 to 19 July 2024) reviewed and updated the list of Air Navigation Deficiencies in AOP field based on the information provided by 6 States, i.e., Bangladesh, China, Nepal, Thailand, Timor-Leste, and Viet Nam.

2.3.2 The following Deficiencies have been resolved in 2024:

- a) Ninoy Aquino International Airport (RPLL) had been certified and issued the Permanent Aerodrome Certificate on 22 December 2023; and
- b) Publication of the status of certification of aerodromes in AIP AD 1.5:
  - China, Samoa, Solomon Island, Tonga, Vanuatu and Viet Nam provided evidence on publication of the status of certification of aerodromes in their AIPs.

2.3.3 The following four aerodromes used for international operations in India were added in the list of the Air Navigation Deficiency in AOP Field based on the AD 1.3 & 1.5 of eAIP India effective from 13 June 2024 as they were not certified yet:

- a) GORAKHPUR (VEGK);
- b) HINDAN (VIDX);
- c) JODHPUR (VIJO); and
- d) VISAKHAPATNAM (VOVZ)

2.3.4 The updated List of Air Navigation Deficiencies in the AOP field is in **Appendix B** to this paper.

## 2.4 Deficiencies in the CNS field

2.4.1 The Twenty Ninth Meeting of the CNS Sub-group of APANPIRG (CNS/SG/29, 01 – 05 July 2025) did not identify any new deficiencies in the CNS fields. The **Appendix C** provided the latest status of one deficiency in CNS field from 2010.

## 2.5 Deficiencies in the MET field

2.5.1 The Twenty-Eighth Meeting of the Meteorology Sub-group (MET SG/28), from 8-12 July 2024, reviewed the APANPIRG List of Air Navigation Deficiencies in the MET field, which included twelve (12) (open) deficiencies concerning MET facilities and services provided in seven (7) APAC States, as summarised in the Table below:

**Table:** Summary of APANPIRG air navigation deficiencies in the MET field

MET facilities and services	Asia/Pacific States	Def. ID	Status
Aerodrome meteorological observations or reports	Kiribati	AP-MET-02	open
	Nauru	AP-MET-21	open
Meteorological Watch Office (MWO) or SIGMET information	Democratic People's Republic of Korea	AP-MET-16	open
	Nauru	AP-MET-24	open
	Nepal	AP-MET-14	open
	Papua New Guinea	AP-MET-08	open
	Papua New Guinea	AP-MET-22	open

Volcanic ash/activity information	Papua New Guinea Tonga	AP-MET-04 AP-MET-17	open open
WAFS forecasts or flight briefings	Kiribati Nauru Solomon Islands	AP-MET-18 AP-MET-19 AP-MET-20	open open open

2.5.2 Further details are provided in the APANPIRG Air Navigation Deficiencies Reporting Form in **Appendix D** of this paper.

2.5.3 Although States discussed ongoing efforts to resolve air navigation deficiencies and planned actions to support the identification and reporting of air navigation deficiencies, MET SG/28 did not formulate any specific proposals for APANPIRG/35 to consider regarding identifying new or rectifying existing air navigation deficiencies in the MET field.

## 2.6 Update of information in APANPIRG Air Navigation Deficiencies Reporting Form

2.6.1. The Meeting is invited to adopt the following draft Conclusion:

<b>Draft Conclusion APANPIRG/xx - Update of information in APANPIRG Air Navigation Deficiencies Reporting Form</b>	
<p><b>What:</b></p> <p>That,</p> <p>1) ICAO to update the APANPIRG Air Navigation Deficiency Database to reflect the information as presented in <b>Appendices A - D</b> to the <b>WP/14</b>.</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 the progress to the ICAO APAC Office in the Reporting Form of Air Navigation Deficiencies identified in ATM and Airspace Safety, AOP, CNS and MET fields as detailed in <b>Appendices A to D</b> to the <b>WP/14</b>; and</p> <p>b) update contact details of a Focal Point (<b>Appendix E</b>) to coordinate actions to resolve the Deficiencies.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p><b>Why:</b> Official reports providing full details of the corrective actions taken where deficiencies have been resolved be reported to the APANPIRG Sub-groups in 2025.</p>	<p><b>Follow-up:</b> <input checked="" type="checkbox"/> Required from States</p>
<p><b>When:</b> 27-Nov-24</p>	<p><b>Status:</b> Draft to be adopted by PIRG</p>
<p><b>Who:</b> <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:</p>	

**3. ACTION BY THE MEETING**

3.1 The Meeting is invited to:

- a) note and update as necessary the status of the deficiencies in the air navigation field as presented in **Appendices A to D** and endorse as current list of APANPIRG Air Navigation Deficiencies;
- b) decide on the further action required for the elimination of the identified deficiencies; and
- c) adopt the above draft Conclusion presented in Paragraph 2.6.1.

— — — — —

**ATM and Airspace Safety Deficiencies List** (Updated 01 November 2024)

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
	<b><u>WGS-84 Requirements of Paragraph 1.2.1 of Annex 15</u></b>					
Afghanistan	WGS-84 - Not implemented	24/6/2014		Afghanistan	TBD	A
Brunei Darussalam	WGS-84 - Not implemented	24/6/2014		Brunei Darussalam	<del>TBD</del> 31/12/2025	A
Marshall Islands	WGS-84 - Not implemented	24/6/2014		Marshall Islands	TBD	A
Micronesia	WGS-84 - Not implemented	24/6/2014		Micronesia	TBD	A
Nauru	WGS-84 - Not implemented		Conferring with consultant	Nauru	TBD	A
Palau	WGS-84 - Not implemented	24/6/2014		Palau	TBD	A
Samoa	WGS-84 - Not implemented	24/6/2014		Samoa	TBD	A
Vanuatu	WGS-84 – Not implemented	2/7/1999	Implemented at main airports	Vanuatu	1999	A
	<b><u>AIP Format Requirements of Chapter 5 of Annex 15</u></b>					
Kiribati	AIP Format - Not implemented	7/7/99	ATM/AIS/SAR/SG/18 (June 2009) was advised AIP in draft stage	Kiribati		A
<del>Nauru</del>	<del>AIP Format – Not implemented</del>	<del>7/7/99</del>	<del>ATM/AIS/SAR/SG/18 (June 2008) was advised work soon to start</del>	<del>Nauru</del>		<del>A</del>
	<b><u>AIS Quality Management System Requirements of Paragraph 3.6.1 of Annex 15 Quality Management System - Not implemented</u></b>					
Afghanistan	AIS Quality Management System - Not implemented	24/6/2014		Afghanistan	TBD	A

## Appendix A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Bangladesh	AIS Quality Management System - Not implemented	24/6/2014		Bangladesh	TBD	A
Bhutan	AIS Quality Management System - Not implemented	24/6/2014		Bhutan	TBD	A
Brunei Darussalam	AIS Quality Management System - Not implemented	24/6/2014		Brunei Darussalam	<del>TBD</del> 31/03/2026	A
Cambodia	AIS Quality Management System - Not implemented	24/6/2014		Cambodia	TBD	A
Kiribati	AIS Quality Management System - Not implemented	24/6/2014		Kiribati	TBD	A
Lao PDR	AIS Quality Management System - Not implemented	24/6/2014		Lao PDR	TBD	A
Maldives	AIS Quality Management System - Not implemented	24/6/2014		Maldives	<del>TBD</del> 30/09/2024	A
Marshall Islands	AIS Quality Management System - Not implemented	24/6/2014		Maldives	TBD	A
Micronesia	AIS Quality Management System - Not implemented	24/6/2014		Micronesia	TBD	A
Myanmar	AIS Quality Management System - Not implemented	9/6/2016		Myanmar	<del>TBD</del> 31/12/2025	A
Nauru	AIS Quality Management System - Not implemented	24/6/2014		Nauru	TBD	A
Nepal	AIS Quality Management System - Not implemented	24/6/2014		Nepal	TBD	A
Palau	AIS Quality Management System - Not implemented	24/6/2014		Palau	TBD	A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Philippines	<del>AIS Quality Management System – Not implemented</del>	24/6/2014		Philippines	TBD	A
Samoa	AIS Quality Management System - Not implemented	24/6/2014		Samoa	TBD	A
Solomon Islands	AIS Quality Management System - Not implemented	24/6/2014		Solomon Islands	TBD	A
<del>Sri Lanka</del>	<del>AIS Quality Management System – Not implemented</del>	9/6/2016		<del>Sri Lanka</del>	TBD	A
Timor-Leste	AIS Quality Management System - Not implemented	24/6/2014		Timor-Leste	TBD	A
Vanuatu	AIS Quality Management System - Not implemented	24/6/2014		Vanuatu	TBD	A
	<b><u>Aeronautical Data Area of Responsibility</u> - requirements of Paragraph 2.1.2 of Annex 2 to ensure that the provision of aeronautical data and aeronautical information covers its own territory and those areas over the high seas for which it is responsible for the provision of ATS</b>					
Bangladesh	Aeronautical Data Promulgation Within the State's Area of Responsibility - Not implemented	29/03/2019 SAIOACG/9		Bangladesh	TBD	A
	<b><u>Designation of Restricted Areas</u> - requirements of Annex 2 (Definitions) to ensure that restricted areas are designated above the land areas or territorial waters of a State</b>					



