



ICAO

International Civil Aviation Organization

Ninth Meeting of the Aerodromes Operations and
Planning Sub-Group (AOP/SG/9)

Bangkok, Thailand, 30 June to 4 July 2025

Agenda Item 6: Air Navigation Deficiency in AOP Field**STATE'S UPDATE ON APANPIRG AIR NAVIGATION DEFICIENCY IN AOP FIELD**

(Presented by the Secretariat)

SUMMARY

This Paper presents a list of Air Navigation Deficiencies endorsed by the 35th Meeting of APANPIRG (Bangkok, Thailand, 25 – 27 November 2024) in the AOP field for review and update by AOP/SG/9. The list is based on the uniform methodology for the identification, assessment and reporting of such Deficiencies as described in *Part V of the APANPIRG Procedural Handbook*.

This Paper also presents a list of AOP Focal Points nominated by States / Administrations.

1. INTRODUCTION

1.1 Under the Terms of Reference of APANPIRG, one of the primary objectives is to identify and address specific Deficiencies in the air navigation field. In meeting this objective, APANPIRG facilitates the development and implementation of action plans by States to resolve identified Deficiencies, where necessary. Consequently, APANPIRG and its Contributory Bodies regularly review Deficiencies in their respective fields and develop recommendations for remedial actions.

1.2 The uniform methodology for the identification, assessment and reporting of air navigation Deficiencies (henceforth referred to as Uniform Methodology) was prepared with the assistance of the Planning and Implementation Regional Groups (PIRGs) of ICAO and approved by the ICAO Council on 30 November 2001 for the efficient identification, assessment and clear reporting of Air Navigation Deficiencies.

1.3 To support the implementation of the Uniform Methodology, every PIRG has developed its own unique deficiency database as a means of sharing safety information related to air navigation systems and viewed/used by that respective region(s) only. The online deficiency database is available on the ICAO APAC website: <https://www.icao.int/APAC/Meetings/Pages/APANPIRG.aspx> via secure access provided by the Regional Office to States and International Organizations concerned.

2. DISCUSSION

AOP Air Navigation Deficiency List

2.1 The status of Air Navigation Deficiencies in the AOP field was reviewed by APANPIRG/35 held in Bangkok, Thailand from 25 to 27 November 2024 and the updated list of Air Navigation Deficiencies in the AOP field endorsed by APANPIRG/35 is provided in **Attachment A**.

2.2 It is the responsibility of the States concerned to establish an action plan with defined target dates for resolution of deficiencies, update the status on the corrective action taken and report progress in the Reporting Form of Air Navigation Deficiencies identified in the AOP field. The Regional Office updates the deficiency database based on written confirmation provided by the respective Administrations.

2.3 ICAO Regional Office in State Letter Ref.: AN 3/3 — AP154/24 (AGA) dated 23 December 2024 requested concerned States/Administrations to note and take action for resolving the APANPIRG Air Navigation Deficiencies. In addition, ICAO APAC Office issued the State Letter Ref. T 11/7.1 – AP-AGA0017/25 dated 16 April 2025 requesting States/Administration to submit an update to ICAO on the status of action taken with respect to the Corrective Action Plan (CAP) developed by States/Administration.

2.4 **Brunei Darussalam, Lao PDR, Nauru, Nepal, Philippines, Samoa and Thailand** provided updated corrective action plan on APANPIRG's air navigation deficiencies in AOP field. Malaysia, Philippines and Thailand provided the status on the corrective action taken on certification of aerodromes.

Resolution of Air Navigation Deficiency in AOP Field

Certification of Aerodromes Used for International Operations

2.5 **Thailand** certified Surat Thani International Airport (VTSB) and issued the Aerodrome Certificate on 18 December 2024. **Malaysia** certified Labuan Airport on 1 March 2025. Diosdado Macapagal International Airport (**Philippines**) was provided with the permanent aerodrome certificate on 22 January 2025. Therefore, the deficiencies related to the certification of three aerodromes were resolved and it is recommended to remove from the List of the Air Navigation Deficiencies in AOP field after endorsement by the AOP/SG/9 and consideration by APANPIRG/36.

Publication of the Status of the Certification in AIP AD 1.5

2.6 ICAO APAC Office has not received any further update on the deficiencies related to the Publication of the Status of the Certification of Aerodromes in AIP. The status of the deficiencies remained the same as updated by APANPIRG/35.