# Appendix A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Australia	Designation of Restricted Areas Above the Land Areas or Territorial Waters of a State - Not implemented	29/03/2019 SAIOACG/9	Danger areas within international airspace that is part of a State's responsibility is acceptable	Australia	December 2022	A
India	Designation of Restricted Areas Above the Land Areas or Territorial Waters of a State - Not implemented	29/03/2019 SAIOACG/9	Danger areas within international airspace that is part of a State's responsibility is acceptable	India	TBD	A
	<b><u>Airspace Classification Requirements of Paragraph 2.6 of Annex 11</u></b>					
China	Airspace Classification - Not implemented	7/7/99	Difference to Annex 11 is published in AIP, China.	China	APANPIRG/19 updated, implementation planned by end 2010.	A
Macao, China	Airspace Classification - Not implemented	05/09/2018		Macau, China	TBD	A
Nauru	Airspace Classification - Not implemented	7/7/99		Nauru	TBD	A
Solomon Islands	Airspace Classification - Not implemented	7/7/99		Solomon Islands	TBD	A
	<b><u>ATS Message Addressing Requirements of Doc 4444 PANS-ATM Section 11.4 (Message Types and their Application)</u></b>		Note: the threshold for a Deficiency is 5% or more DEP messages reported to have not been sent, and where the analysed data provided evidence of a systemic (either systems or human factors) failure to send the message			

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Maldives	DEP message transmission	09/08/2019	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	Maldives	TBD	A
	<b><u>SAR capability:</u> Requirements of Annex 12 as defined in the Regional Air Navigation Plan Volume II Part I – GENERAL PLANNING ASPECTS Section 3 SPECIFIC REGIONAL REQUIREMENTS, failure to reach 90% or more implementation of the Asia/Pacific SAR Plan</b>					
Afghanistan	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/6 56%	Afghanistan	2019	U
Bangladesh	Asia/Pacific SAR Plan	17/05/2019	<del>APSAR/WG/8 65%</del> APSAR/WG/9 65%	Bangladesh	2019	U
Bhutan	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/8 28%	Bhutan	2019	U
Brunei Darussalam	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 63%	Brunei	2019	U
Cambodia	Asia/Pacific SAR Plan	6/07/2015	<del>APSAR/WG/4 76%</del> APSAR/WG/9 76%	Cambodia	2019	U
Macao, China	Asia/Pacific SAR Plan	6/07/2015	<del>APSAR/WG/4 85%</del> APSAR/WG/9 88%	Macao, China	2019	U
Cook Islands	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/8 62%	Cook Islands	2019	U
DPR Korea	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/8 71%	DPR Korea	2019	U

**Appendix A**

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
French Polynesia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/8 84%	French Polynesia	2019	U
Kiribati	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 26%	Kiribati	2019	U
Lao PDR	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 57%	Lao PDR	2019	U
Malaysia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/8 85% APSAR/WG/8 92%	Malaysia	2019	U
Maldives	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/8 78%	Maldives	2019	U
Marshall Islands	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/5 17%	Marshall Islands	2019	U
Micronesia	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/5 17%	Micronesia	2019	U
Mongolia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/5 73% APSAR/WG/9 89%	Mongolia	2019	U
Myanmar	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 67% APSAR/WG/9 69%	Myanmar	2019	U
Nauru	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Nauru	2019	U
Nepal	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/7 56% APSAR/WG/9 66%	Nepal	2019	U
New Caledonia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/8 78%	New Caledonia	2019	U
Pakistan	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/8 89% APSAR/WG/9 89%	Pakistan	2019	U
Palau	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/5 17%	Palau	2019	U
Papua New Guinea	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/7 54%	Papua New Guinea	2019	U
Philippines	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/8 86% APSAR/WG/9 90%	Philippines	2019	U
Samoa	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Samoa	2019	U
Solomon Islands	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Solomon Islands	2019	U

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Sri Lanka	Asia/Pacific SAR Plan	17/05/2019	<del>APSAR/WG/8 83%</del> APSAR/WG/9 84%	Sri Lanka	2019	U
Thailand	Asia/Pacific SAR Plan	17/05/2019	<del>APSAR/WG/8 82%</del> APSAR/WG/9 85%	Thailand	<del>2019</del> 2025	U
Timor-Leste	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Timor-Leste	2019	U
Tonga	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 70%	Tonga	2019	U
Tuvalu	Asia/Pacific SAR Plan	28/05/2022	APSAR/WG/7 0%	Tuvalu	2024	U
Vanuatu	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Vanuatu	2019	U
	<b><u>Non Provision of Safety-related Data Requirement of Paragraph 3.3.5.1 of Annex 11 (provision of data for monitoring the height-keeping performance of aircraft) and APANPIRG Conclusion 16/6 – Non Provision of safety related data by States</u></b>					
Afghanistan	Non-provision of safety related data	12/07/2019	Failure to submit Kabul LHD data for January-December 2018 and 2020. Afghanistan had submitted data for the period January to July 2021, but no further LHD reports were received after August 2021.	Afghanistan	<del>RASMAG/27</del> TBD	U
	<b>State Responsibility to comply with the Annex 6 Height-Keeping Monitoring Requirement Annex 6 Part I Section 7.2.9 (10<sup>th</sup> Ed.) and Part II Section 2.5.2.10 (9<sup>th</sup> Ed.)</b>					
Afghanistan	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/23	Remaining monitoring burden of 50% (RASMAG/29)	Afghanistan	<del>RASMAG/24</del> TBD	A

## Appendix A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
			MAAR informed ICAO that all known airframes in Afghanistan have complied with the monitoring requirement (November 2022). Deficiency retained due to the unknown status of the Afghanistan aeronautical authority responsible for ensuring monitoring is conducted.			
India	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/29	Remaining monitoring burden of 48% (RASMAG/29)	India	TBD	A
Mongolia	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/28	Remaining monitoring burden of 43% (RASMAG/28) Remaining monitoring burden of 18% (RASMAG/29)	Mongolia	TBD	A
Nepal	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/28	Remaining monitoring burden of 45% (RASMAG/28) Remaining monitoring burden of 45% (RASMAG/29)	Nepal	TBD	A
New Zealand	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/28	Remaining monitoring burden of 36% (RASMAG/28) Remaining monitoring burden of 11% (RASMAG/29)	New Zealand	TBD	A
Pakistan	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/22	Remaining monitoring burden of 45% (RASMAG/26) Remaining monitoring burden of 27% (RASMAG/29)	Pakistan	RASMAG/24	A
Papua New Guinea	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/28	Remaining monitoring burden of 69% (RASMAG/28) Remaining monitoring burden of 15% (RASMAG/29)	Papua New Guinea	TBD	A
Philippines	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/29	Remaining monitoring burden of 40% (RASMAG/29)	Philippines	TBD	A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Solomon Islands	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/28	Remaining monitoring burden of 50% (RASMAG/28) Remaining monitoring burden of 0% (RASMAG/29)	Solomon Islands	TBD	A
	<b>Data Link Performance Monitoring and Analysis Requirements of Paragraph 2.28 and/or 3.3.5.2 of Annex 11 not met</b>					
India	Post-implementation monitoring not implemented	13/07/2017	Performance monitoring and analysis was reported for the Chennai and Kolkata FIRs, but was not reported for the Mumbai FIR.	India	TBD	A
Maldives	Post-implementation monitoring not implemented	29/5/2015	Problem Reports not provided to CRA. Performance monitoring and analysis not reported to FIT. (FIT-Asia/14): Disabled the ADS-C function from the ATM system due to an application issue, and CPDLC/HF is used beyond VHF coverage.	Maldives	TBD	A

\*\* Note: In accordance with the *APANPIRG Handbook - Asia/Pacific Supplement to the Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies*, priority for Air Navigation Deficiencies is guided by the principle that a deficiency with respect to an ICAO Standard is accorded a “U” status, while a non-compliance with a Recommended Practice or a PANS is considered as “A” or “B” subject to additional expert evaluation. The final prioritization of deficiencies is the prerogative of APANPIRG.

**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**
<b>Annex 14 Volume I</b>	<u><b>Afghanistan</b></u>							
	<b>Herat International Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	<b>Kabul International Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	<b>Kandahar International Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	<b>Mazar-e-Sharif Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
<b>Annex 14 Volume I PANS- Aerodromes PANS-AIM</b>	AIP	<b>Status of Certification of Aerodromes in AIP</b>	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 22 June 2023 12 June 2024

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, is being replaced with concrete hollow pipes into graded surface.  <del>45% of the construction work has been done and total work will be completed by June 2024. No obstructions on graded area).</del>  Construction work has been completed for around 1000m out of the 3200m length of the runway and the total work will be completed by June 2025. 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**

<b>Identification</b>		<b>Deficiencies</b>			<b>Corrective Action</b>			
<b>Requirements</b>	<b>States/facilities</b>	<b>Description</b>	<b>Date first reported</b>	<b>Remarks</b>	<b>Description</b>	<b>Executing body</b>	<b>Target date of completion</b>	<b>Priority for action**</b>
		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
	<b>Brunei International Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
<b>Annex 14 Volume I PANS- Aerodromes PANS-AIM</b>	AIP	<b>Status of Certification of Aerodromes in AIP</b>	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-2020-25 June 2024

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
<del>Annex 14 Volume I PANS- Aerodromes PANS-AIM</del>	AIP	<del>Status of Certification of Aerodromes in AIP</del>	<del>Effective from 1 Jan 2021</del>	<del>Status of certification of some of the aerodromes used for international operations yet to be published in AIP AD 1.5.</del>	The AIP will be amended to include this deficiency.	Civil Aviation Administration of China (CAAC)	Published the Status of Certification in AIP AD 1.5 with effect from 15 May 2024.  Resolved	<del>A</del>

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

Updated on ~~25 June 2023~~ 25 June 2024

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14, Volume I</b>	<b><u>India</u></b> <b>Mumbai International Airport</b>	<b>Runway</b>	<b>AGA mission January 2009</b>	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	<b><u>31 Dec 2026</u></b> Land acquisition in progress. MIAL has filed temporary exemption with DGCA for non-compliance.  Due to presence of slum in beginning of RWY 09/27 south – RWY strip 280m not available.	A
<b>Annex 14 Volume I</b>	<b>Chandigarh Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
<b>Annex 14 Volume I</b>	<b>Goa Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
<b>Annex 14 Volume I</b>	<b>Port Blair Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
<b>Annex 14 Volume I</b>	<b>Pune Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
<b>Annex 14 Volume I</b>	<b>Srinagar Airport</b>	<b>Aerodrome Certification</b>	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**
	<b>India</b>							
<b>Annex 14</b>	<b>GORAKHPUR (VEGK)</b>	<b>Aerodrome Certification</b>	25 June 2024	Aerodrome yet to be certified. – Defence Aerodrome				A
<b>Volume I</b>	<b>HINDAN (VIDX)</b>	<b>Aerodrome Certification</b>	25 June 2024	Aerodrome yet to be certified. – Defence Aerodrome				A
<b>Annex 14</b>	<b>JODHPUR (VIJO)</b>	<b>Aerodrome Certification</b>	25 June 2024	Aerodrome yet to be certified. – Defence Aerodrome				A
<b>Volume I</b>	<b>VISAKHAPATNAM (VOVZ)</b>	<b>Aerodrome Certification</b>	25 June 2024	Aerodrome yet to be certified				A

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

Updated on 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**
<b>Annex 14 Volume I</b>	<b><u>Kiribati</u></b>							
	<b>Christmas Island Airport, Kiritimati</b>	<b>Aerodrome Certification</b>	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
	<b>Bonriki International Airport, Tarawa</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.	The Aerodrome Operator is not yet fully complied to the requirements	Airport Kiribati Authority	31 Dec 2023	A
<b>Annex 14 Volume I PANS-Aerodromes PANS-AIM</b>	AIP	<b>Status of Certification of Aerodromes in AIP</b>	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 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 in accordance with Para 5.3.20 of ICAO Annex 14, Volume I	AOL request exemption to DCAL and proposed to install in Long Term Plan.	Airport of Laos (AOL)	DCA exempt of runway hold position lights in accordance to AOL and mention in the Certification.	A
		Wildlife Hazards:		Establishing a national bird control committee in accordance with APANPIRG conclusion 18/1.	DCAL to propose prime minister decree and establish national committee accordingly.	Department of Civil Aviation of Lao PDR (DCAL)	To be completed in 2024	B
	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
		Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.		DCAL and AOL	Aerodrome Certification will be completed in 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 December 2024	A

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

<b>Identification</b>		<b>Deficiencies</b>			<b>Corrective Action</b>			
<b>Requirements</b>	<b>States/facilities</b>	<b>Description</b>	<b>Date first reported</b>	<b>Remarks</b>	<b>Description</b>	<b>Executing body</b>	<b>Target date of completion</b>	<b>Priority for action**</b>
	<b>Pakse International Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.		DCAL and AOL	Aerodrome Certification will be completed in December 2024	A



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

Updated on ~~29 June 2022~~ 17 July 2024

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	<del>31 December 2021</del> June 2025	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	<del>31 December 2021</del> Dec. 2024	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**
<b>Annex 14 Volume I PANS- Aerodromes PANS-AIM</b>	<u><b>Marshall Islands</b></u>  AIP	<b>Status of Certification of Aerodromes in AIP</b>	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>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**
<b>Annex 14 Volume I</b>	<u>Nauru</u> <b>Nauru International Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
<b>Annex 14 Volume I PANS- Aerodromes PANS-AIM</b>	AIP	<b>Status of Certification of Aerodromes in AIP</b>	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**
<b>Annex 14 Volume I PANS- Aerodromes PANS-AIM</b>	<b><u>Palau</u></b>  AIP	<b>Status of Certification of Aerodromes in AIP</b>	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 2023~~ 27 March 2024

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>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Permanent aerodrome certificate yet to be issued.			<p><del>Temporary Aerodrome Certificate issued with validity from 31 Dec. 2022 until 30 June 2023 as per Aerodrome Certificate issued on 22 Dec. 2022.</del></p> <p>Temporary Aerodrome Certificate issued with validity from 2 Jan. 2024 until 30 June 2024 Status of Aerodrome Certification as of 22 Feb. 2024 (As per CAAP Website)</p>	A
	<b>Puerto Princesa International Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Permanent aerodrome certificate yet to be issued.			<p><del>Temporary Aerodrome Certificate issued with validity from 8 Jun 2023 – 9 Dec 2023 issued on 9 Jun 2023.</del></p> <p>Temporary Aerodrome Certificate issued with validity from 10 Dec. 2023 – 10 Jun. 2024. Status of Aerodrome Certification as of 22 Feb. 2024 published in CAAP Website.</p>	A
	<b>Bohol-Panglao International Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Permanent aerodrome certificate yet to be issued.			<p><del>Temporary Aerodrome Certificate issued with validity from 28 Jun 2023 – 29 Dec 2023 (Awaiting the approval of the Director General of Temporary Certificate).</del></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**
							Temporary Aerodrome Certificate issued with validity from 30 Dec. 2023 – 29 Jun. 2024. Status of Aerodrome Certification as of 22 Feb. 2024 published in CAAP Website.	
	<b>Ninoy Aquino International Airport RPLL</b>	<b>Aerodrome Certification</b>	Effective from 8 March 2022	Permanent aerodrome certificate yet to be issued.			<p><del>Temporary Aerodrome Certificate issued with validity from 1 May 2023 – 30 Nov 2023 issued on 28 Apr 2023.</del></p> <p>Permanently certified on 22 Dec. 2023. As per CAAP Website. Note: AIP AD 1.5 is yet to be amended.</p> <p><b>Resolved</b></p>	A
	<b>Diosdado Macapagal International Airport RPLC</b>	<b>Aerodrome Certification</b>	6 March, 2023	Permanent aerodrome certificate yet to be issued.			<p><del>Temporary Aerodrome Certificate issued with validity until 23 Jun 2023.</del></p> <p>Temporary Aerodrome Certificate issued with validity from 7 Jan. 2024 until 7 Jul. 2024. Status of Aerodrome Certification as of 22 Feb. 2024 published in CAAP Website.</p>	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	Civil Aviation Authority of Mongolia	The work on cutting the vegetation in front of the signs was completed in 2017 within the totally 119560 m <sup>2</sup> 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- <b>31 Dec 2021</b>	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- <b>30 Nov 2021</b>	B

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

Updated on 8 June 2021 20 June 2024

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	Air Transport Capacity Enhancement Project (ATCEP) under Civil Aviation Authority of Nepal	<p>Construction works to provide sufficient strip towards runway 20 already started with target of completion in 2023.</p> <p>Construction works are in progress to improve and provide airside infrastructures in accordance with Ultimate Master Plan of Tribhuvan International Airport, which will provide sufficient runway strip with target complete implementation of the plan by 2026.</p>	A

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

Updated on ~~16 Dec. 2020~~ 27 March 2024

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
<del>Annex 14</del> <del>Volume I</del> <del>PANS-</del> <del>Aerodromes</del> <del>PANS AIM</del>	<del>AIP</del>	<del>Status of</del> <del>Certification</del> <del>of</del> <del>Aerodromes</del> <del>in AIP</del>	<del>Effective</del> <del>from 1 Jan</del> <del>2021</del>	<del>Status of certification of</del> <del>aerodromes yet to be</del> <del>published in AIP AD</del> <del>1.5.</del>			<del>Published the status of</del> <del>certification in AIP AD</del> <del>with effect from 30 Nov.</del> <del>2023.</del>  <b>Resolved</b>	A