2.7 The updated list of Air Navigation Deficiencies in the AOP field is provided in **Attachment A** for endorsement by AOP/SG/9 and further consideration by APANPIRG/35.

AOP Focal Points

2.8 For effective and efficient communications between States / Administrations and ICAO APAC Office on AOP matters, including but not limited to the resolution of Air Navigation Deficiencies in the AOP field, AOP/SG maintained contact details of AOP Focal Points. The list of AOP Focal Points is available in **Attachment B**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and update the deficiencies listed in **Attachment A**;
- b) urge States / Administrations having Air Navigation Deficiencies in AOP Field to establish/update corrective action plans with defined target dates for resolution of deficiencies, update the status on the corrective actions taken and report progress in the Reporting Form of Air Navigation Deficiencies identified in AOP field; and
- c) note the updated list of AOP Focal Points in **Attachment B**.

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

[Endorsed and Updated by APANPIRG/35]

Updated on 16 Dec. 2020

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

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

Updated on 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. 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 11 March 2025

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>	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	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)	Completed in Q4 2024	A
					<u>ICAO APAC Comments:</u> Evidence of corrective action taken provided by Brunei were not sufficient to close this deficiency.			
	Brunei International Airport				Both Northern Parallel Taxiway and Southern Parallel Taxiway Centre line have been repainted with enhanced taxiway centre line marking with yellow and enhanced with black borders on each side in accordance with Para 5.2.8 of Annex 14, Volume I.			
					Note: Southern Parallel Twy has been closed since Q4 2024 until 1st Quarter 2026 due to upgrading under Pavement Rehabilitation Project Phase 2			

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**
				Objects on taxiway strips; vegetation on pavement joints and maintenance of joints	Obstacles on or near taxiway strips are relocated as per clearance for critical aircraft using the aerodrome. Vegetation on pavement joints have been removed and maintenance of joints on taxiway strips are carried out by contractors.	Airport Operator (DCA Aerodrome Division)	Completed in Q4 2024 ICAO APAC Comments: Evidence of corrective action taken provided by Brunei were not sufficient to close this deficiency.	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)	Replacement of non provision of ICAO compliant information signages to apron were completed in July 2024. ICAO APAC Comments: Evidence of corrective action taken provided by Brunei were not sufficient to close this deficiency.	A
		Rescue and Fire Fighting (RFF):		non provision of direct access for the rescue and fire fighting	Duly noted that there is no direct access for fire	Airport Operator (DCA)	4th Qtr. 2022 1 st Qtr. 2026	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**
				vehicles from the fire station into the runway;	fighting vehicles to the runway at the moment, but one will be concluded within the second phase of the Airfield Pavement Rehabilitation Project. Direct access for the rescue and fire fighting vehicles from the fire station into the runway has been considered to be included within the Second Phase of the Airfield Pavement Rehabilitation Project under variation Order which is estimated to be completed by 1 st Qtr .2026	Aerodrome Division)		
		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 4 th Qtr. 2025	B

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

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
					Aerodrome Division headed by Head of Aerodrome to firstly establish an in-house small airport wildlife committee			
	Brunei International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Airport operator is targeting Q4 2025 to possess an aerodrome certificate. Currently airport is still developing its aerodrome manual and sms manual.	Airport Operator (DCA Aerodrome Division)	4 th Qtr. 2025	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.	Airport operator is targeting Q4 2025 to possess an aerodrome certificate and certification publishment into AIP AD 1.5 should follow.	Airport Operator (DCA Aerodrome Division)	4 th Qtr. 2025	A

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

Updated on 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

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

Updated on 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>India</u> Mumbai International Airport	Runway	AGA mission January 2009	Runway strip is insufficient 300m strip width is not available for the full length of runway 09/27 in accordance with 3.4.3 of Annex 14, Volume I.	280m strip width for full length of runway 09/27 will be made available	MIAL	<u>31 Dec 2026</u> 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
Annex 14 Volume I	Chandigarh Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
Annex 14 Volume I	Goa Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
Annex 14 Volume I	Port Blair Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
Annex 14 Volume I	Pune Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
Annex 14 Volume I	Srinagar Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A