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

Updated on ~~16 Dec. 2020~~ 27 March 2024

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/Henderson 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
<del>Annex 14</del> <del>Volume I</del> <del>PANS-</del> <del>Aerodromes</del> <del>PANS-AM</del>	<del>AIP</del>	<del>Status of Certification of Aerodromes in AIP</del>	<del>Effective from 1 Jan 2021</del>	<del>Status of certification of aerodromes yet to be published in AIP AD 1.5.</del>			Published the status of certification in AIP AD 1.1.5 with effect from 8 Sep. 2022.  <b>Resolved</b>	<del>A</del>

## 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**
<b>Annex 14 Volume I</b>	<b><u>Sri Lanka</u> Bandaranaike International Airport</b>	<b>Runway/ Taxiway</b>	<b>ICAO mission April 2010</b>	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.	A

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

Updated on ~~1 June 2023~~ **28 June 2024**

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 <del>44.67%</del> <b>81.23%</b>	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 44.67% 81.23%	
	<b>Krabi Airport</b>	<b>Aerodrome Certification</b>	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 2023 2024	A
	<b>Surat Thani Airport</b>	<b>Aerodrome Certification</b>	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 2023 2024	A

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

Updated on 14 June 2023 17 June 2024

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>	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: <del>31 December 2023</del>	A
	Commander-in- Chief of the FALINTIL – Kay Rala Xanana Gusmão International Airport, Suai				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.  <ul style="list-style-type: none"> <li>There is ongoing process of reallocation of the houses and habitants within the AD strip;</li> <li>There is a process of the establishment of the manuals, SOPs, various Airport</li> </ul>		31 December 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**
					committees (ASC-RSCA, ERC) <ul style="list-style-type: none"> <li>Currently AD is occasionally in use for domestic general aviation and helicopters only.</li> </ul>			

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

Updated on ~~27 June 2023~~ 27 March 2024

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b><u>Tonga</u> Fua'amotu International Airport</b>	<b>Runway Strip</b>	<b>ICAO Mission of Oct. 2015</b>	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**
<b>Annex 14 Volume I PANS- Aerodromes PANS-AM</b>	<b>AIP</b>	<b>Status of Certification of Aerodromes in AIP</b>	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)  Published the status of certification in AIP AD 1.5 with effect from 2 Nov. 2023.  <b>Resolved</b>	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**
<b>Annex 14 Volume I</b>	<b><u>Tuvalu</u> Funafuti International Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Aerodrome yet to be certified.		Part 139 Aerodrome Certification in progress for 2023	A
<b>Annex 14 Volume I PANS- Aerodromes PANS-AIM</b>	<b>AIP</b>	<b>Status of Certification of Aerodromes in AIP</b>	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~~ 27 May 2024

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I PANS- Aerodromes PANS-AIM</b>	<u>Vanuatu</u>  AIP	<b>Status of Certification of Aerodromes in AIP</b>	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.			Published the status of certification in AIP AD 1.5 with effect from 30 Nov. 2023.  <b>Resolved</b>	A

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

Updated on 02 April 2024 05 June 2024

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I PANS- Aerodromes PANS-AIM</b>	<u>Viet Nam</u>  AIP	<b>Status of Certification of Aerodromes in AIP</b>	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	<p><b>WORK IN PROGRESS</b></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 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 30<sup>th</sup> 2020 (including Lien Khuong aerodrome).</p> <p><b>Corrective Action Plan (CAP):</b> 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/QĐ-TTg dated June 07<sup>th</sup> 2023).</p> <p>CAAV approved a plan of Airports Corporation of Viet Nam (ACV) to upgrade Lien Khuong into an international aerodrome (Document</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**
							<p>100/CHK-QLC dated 05/01/2023).</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><b>Target date of completion:</b> Quarter II of 2024</p> <p><b>CORRECTIVE ACTION PLAN (CAP):</b></p> <p>The CAAV has issued the Aerodrome Certificate No. 1830/GCNKT-CHK dated April 15<sup>th</sup> 2024 to grant Lien Khuong Airport used for international operation. The effective date of Aerodrome Certificate of Lien Khuong International Airport is from June 13<sup>th</sup> 2024.</p> <p>The CAAV has published the status of Aerodrome Certificate of Lien Khuong International Airport in AD 1.5 of the AIP published on May 04<sup>th</sup> 2024 and effective from June 13<sup>th</sup> 2024.</p> <p><b>Target date of completion:</b> June 13<sup>th</sup> 2024</p> <p><b>Resolved</b></p>	

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

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

---

“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.



**REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS FIELDS IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action
<p>Reliable ground to ground communication as specified in the regional Air Navigation Plan (Doc.9673)</p> <p>Tables CNS II-1; CNS II-2 &amp; CNS II-3</p>	Afghanistan and Pakistan	Unreliability of AFS communication between Afghanistan and Pakistan was brought to the notice of APANPIRG/21. Lack of reliability in the AFS including data communication between Kabul and Karachi and ATS voice communication between Lahore and Kabul was identified.	September 2010	A follow-up COM coordination meeting held in July 2019 discussed way forward	<p>1. Site visits in Pakistan by expert from the VSAT service provider were made in February and March 2016. Remedial recommendations were provided to CAA. Pakistan. Pakistan requested ICAO to provide assistance in establishing VSAT link in 2022.</p> <p>2. Both Afghanistan and Pakistan agreed to as first step to recover the VSAT connection by upgrading terminals in Lahore and Karachi. Afghanistan will provide assistance and does the Network Configuration settings;</p> <p>3. A VPN link was established between Karachi and Kabul through UK. Now the VPN link between UK and Kabul is un-serviceable.</p> <p>4. Both States also agreed to implement CRV as soon as practical to resolve the existing COM deficiencies.</p> <p>5. Pakistan has joined CRV and is actively coordinating with Afghanistan to restore the communication link between Afghanistan and Pakistan. Pakistan expected to restore the connection by the end of 2024.</p>	CAA. Afghanistan and CAA. Pakistan	<p><del>June 2020</del> End of 2024</p>	A

## APANPIRG Reporting Form on Air Navigation Deficiencies in the MET Field

**APANPIRG Reporting Form on Air Navigation Deficiencies in the MET Field**

REPORTING FORM ON (OPEN) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION								
Identification		Deficiencies			Corrective action			
Requirements	States/ Facilities (Index No.)	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action *
MWO and SIGMET service (Annex 3: Chapter 3, 3.4 and Chapter 7)	<b>Democratic Peoples' Republic of Korea (DPRK)</b> (AP-MET-16)	Requirements for MWO and SIGMET service not established for Pyongyang FIR	2008	Reported by ICAO Regional Office mission	Establish MWO to provide required service, including SIGMET information for Phnom Penh FIR. <b>See notes below for more information.</b>	GACA, Democratic Peoples' Republic of Korea	TBC	A
Meteorological observations and reports. (Annex 3: Chapter 4)	<b>Kiribati</b> (AP-MET-02)	METAR from Kiribati not available on regular basis.	1998	Reported by airlines	Equipment to be installed and arrangements to be made for regular observations and reports, including: training of personnel; maintenance of equipment; calibration and verification of meteorological observations; and proper/secure transmission of data. <b>See notes below for more information.</b>	State designated MET authority	TBC	A
Meteorological information for operators and flight crew members, including forecasts provided by the WAFCs (Annex 3: Chapter 9)	<b>Kiribati</b> (AP-MET-18)	WAFC forecasts not available for inclusion in flight briefings and documentation	2008	Reported by TCB CAEMSA-SP Technical Expert	Implement procedures and systems for the required meteorological information to be supplied to operators and flight crew members, including forecasts generated from the digital forecasts provided by the WAFCs. <b>See notes below for more information.</b>	State designated MET authority	TBC	U
Meteorological information for operators and flight crew members, including forecasts provided by the WAFCs (Annex 3: Chapter 9)	<b>Nauru</b> (AP-MET-19)	WAFC forecasts not available for inclusion in flight briefings and documentation	2008	Reported by TCB CAEMSA-SP Technical Expert	Implement procedures and systems for the required meteorological information to be supplied to operators and flight crew members, including forecasts generated from the digital forecasts provided by the WAFCs. <b>See notes below for more information.</b>	State designated MET authority	TBC	U
Meteorological observations and reports. (Annex 3: Chapter 4)	<b>Nauru</b> (AP-MET-21)	METAR/SPECI service not provided	2008	Reported by TCB CAEMSA-SP Technical Expert	Equipment to be installed and arrangements to be made for regular observations and reports, including: training of personnel; maintenance of equipment; calibration and verification of meteorological observations; and proper/secure transmission of data. <b>See notes below for more information.</b>	State designated MET authority	TBC	U