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**
	<u>India</u>							
Annex 14	GORAKHPUR (VEGK)	Aerodrome Certification	25 June 2024	Aerodrome yet to be certified. – Defence Aerodrome				A
Volume I	HINDAN (VIDX)	Aerodrome Certification	25 June 2024	Aerodrome yet to be certified. – Defence Aerodrome				A
Annex 14	JODHPUR (VIJO)	Aerodrome Certification	25 June 2024	Aerodrome yet to be certified. – Defence Aerodrome				A
Volume I	VISAKHAPATNAM (VOVZ)	Aerodrome Certification	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**
Annex 14 Volume I	<u>Kiribati</u>							
	Christmas Island Airport, Kiritimati	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Issued with the Interim Certificate since the Operator is not yet fully complied to the requirements	Airport Kiribati Authority	31 Dec 2023	A
	Bonriki International Airport, Tarawa	Aerodrome Certification	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
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.	The AIP will be amended to include this deficiency	Civil Aviation Authority of Kiribati (CAAK)	15 Oct 2023	A

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

Updated on ~~11 July 2023~~ 10 June 2025

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	Lao PDR 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
		Rescue and Fire Fighting (RFF):		Provision of road holding position sign at all road entrances to a runway;	Completed Installation for all international airports, for Wattay International airport 4 signs are installed.	AOL	The signs are installed for all international airports and report to DCAL on 08 July 2022	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
		Rescue and Fire Fighting (RFF):		Provision of road holding position sign at all road entrances to a runway;	Completed Installation for all international airports, for Luangprabang International airport 1 sign are installed.	AOL	The signs are installed for all international airports and report to DCAL on 08 July 2022	A

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

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
		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
	Pakse 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

Updated on 17 July 2024 24 March 2025

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	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	Dec. 2024 Certified on 01 March 2025 [Resolved]	A

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

Updated on 16 Dec. 2020

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

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

Updated on 16 Dec. 2020

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~~ **17 April 2025**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Nauru</u> Nauru International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Initiate the aerodrome certification process in accordance with ICAO Annex 14 requirements, including gap analysis, preparation of the Aerodrome Manual, stakeholder coordination, and on-site compliance inspection.	Nauru Civil Aviation Authority	Q4 2027(Subject to ICAO and Donor Support)	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.	Update and publish the certification status of the aerodrome in AIP section AD 1.5 upon progress or completion of the certification process, as per PANS-AIM guidelines.	Nauru Civil Aviation Authority	Q4 2027(Subject to ICAO and Donor Support)	A

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

Updated on 16 Dec. 2020

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

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

Updated on 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> Kalibo International Airport, Akla	Aerodrome Certification	Effective from 1 Jan 2021	Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from 2 Jan. 2024 until 30 June 2024 Status of Aerodrome Certification as of 22 Feb. 2024 (As per CAAP Website) 1 Jan. 2025 to 30 June 2025	A
	Puerto Princesa International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from 10 Dec. 2023 — 10 Jun. 2024 . Status of Aerodrome Certification as of 22 Feb. 2024 published in CAAP Website. 11 Dec. 2024 to 9 June 2025.	A
	Bohol-Panglao International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from 30 Dec. 2023 — 29 Jun. 2024 . Status of Aerodrome Certification as of 22 Feb. 2024 published in CAAP Website. 30 Dec. 2024 to 29 June 2025.	A
	Diosdado Macapagal International Airport RPLC	Aerodrome Certification	6 March, 2023	Permanent aerodrome certificate yet to be issued.			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.	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**
							Permanent Aerodrome Certificate issued on 22 January 2025. [Resolved]	

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 ² area including, taxiway strip, glide path antenna and apron area, as per Aerodrome manual of, in scope of Aerodrome maintenance plan. [Note: Partially completed]	A

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

Updated on 15 June 2021

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

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

Updated on 20 June 2024 28 May 2025

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	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. - As per section 3.4 length of runway strips (60 m) before the threshold and beyond the end of the runway is already provided. - The runway is oriented approximately North-South (02-20) direction in the airport. As per recommendations given in section 3.4, the 140 m width of runway strip throughout the runway length on the West side of runway centerline will be available with the completion of ongoing parallel taxiway extension and international apron	A

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

							expansion works by 2026. • The 140 m width of runway strip on the East side of runway centerline for northern 1340 m length of the runway will also be available with the completion of ongoing hangar area development works by 2026. • Width of runway strip on the East side of runway centerline for remaining 1740 m length of the runway towards the South will be provided by 2030.	
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AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on ~~27 March 2024~~ 16 May 2025