## APANPIRG Reporting Form on Air Navigation Deficiencies in the MET Field

REPORTING FORM ON (OPEN) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION								
Identification		Deficiencies			Corrective action			
Requirements	States/ Facilities (Index No.)	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action *
Provision of SIGMET information (Annex 3, Chapter 7)	<b>Nauru</b> (AP-MET-24)	Lack of SIGMET issued for the Nauru FIR.	Sep 2011	IATA deemed this situation unsafe and unacceptable to airline operations.	Implement procedures for SIGMET information to be issued by the designated meteorological watch office/s concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations. <b>See notes below for more information.</b>	State designated MET authority	TBC	U
Provision of SIGMET information (Annex 3: Chapter 7)	<b>Nepal</b> (AP-MET-14)	Requirements for issuance and dissemination of SIGMET information for Kathmandu FIR have not been fully implemented	2000		Implement procedures for SIGMET information to be issued by the designated meteorological watch office/s concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations. <b>See notes below for more information.</b>	State designated MET authority	TBC	A
Reporting of information on volcanic eruptions to civil aviation units. (Annex 3, 3.6, 4.8)	<b>Papua New Guinea</b> (AP-MET-04)	Information on volcanic activity not provided regularly to ATS units, MWOs and VAACs.	1995	Observed by States concerned. Reported at the WMO/ICAO Workshop on Volcanic Ash Hazards (Darwin, 1995)	Establish arrangements for State volcano observatories to send the required volcano observation information as quickly as practicable to the associated ACC/FIC, MWO and VAAC. <b>See notes below for more information.</b>	Rabaul Volcano Observatory, NWS and ASL of Papua New Guinea	TBC	A
Provision of SIGMET for volcanic ash (Annex 3: Chapter 7)	<b>Papua New Guinea</b> (AP-MET-08)	Requirements for issuance and proper dissemination of SIGMET for volcanic ash have not been fully implemented	Dec 2003	Reported by airlines, noted by Volcanic Ash Advisory Centres and confirmed by ICAO mission	Implement procedures for SIGMET information to be issued by the designated meteorological watch office/s concerning the occurrence or expected occurrence of volcanic ash. <b>See notes below for more information.</b>	NWS of Papua New Guinea	TBC	U
Provision of SIGMET information (Annex 3, Chapter 7)	<b>Papua New Guinea</b> (AP-MET-22)	Lack of SIGMET issued for the Port Moresby FIR.	Sep 2011	IATA deemed this situation unsafe and unacceptable to airline operations.	Implement procedures for SIGMET information to be issued by the designated meteorological watch office/s concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations. <b>See notes below for more information.</b>	State designated MET authority	TBC	U

## APANPIRG Reporting Form on Air Navigation Deficiencies in the MET Field

REPORTING FORM ON (OPEN) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION								
Identification		Deficiencies			Corrective action			
Requirements	States/ Facilities (Index No.)	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action *
Meteorological information for operators and flight crew members, including forecasts provided by the WAFCS (Annex 3: Chapter 9)	<b>Solomon Islands</b> (AP-MET-20)	WAFCS forecasts not available for inclusion in flight briefings and documentation	2008	Reported by TCB CAEMSA-SP Technical Expert	Implement procedures and systems for the required meteorological information to be supplied to operators and flight crew members, including forecasts generated from the digital forecasts provided by the WAFCS. <b>See notes below for more information.</b>	State designated MET authority	TBC	U
Reporting of information on volcanic eruptions to civil aviation units. (Annex 3: 3.6, 4.8)	<b>Tonga</b> (AP-MET-17)	Information on volcanic activity not provided regularly to ATS units, MWOs and VAACs	2008	Reported by TCB CAEMSA-SP technical expert	Establish arrangements for State volcano observatories to send the required volcano observation information as quickly as practicable to the associated ACC/FIC, MWO and VAAC. <b>See notes below for more information.</b>	MOI and MEIDECC	TBC	U

NOTES ON THE (OPEN AND CLOSED) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION						
Index No.	State	Update Date	NOTES ON OPEN AND CLOSED DEFICIENCIES			Status
AP-MET-01	Solomon Islands	December 2020	Removed from the open List; APANPIRG/31 Conclusion 31/19, refers.			Closed
AP-MET-02	Kiribati	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"><li>Kiribati is now delivering observations regularly but is continuing work on upgrading its observing facility before providing resolution information.</li></ul>			Open
		September 2017	APANPIRG/28 noted that Kiribati should: <ul style="list-style-type: none"><li>Verify the status of implementation of CAP; and</li><li>Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.</li></ul>			
AP-MET-03	Indonesia	September 2017	Removed from the open List, APANPIRG/28 Conclusion 28/29 refers.			Closed
AP-MET-04	Papua New Guinea	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"><li>VAACs Darwin and Wellington are planning a series of exercises in the next six months with the Papua New Guinea (PNG) State Volcano Observatory and MWO to address the PNG volcanic activity information and SIGMET deficiencies, along with the Nauru SIGMET deficiency (due to PNG providing SIGMETs on Nauru’s behalf).</li></ul>			Open
		November 2022	APANPIRG/33 noted MET SG/26 recommended that Papua New Guinea: <ul style="list-style-type: none"><li>Conduct additional corrective actions, including seeking confirmation from the recipient operational units and providing evidence of the relevant established procedures; and</li><li>Submit an official report to ICAO providing complete details of the action taken.</li></ul>			

## APANPIRG Reporting Form on Air Navigation Deficiencies in the MET Field

NOTES ON THE (OPEN AND CLOSED) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION				
Index No.	State	Update Date	NOTES ON OPEN AND CLOSED DEFICIENCIES	Status
		September 2017	APANPIRG/28 noted that Papua New Guinea should: <ul style="list-style-type: none"> <li>Verify the status of implementation of CAP; and</li> <li>Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.</li> </ul>	
AP-MET-05	–	–	This Index No. is not used.	Closed
AP-MET-06	Indonesia	September 2017	Removed from the open List, APANPIRG/28 Conclusion 28/29 refers.	Closed
AP-MET-07	Philippines	November 2019	Removed from the open List, Conclusion APANPIRG/30/19, refers.	Closed
AP-MET-08	Papua New Guinea	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> <li>VAACs Darwin and Wellington are planning a series of exercises in the next six months with the Papua New Guinea (PNG) State Volcano Observatory and MWO to address the PNG volcanic activity information and SIGMET deficiencies, along with the Nauru SIGMET deficiency (due to PNG providing SIGMETs on Nauru's behalf).</li> </ul>	Open
		September 2017	APANPIRG/28 noted that Papua New Guinea should: <ul style="list-style-type: none"> <li>Verify the status of implementation of CAP; and</li> <li>Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.</li> </ul>	
AP-MET-09	Cambodia	September 2018	Removed from the open List, APANPIRG/29 Decision 29/23 refers	Closed
AP-MET-10	–	–	This Index No. is not used.	Closed
AP-MET-11	Cambodia	September 2018	Removed from the open List, APANPIRG/29 Decision 29/24 refers	Closed
AP-MET-12	Lao PDR	September 2018	Removed from the open List, APANPIRG/29 Decision 29/24 refers	Closed
AP-MET-13	–	–	This Index No. is not used.	Closed
AP-MET-14	Nepal	December 2023	APANPIRG/34 considered the deficiency could be removed from the Open List subject to receiving confirmation of the regular dissemination of the Kathmandu FIR SIGMET information in IWXXM form (in addition to TAC form)	Open
		September 2023	MET SG/27 noted that: <ul style="list-style-type: none"> <li>Nepal made significant progress towards rectification of the deficiency, including confirmation of the regular issuance of SIGMET information in 2022, successful participation in the annual APAC regional SIGMET tests, coordination of SIGMET with neighbouring MWOs, and validation from users of receipt of the SIGMET information.</li> <li>Nepal was not disseminating SIGMET information in the IWXXM form in addition to the dissemination of SIGMET information in the TAC form, as required by Annex 3.</li> <li>Nepal was in the process of procuring a solution to provide SIGMET in IWXXM form.</li> <li>APANPIRG may review the status of the deficiency and remove it from the Open List, subject to Nepal confirming in writing to ICAO, and validated by RODB Bangkok, that the regular dissemination of SIGMET information in IWXXM form in addition to TAC form.</li> </ul>	
		September 2017	APANPIRG/28 noted that Nepal should: <ul style="list-style-type: none"> <li>Verify the status of implementation of CAP; and</li> <li>Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.</li> </ul>	

## APANPIRG Reporting Form on Air Navigation Deficiencies in the MET Field

NOTES ON THE (OPEN AND CLOSED) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION				
Index No.	State	Update Date	NOTES ON OPEN AND CLOSED DEFICIENCIES	Status
AP-MET-15	–	–	This Index No. is not used.	Closed
AP-MET-16	Democratic People's Republic of Korea	September 2017	APANPIRG/28 noted that DPRK should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.</li> </ul>	Open
AP-MET-17	Tonga	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> <li>• Tonga is developing an MOU between organisations involved in providing and sharing volcanic activity information, which includes the procedures to be followed.</li> </ul>	Open
		November 2022	APANPIRG/33 noted MET SG/26 recommended that Tonga: <ul style="list-style-type: none"> <li>• Conduct additional corrective actions, including seeking confirmation from the recipient operational units and providing evidence of the relevant established procedures; and</li> <li>• Submit an official report to ICAO providing complete details of the action taken.</li> </ul>	
		September 2017	APANPIRG/28 noted that: <ul style="list-style-type: none"> <li>• Removal of the Deficiency from the open List is subject to the concurrence of the ATS units, MWOs and VAACs concerned that the Deficiency is resolved.</li> </ul>	
		June 2018	MET SG/22 noted that: <ul style="list-style-type: none"> <li>• VAAC Wellington was coordinating with Tonga on the validation of corrective action taken to resolve the Deficiency.</li> </ul>	
		29 May 2017	MOI, Civil Aviation Division, advised that: <ul style="list-style-type: none"> <li>• Relevant operating procedures implemented in the units concerned and case studies of real volcanic events presented as evidence of the State volcano observatory's issuance of the required volcano observation information.</li> </ul>	
AP-MET-18	Kiribati	10 May 2013	Ministry of Infrastructure (MOI), Civil Aviation Division, advised that: <ul style="list-style-type: none"> <li>• MOU established between the national authority providing volcano monitoring (Ministry of Lands, Environment, Climate Change and Natural Resources – MLECCNR) and the national authority providing meteorological service for international air navigation (MOI) for the reporting of volcanic activity to the associated ACCs, MWOs and VAACs in accordance with the relevant ICAO SARPs.</li> </ul>	Open
		September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> <li>• Kiribati, Nauru and Solomon Islands are working with their local users to determine whether there is any requirement for local WAFS information provision.</li> </ul>	
AP-MET-19	Nauru	September 2017	APANPIRG/28 noted that Kiribati should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.</li> </ul>	Open
		September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> <li>• Kiribati, Nauru and Solomon Islands are working with their local users to determine whether there is any requirement for local WAFS information provision.</li> </ul>	

## APANPIRG Reporting Form on Air Navigation Deficiencies in the MET Field

NOTES ON THE (OPEN AND CLOSED) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION				
Index No.	State	Update Date	NOTES ON OPEN AND CLOSED DEFICIENCIES	Status
		September 2017	APANPIRG/28 noted that Nauru should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.</li> </ul>	
AP-MET-20	Solomon Islands	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> <li>• Kiribati, Nauru and Solomon Islands are working with their local users to determine whether there is any requirement for local WAFS information provision.</li> </ul>	Open
		September 2017	APANPIRG/28 noted that Solomon Islands should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.</li> </ul>	
		June 2019	MET SG/23 requested the Secretary in conjunction with support from other States to provide Solomon Islands with assistance in preparing the full report on rectification of the Deficiency.	
AP-MET-21	Nauru	September 2017	APANPIRG/28 noted that Nauru should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.</li> </ul>	Open
AP-MET-22	Papua New Guinea	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> <li>• VAACs Darwin and Wellington are planning a series of exercises in the next six months with the Papua New Guinea (PNG) State Volcano Observatory and MWO to address the PNG volcanic activity information and SIGMET deficiencies, along with the Nauru SIGMET deficiency (due to PNG providing SIGMETs on Nauru's behalf).</li> </ul>	Open
		September 2017	APANPIRG/28 noted that Papua New Guinea should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.</li> </ul>	
AP-MET-23	Solomon Islands	November 2022	Removed from the open List; refer to: <ul style="list-style-type: none"> <li>• Conclusion APANPIRG/33/14 – <i>Update of information in APANPIRG Air Navigation Deficiencies Reporting Form</i>;</li> <li>• APANPIRG/33 WP/14 – <i>STATUS OF AIR NAVIGATION DEFICIENCIES IN THE ASIA/PAC REGION</i>;</li> <li>• APANPIRG/33 WP/13 – <i>METEOROLOGY SUB-GROUP (MET SG/26) REPORT</i>; and</li> <li>• APANPIRG/33 IP/08 – <i>RECTIFICATION OF APANPIRG AN DEFICIENCY AP-MET-23</i></li> </ul>	Closed
		October 2021	MET SG/25 requested the Solomon Islands, with assistance from its partner States, to conduct additional corrective action to enable the MET SG to confirm that Solomon Islands had fully resolved the Deficiency; maintain a log of all SIGMETs issued over at least one month to capture the operational WC-, WS- and WV-SIGMETs, plus any test WV-SIGMETs; pass the details [of the log] to the ad hoc group [on AN Deficiencies] to compare against SIGMETs received by RODB Brisbane [MET SG/25, Action No. 25/10]. Subject to Solomon Islands demonstrating resolution of the issues concerning content, format and timeliness of SIGMET information (as discussed in MET SG/25, WP/12) and sustainable provision of ICAO-compliant SIGMET service, MET SG would support the removal of Deficiency AP-MET-23 from the APANPIRG open list. Therefore, to facilitate the removal of the Deficiency from the open List, MET SG/25 requested the Secretariat coordinate with the Solomon Islands to report the resolution of the Deficiency to APANPIRG [MET SG/25, Action No. 25/11].	

## APANPIRG Reporting Form on Air Navigation Deficiencies in the MET Field

NOTES ON THE (OPEN AND CLOSED) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION				
Index No.	State	Update Date	NOTES ON OPEN AND CLOSED DEFICIENCIES	Status
		June 2019	MET SG/23 requested the Secretary in conjunction with support from other States to provide Solomon Islands with assistance in preparing the full report on rectification of the Deficiency.	
		September 2017	APANPIRG/28 noted that Solomon Islands should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.</li> </ul>	
AP-MET-24	Nauru	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> <li>• VAACs Darwin and Wellington are planning a series of exercises in the next six months with the Papua New Guinea (PNG) State Volcano Observatory and MWO to address the PNG volcanic activity information and SIGMET deficiencies, along with the Nauru SIGMET deficiency (due to PNG providing SIGMETs on Nauru's behalf).</li> </ul>	Open
		September 2017	APANPIRG/28 noted that Nauru should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.</li> </ul>	

**Acronyms/Abbreviations/Definitions** (used in this document)

ACC	— Area control centre
ASL	— Air Services Ltd.
ATS	— Air traffic services
CAEMSA-SP	— Cooperative Agreement for the Enhancement of Meteorological Services to Aviation - South Pacific
CAP	— Corrective action plan
FIC	— Flight information centre
FIR	— Flight information region
GACA	— General Administration of Civil Aviation
IATA	— International Air Transport Association
MEIDECC	— Ministry of Meteorology, Energy, Information, Disaster Management, Environment, Climate Change and Communication
MET	— Meteorological
METAR	— Aerodrome routine meteorological report ( <i>in meteorological code</i> )
MWO	— Meteorological watch office
NWS	— National Weather Service
SIGMET	— Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations
SPECI	— Aerodrome special meteorological report ( <i>in meteorological code</i> )
TBC	— To be confirmed
TCB	— Technical Cooperation Bureau (of ICAO)



APANPIRG Reporting Form on Air Navigation Deficiencies in the MET Field

---

**Acronyms/Abbreviations/Definitions** (used in this document)

VAAC — Volcanic ash advisory centre  
WAFC — World area forecast centre

— END OF SECTION —



ICAO

# LIST OF FOCAL POINT FOR AIR NAVIGATION DEFICIENCIES

Updated: 27 September 2024

STATE/ADMINISTRATION	FOCAL CONTACT PERSON
Afghanistan	<p><b>Name:</b> Mr. Mohammad Hamid Amiry</p> <p><b>Designation:</b> Aerodrome Certification Inspector</p> <p><b>Address:</b> Ministry of Transport &amp; Aviation (MoTA)</p> <p><b>Tel:</b> +0786888011</p> <p><b>Email:</b> <a href="mailto:mhamidamiry@gmail.com">mhamidamiry@gmail.com</a>;</p>
Australia	<p><b>Name:</b> Mr. Chris Kumar</p> <p><b>Designation:</b> ATS Specialist Lead</p> <p><b>Address:</b> Airservices Australia</p> <p><b>Tel:</b> +61 3 8340 8270</p> <p><b>Email:</b> <a href="mailto:chris.kumar@airservicesaustralia.com">chris.kumar@airservicesaustralia.com</a>;</p>
Bangladesh	<p><b>Name:</b> Ms. Sabera Rahman</p> <p><b>Designation:</b> Deputy Director (ATM)</p> <p><b>Address:</b> Civil Aviation Authority of Bangladesh Air Traffic Management Division</p> <p><b>Tel:</b> –</p> <p><b>Fax:</b> –</p> <p><b>Email:</b> <a href="mailto:sabera_atm@caab.gov.bd">sabera_atm@caab.gov.bd</a>;</p>
Bhutan	<p><b>Name:</b> Mr. Pema Tashi</p> <p><b>Designation:</b> Superintendent, ANS</p> <p><b>Address:</b> Bhutan Civil Aviation Authority</p> <p><b>Tel:</b> +975 8271912</p> <p><b>Fax:</b> 00975 8 271944</p> <p><b>Email:</b> <a href="mailto:ptashi@bcaa.gov.bt">ptashi@bcaa.gov.bt</a>;</p>
Alternate	<p><b>Name:</b> Ms. Devi Maya Adikari</p> <p><b>Designation:</b> COM/NAV Officer</p> <p><b>Address:</b> Department of Air Transport, Paro</p> <p><b>Tel:</b> +975 8 271511</p> <p><b>Fax:</b> +975 8 271407</p> <p><b>Email:</b> <a href="mailto:dmadhikari@doat.gov.bt">dmadhikari@doat.gov.bt</a>;</p>
Brunei Darussalam	<p><b>Name:</b> Mr. Mohamad Fauzi bin Mohamad Sidek</p> <p><b>Designation:</b> Acting Deputy Director of Civil Aviation (Regulator)</p> <p><b>Address:</b> Department of Civil Aviation, Brunei Darussalam</p> <p><b>Tel:</b> +673 2330142</p> <p><b>Mob:</b> +673 8168909</p> <p><b>Email:</b> <a href="mailto:fauzi.sidek@dca.gov.bn">fauzi.sidek@dca.gov.bn</a>; <a href="mailto:ddca.regulatory@dca.gov.bn">ddca.regulatory@dca.gov.bn</a>;</p>