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 2013 Rule Exemption based on a comprehensive aeronautical study supports the 150 m runway strip width and the State has therefore accepted the lesser width. The recent changes to ICAO Annex 14 and NZ CAR Part 139 denote that the Faleolo Airport runway strip width meets the requirements for a non-precision instrument approach runway at 150 m overall width.	Civil Aviation Authority Samoa	Complete <u>ICAO APAC Comments:</u> Still non-compliance with Annex 14 Requirements.	A
		Aerodrome Pavements		Lack of maintenance of aerodrome pavements in accordance with Annex 14, 10.2	Faleolo International Airport upgraded its pavement for movement area in 2019 where a PAVER (software) training was conducted for the aerodrome operator personnel on the need to have a pavement maintenance plan.	Aerodrome Operator	December 2026	U

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

Updated on 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/Hender son Field	Runway Strip	ICAO Mission of Oct. 2015	Insufficient Runway Strip				A
		RESA		RESA at both ends of runway not provided				U
		Aerodrome Pavements		Lack of maintenance of aerodrome pavements in accordance with Annex 14, 10.2				U

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

Updated on 15 June 2022

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

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

Updated on ~~24 March 2025~~ **30 May 2025**

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 Jul 2025 . 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 81.23% 84% .	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 Jul 2025 . 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 81.23% 84%.	
	Krabi Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certify the aerodrome in accordance with aerodrome certification requirements	The Civil Aviation Authority of Thailand and Department of Airports	31 December 2024 15 September 2025	A
	Surat Thani Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certify the aerodrome in accordance with aerodrome certification requirements	The Civil Aviation Authority of Thailand and Department of Airports	31 December 2024 Certified on 28 December 2025 [Resolved]	A

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

Updated on 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.	Gov. TL and ANATL as AD operator	Estimated date: 31 December 2024	A
	Commander-in- Chief of the FALINTIL – Kay Rala Xanana Gusmão International Airport, Suai				• There is ongoing process of reallocation of the houses and habitants within the AD strip; • There is a process of the establishment of the manuals, SOPs, various Airport committees (ASC- RSCA, ERC) • Currently AD is occasionally in use for domestic general aviation and helicopters only.			

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

Updated on 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>Tonga</u> Fua'amotu International Airport	Runway Strip	ICAO Mission of Oct. 2015	Insufficient Runway Strip	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 - 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. 2. Provide 240m runway strip width at Fuaámotu International Airport.	CAD Office	1. 28 December 2023 2. 31 December 2030	A

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

Updated on 1 Nov. 2022

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

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

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

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

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

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



ICAO

**APANPIRG
AERODROMES OPERATIONS AND PLANNING SUB-GROUP (AOP/SG)**

LIST OF AOP FOCAL POINTS [Updated on 30 April 2025]