STATE/ADMINISTRATION	FOCAL CONTACT PERSON
<b>Brunei Darussalam</b> <i>Alternate</i>	<b>Name:</b> Mr. Pengiran Rasman bin Pengiran Sulaiman <b>Designation:</b> Aerodrome Inspector <b>Address:</b> Department of Civil Aviation, Brunei Darussalam <b>Tel:</b> +673 2330142 <b>Mob:</b> +673 8854714 <b>Email:</b> <a href="mailto:rasman.sulaiman@dca.gov.bn">rasman.sulaiman@dca.gov.bn</a> ;
	<b>Name:</b> Ms. Norhidayah Haji Ismail <b>Designation:</b> Air Traffic Control Officer <b>Address:</b> Department of Civil Aviation, Brunei Darussalam <b>Tel:</b> +673 2330142 <b>Mob:</b> +673 883 4614 <b>Email:</b> <a href="mailto:norhidayah.ismail@civil-aviation.gov.bn">norhidayah.ismail@civil-aviation.gov.bn</a> ;
<b>Cambodia</b>	<b>Name:</b> Mr. Chhun Sivorn <b>Designation:</b> Director of Air Navigation Standards and Safety Department <b>Address:</b> State Secretariat of Civil Aviation <b>Tel:</b> +855 23 224 258 <b>Mob:</b> +755 12 866 659 <b>Email:</b> <a href="mailto:ans.ssca@gmail.com">ans.ssca@gmail.com</a> ; <a href="mailto:ans.ssca@civilaviation.gov.kh">ans.ssca@civilaviation.gov.kh</a> ;
<b>China</b>	<b>Name:</b> Ms. Zhang Ying <b>Designation:</b> Engineer of AirSpace Management Division <b>Address:</b> Air Traffic Management Bureau, CAAC <b>Tel:</b> +86 (10) 8778 6837 <b>Fax:</b> +86 (10) 2778 6830 <b>Email:</b> <a href="mailto:zhangying@atmb.net.cn">zhangying@atmb.net.cn</a> ;
<b>Hong Kong, China</b>	<b>Name:</b> Ms. Erin YY Siu <b>Designation:</b> Senior Safety Manager <b>Address:</b> 2/F, Office Building, Civil Aviation Department Headquarters, 1 Tung Fai Road, Hong Kong International Airport, Lantau, Hong Kong <b>Tel:</b> +852 2910 6442 <b>Fax:</b> +852 2910 0186 <b>Email:</b> <a href="mailto:eyysiu@cad.gov.hk">eyysiu@cad.gov.hk</a> ;
<b>Macao, China</b>	<b>Name:</b> —
<i>Alternate</i>	<b>Name:</b> Mr. Lam Tat Ming <b>Designation:</b> Director of Airport Infrastructure & Air Navigation <b>Address:</b> Civil Aviation Authority of Macao Alameda Dr. Carlos D'Assumpção, 336-342, Centro Comercial Cheng Feng, 18 Andar, Macao, China <b>Tel:</b> +853 2851 1213 <b>Fax:</b> +853 2833 8089 <b>Email:</b> <a href="mailto:taftlam@aacm.gov.mo">taftlam@aacm.gov.mo</a> ;

STATE/ADMINISTRATION	FOCAL CONTACT PERSON
<b>Macao, China</b> <i>Alternate</i>	<b>Name:</b> Mr. Lo Veng Tong <b>Designation:</b> Safety Officer of Airport Infrastructure & Air Navigation <b>Address:</b> Civil Aviation Authority of Macao <b>Tel:</b> +853 8796 4132 <b>Fax:</b> +853 2833 8089 <b>Email:</b> <a href="mailto:freemanlo@aacm.gov.mo">freemanlo@aacm.gov.mo</a> ;
<b>Fiji Islands</b>	<b>Name:</b> Ms. Alisi Namoro <b>Designation:</b> Executive Manager Ground Safety <b>Address:</b> Civil Aviation Authority of the Fiji Islands <b>Tel:</b> +679 8923155 <b>Mob:</b> +679 9984498 <b>Email:</b> <a href="mailto:emgs@caaf.org.fj">emgs@caaf.org.fj</a> ;
<b>India</b>	<b>Name:</b> Mr. A. P. Gajbe <b>Designation:</b> General Manager (ATM) <b>Address:</b> Directorate of Air Traffic Management Airports Authority of India Safdarjung Airport, New Delhi -110003 <b>Tel:</b> +91 (11) 2465 2236 <b>Email:</b> <a href="mailto:anandraopg@aai.aero">anandraopg@aai.aero</a> ;
<b>Indonesia</b>	<b>Name:</b> Mr. Wahyudi Nugroho <b>Designation:</b> Head of Standardization of Air Navigation Section <b>Address:</b> Directorate General of Civil Aviation, Ministry of Transportation <b>Email:</b> <a href="mailto:wahyudinugroho2012@gmail.com">wahyudinugroho2012@gmail.com</a> ;
	<b>Name:</b> Mr. Tian Kusdinar <b>Designation:</b> Head of Air Traffic Management Section <b>Address:</b> Directorate General of Civil Aviation, Ministry of Transportation <b>Email:</b> <a href="mailto:tian231182@gmail.com">tian231182@gmail.com</a> ;
<b>Japan</b>	<b>Name:</b> Ms. Hanae NODA <b>Designation:</b> Special Assistant to the Director <b>Address:</b> Air Traffic International Affairs Office Japan Civil Aviation Bureau Ministry of Land, Infrastructure Transport and Tourism <b>Tel:</b> +81 3 5253 8740 <b>Fax:</b> +81 3 5253 1664 <b>Email:</b> <a href="mailto:noda-h46nk@mlit.go.jp">noda-h46nk@mlit.go.jp</a> ;

STATE/ADMINISTRATION	FOCAL CONTACT PERSON
<b>Kiribati</b>	<b>Name:</b> Mr. Tiamwa Teaiwa <b>Designation:</b> Air Navigation and Aerodrome Inspector <b>Address:</b> Civil Aviation Authority of Kiribati <b>Tel:</b> 686 74026003 <b>Email:</b> <a href="mailto:ans.ai@mcttd.gov.ki">ans.ai@mcttd.gov.ki</a> ;
<b>Lao PDR</b>	<b>Name:</b> Mr. Sohnsacksit Khamkeo <b>Designation:</b> Director of Air Navigation Standards Division <b>Address:</b> Department of Civil Aviation of Laos Wattay International Airport, P.O.Box 119, Vientiane <b>Mob:</b> +856 20 22499936 <b>Email:</b> <a href="mailto:sohnsacksit@yahoo.com">sohnsacksit@yahoo.com</a> ; <a href="mailto:saykhamkeo@gmail.com">saykhamkeo@gmail.com</a> ;
<b>Malaysia</b>	<b>Name:</b> Mr. Nasuruddin Bin Zainol Abidin <b>Designation:</b> Deputy Director Air Traffic Management <b>Address:</b> Civil Aviation Authority of Malaysia Level 1-4 , Block Podium, 62618 Putrajaya ,Malaysia <b>Tel./Mob:</b> 603-88714000 / 60123247089 <b>Fax:</b> 603 88810530 <b>Email:</b> <a href="mailto:nasuruddin@caam.gov.my">nasuruddin@caam.gov.my</a> ;
<b>Maldives</b>	<b>Name:</b> Mrs. Fathimath Ramiza <b>Designation:</b> Director, Air Navigation and Aerodromes <b>Address:</b> Maldives Civil Aviation Authority 11 <sup>th</sup> Floor, Velaanaage, Ameeru Ahmed Magu, Male' 20096, Maldives <b>Tel:</b> +960 332 4983 <b>Fax:</b> +960 332 3039 <b>Email:</b> <a href="mailto:ramiza@caa.gov.mv">ramiza@caa.gov.mv</a> ;
<b>Mongolia</b>	<b>Name:</b> Mr. Odgerel Davaadorj <b>Designation:</b> Senior officer of the Air Navigation Services Department <b>Address:</b> Civil Aviation Authority of Mongolia 17120 Buyant Ukhua, Khan Uul District, Ulaanbaatar <b>Tel:</b> +976 11 282081 <b>Fax:</b> +976 7004 9640 <b>Email:</b> <a href="mailto:odgerel@mcaa.gov.mn">odgerel@mcaa.gov.mn</a> ;
<b>Myanmar</b>	<b>Name:</b> Mr. Soe Paing <b>Designation:</b> Director (Air Navigation Safety) <b>Address:</b> Department of Civil Aviation Myanmar <b>Tel:</b> +95 1 533008 <b>Fax:</b> +95 1 533000 <b>Email:</b> <a href="mailto:soepng1@gmail.com">soepng1@gmail.com</a> ;

STATE/ADMINISTRATION	FOCAL CONTACT PERSON
<b>Myanmar</b> <i>Alternate</i>	<b>Name:</b> Mr. Thein Naing <b>Designation:</b> Deputy Director (ANSD) <b>Address:</b> Department of Civil Aviation DCA Headquarters Building, P.O. Box 11021, Mingaladon, Myanmar <b>Tel:</b> +95 1 533215 <b>Fax:</b> +95 1 533016 <b>Email:</b> <a href="mailto:ansd.myanmar@gmail.com">ansd.myanmar@gmail.com</a> ; <a href="mailto:chittwo975.c@gmail.com">chittwo975.c@gmail.com</a> ;
<b>New Zealand</b>	<b>Name:</b> Mr. Sean Rogers <b>Designation:</b> Manager Aeronautical Services <b>Address:</b> Civil Aviation Authority of New Zealand P.O. Box 3555, Wellington 6140 <b>Tel: / Mob:</b> +64 (4) 560 9522 / +64 27 807 4875 <b>Fax:</b> +64 4 569 2024 <b>E-mail:</b> <a href="mailto:sean.rogers@caa.govt.nz">sean.rogers@caa.govt.nz</a> ;
<b>Nepal</b>	<b>Name:</b> Mr. Dinesh Raj Ghimire <b>Designation:</b> Deputy Director, Air Traffic Management Department <b>Address:</b> Civil Aviation Authority of Nepal (CAAN) Kathmandu, Nepal <b>Tel:</b> +977 1 4266139 <b>Fax:</b> +977 1 4262516 <b>Mob:</b> +977 9841216175 <b>E-mail:</b> <a href="mailto:dineshr.ghimire@caanepal.gov.np">dineshr.ghimire@caanepal.gov.np</a> ; <a href="mailto:dnghimire@gmail.com">dnghimire@gmail.com</a> ;
<b>Philippines</b>	<b>Name:</b> Mr. Arnold R. Balucating <b>Designation:</b> Assistant Director General I, Air Navigation Service <b>Address:</b> Civil Aviation Authority of the Philippines <b>Tel:</b> +632 879 9244 <b>Fax:</b> +632 879 9189 <b>E-mail:</b> <a href="mailto:arbalucating@caap.gov.ph">arbalucating@caap.gov.ph</a> ; <a href="mailto:arnoldrbalucating@yahoo.com">arnoldrbalucating@yahoo.com</a> ;
<i>Alternate</i>	<b>Name:</b> Mr. Michael E. Mapanao <b>Designation:</b> Acting Assistant Director General I, Air Navigation Service <b>Address:</b> Civil Aviation Authority of the Philippines <b>Tel:</b> +632 879 9129 <b>E-mail:</b> <a href="mailto:mikeecho905@yahoo.com">mikeecho905@yahoo.com</a> ;
	<b>Name:</b> Mr. Luciano R Macuse <b>Designation:</b> Officer-In-Charge, Aerodrome and Air Navigation Safety Oversight Office <b>Address:</b> Civil Aviation Authority of the Philippines <b>E-mail:</b> <a href="mailto:lrm.aansoo2014@gmail.com">lrm.aansoo2014@gmail.com</a> ;

STATE/ADMINISTRATION	FOCAL CONTACT PERSON
Republic of Korea	<b>Name:</b> Mr. Kyutae Kim <b>Designation:</b> Assistant Director of Air Traffic Division <b>Address:</b> Ministry of Land, Infrastructure and Transportation (MOLIT) <b>E-mail:</b> <a href="mailto:kimkt23@korea.kr">kimkt23@korea.kr</a> ;
Singapore	<b>Name:</b> Mr. Hermizan Jumari <b>Designation:</b> Deputy Director (Planning), ATS <b>Address:</b> Civil Aviation Authority of Singapore Singapore Changi Airport, P.O. Box 1, Singapore 918141 <b>E-mail:</b> <a href="mailto:hermizan_jumari@caas.gov.sg">hermizan_jumari@caas.gov.sg</a> ;
Alternate	<b>Name:</b> Mr. Teo Tian Hong, Magnus <b>Designation:</b> Senior Chief (ATM), ATS <b>Address:</b> Civil Aviation Authority of Singapore Singapore Changi Airport, P.O. Box 1, Singapore 918141 <b>E-mail:</b> <a href="mailto:teo_tian_hong@caas.gov.sg">teo_tian_hong@caas.gov.sg</a> ;
Sri Lanka	<b>Name:</b> Mr. Rohan Manukulasooriya <b>Designation:</b> Head of Section - Air Navigation Services <b>Address:</b> Civil Aviation Authority of Sri Lanka No. 64, Galle Road, Colombo 3 <b>Tel:</b> +94 (11) 235 8910 <b>E-mail:</b> <a href="mailto:hosans@caa.lk">hosans@caa.lk</a> ;
Thailand	<b>Name:</b> Mr. Sarun Benjanirat <b>Designation:</b> Deputy Director General Acting for Director General <b>Address:</b> The Civil Aviation Authority of Thailand (CAAT) <b>Tel:</b> +662 568 8800 <b>E-mail:</b> <a href="mailto:Sarun.b@caat.or.th">Sarun.b@caat.or.th</a> ;
Alternate	<b>Name:</b> Ms. Tawika Huayhongthong <b>Designation:</b> Manager, Air Navigation Services Standard Department <b>Address:</b> The Civil Aviation Authority of Thailand (CAAT) <b>Tel:</b> +662 568 8824 <b>E-mail:</b> <a href="mailto:tawika.h@caat.or.th">tawika.h@caat.or.th</a> ;
Timor-Leste	<b>Name:</b> Mr. Carlito Noronha <b>Designation:</b> - <b>Address:</b> Civil Aviation Authority of Timor-Leste <b>E-mail:</b> <a href="mailto:manewalun88@gmail.com">manewalun88@gmail.com</a> ;
Tonga	<b>Name:</b> Dr. Vinolia Salesi <b>Designation:</b> Director for Civil Aviation <b>Address:</b> Ministry of Infrastructure – Civil Aviation Division <b>Tel:</b> + 676 28 024 <b>E-mail:</b> <a href="mailto:vinolia.fifita@gmail.com">vinolia.fifita@gmail.com</a> ; <a href="mailto:vfifita@infrastructure.gov.to">vfifita@infrastructure.gov.to</a> ;

STATE/ADMINISTRATION	FOCAL CONTACT PERSON
United States	<p><b>Name:</b> Mr. Braks Etta</p> <p><b>Designation:</b> Senior Air Traffic Representative, Asia Pacific</p> <p><b>Address:</b> Federal Aviation Administration American Embassy Singapore 27 Napier Road, Singapore 258508</p> <p><b>Tel:</b> + 65 6476-9170</p> <p><b>E-mail:</b> <a href="mailto:braks.etta@faa.gov">braks.etta@faa.gov</a></p>
Viet Nam	<p><b>Name:</b> Mr. Nguyen The Hung</p> <p><b>Designation:</b> Director, Air Navigation Department</p> <p><b>Address:</b> Civil Aviation Administration of Viet Nam 119 Nguyen Son Street, Gia Thuy Ward Long Bien District, Hanoi 10000</p> <p><b>Tel:</b> +84 24 38727912</p> <p><b>Fax:</b> +84 24 3927 4194</p> <p><b>E-mail:</b> <a href="mailto:hungand@caa.gov.vn">hungand@caa.gov.vn</a>; <a href="mailto:hungand_caav@yahoo.com">hungand_caav@yahoo.com</a></p>
Alternate	<p><b>Name:</b> Mr. Dao Xuan Hoach</p> <p><b>Designation:</b> Director, Airport Management Department</p> <p><b>Address:</b> Civil Aviation Administration of Viet Nam 119 Nguyen Son Street, Gia Thuy Ward Long Bien District, Hanoi 10000</p> <p><b>Tel:</b> +84-24-38727912</p> <p><b>Fax:</b> +84-24-38271933</p> <p><b>E-mail:</b> <a href="mailto:hoachdx@caa.gov.vn">hoachdx@caa.gov.vn</a></p>