NAME	TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
1. AFGHANISTAN			
1. Engineer Najibullah	Head of Aerodrome Standardization Afghanistan Civil Aviation Authority	–	najib0107@gmail.com ;
2. AUSTRALIA			
2. Mr. Rodney Evans	ARFF Standards Lead Airservices Australia Eastern Avenue Bilinga Coolangatta Airport PO Box 300 Coolangatta QLD 4225	Tel: +61 7 5599 5909 Fax: +61 7 5590 2718	Rodney.Evans@airservicesaustralia.com ;
3. BHUTAN			
3. Mr. Sangay Wangdi	Head of Aerodrome Bhutan Civil Aviation Authority Paro International Airport, Paro, Bhutan	Tel: +975-8-271 911 Mob: +975-17119277 Fax: +975-8-271 909	swangdi@bcaa.gov.bt ;
4. BRUNEI DARUSSALAM			
4. Mr. Mohamad Fauzi bin Mohamad Sidek	Acting Deputy Director (Regulator) Department of Civil Aviation Brunei Darussalam	Tel: +673 233 0142 Mob: +673 816 8909	ddca.regulatory@dca.gov.bn ;
5. Mr. Pg Rasman bin Pg Sulaiman	Aerodrome Inspector Department of Civil Aviation Brunei Darussalam	Tel: +673 233 0142 Mob: +673 885 4714	rasman.sulaiman@dca.gov.bn ;
6. Ms. Norhidayah Haji Ismail	Air Traffic Control Officer (ANS Inspector) Department of Civil Aviation Brunei Darussalam	Tel: +673 233 0142 Mob: +673 883 4614	norhidayah.ismail@dca.gov.bn ;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
5.	CAMBODIA			
	7.	Mr. Cheav Vin	Director (Chief Aerodrome Inspector) of Department of Airport Standards and Safety, State Secretariat of Civil Aviation #44, Phnom Penh International Airport, Russian Blvd., Phnom Penh	Tel: +855 23 890 198 Mob: +855 12 96 88 76 vincheav@gmail.com ;
	8.	Mr. Eng Samreth	Deputy Director (Senior Aerodrome Inspector) of Department of Airport Standards and Safety, State Secretariat of Civil Aviation #44, Phnom Penh International Airport, Russian Blvd., Phnom Penh	Tel: +855 23 890 198 Mob: +855 98 628 811 engsamreth@gmail.com ;
	9.	Mr. Sok Sithpisey	Chief Bureau (Aerodrome Inspector) of Department of Airport Standards and Safety, State Secretariat of Civil Aviation #44, Phnom Penh International Airport, Russian Blvd., Phnom Penh	Tel: +855 23 890 198 Mob: +855 17 800 297 soksithpisey@gmail.com ;
6.	CHINA			
	10.	Mr. Ma Zhigang	Deputy Director General Department of Airport Civil Aviation Administration of China (CAAC) No.155 Dongsi Xidajie, Dong Cheng Dist., Beijing	Tel: +8610 64091804 Fax: +8610 64019967 zhg_ma@caac.gov.cn ;
	11.	Ms. Lyu Qing	Deputy Assistant Division Chief Civil Aviation Administration of China No. 155, Dongsi Xidajie, Beijing 100710	Tel: +8610 6409 2804 lvqing@caac.gov.cn ;
	12.	Mr. Liang Shixin	Intermediate Engineer CAAC General Station of Quality Supervision of Specialized Engineering No. 6 Yutong East St., Chaoyang Dist., Beijing,	Tel: +86 18801 297577 liangshixin@caac.gov.cn ;

LIST OF AOP FOCAL POINTS

NAME			TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
	13.	Mr. Guo Jingcheng	Deputy Consultant Airport Division, Civil Aviation Administration of China (CAAC), Beijing, China	Tel: +86 010-64092854	guojingcheng@caac.gov.cn ;
	14.	Mr. Yu Yali	Department of Airport Civil Aviation Administration of China	–	yl_yu@caac.gov.cn ;
HONG KONG CHINA					
	15.	Mr. Samuel NG	Assistant Director-General of Civil Aviation (Airport Standards) Civil Aviation Department Civil Aviation Department Headquarters 1 Tung Fai Road, Hong Kong Int'l Airport, Lantau, Hong Kong China	Tel: +852-2910 6010 Fax: +852-2795 8469	sng@cad.gov.hk
	16.	Ms. Rosa YIP	Acting Chief Safety Officer (Airport & Safety Regulation) Civil Aviation Department	Tel: +852-2910 6968 Fax: +852-2795 8469	rmlyip@cad.gov.hk
	17.	Mr. David WAN	Senior Safety Officer (Aerodrome and Safeguarding Regulation) Civil Aviation Department	Tel: +852-2910 6147 Fax: +852-2795 8469	dkdwan@cad.gov.hk
	18.	Miss Boleyn NG	Acting Senior Safety Officer (Airport) Civil Aviation Department	Tel: +852-2910 6973 Fax: +852-2795 8469	pmng@cad.gov.hk
	19.	Miss Carman YEUNG	Acting Senior Safety Officer (Airport) Civil Aviation Department	Tel: +852-2910 6970 Fax: +852-2795 8469	cnmyeung@cad.gov.hk
MACAO CHINA					
	20.	Mr. LAM Tat Ming (Taft)	Director of Airport Infrastructure & Air Navigation Civil Aviation Authority, Macao, China	Tel: +853 2851 1213 +853 8796 4120 Fax: +853 2833 8089	taftlam@aacm.gov.mo ;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
7.	COOK ISLANDS			
	21.	Mr. John Hosking	Ministry of Transport PO Box 61 Avarua, Rarotonga, Cook Islands	Tel: +682 28810 john.hosking@cookislands.gov.ck ;
	22.	Mr. Dennis Hoskin	Ministry of Transport PO Box 61 Avarua, Rarotonga, Cook Islands	Tel: +682 28810 dennis.hoskin@cookislands.gov.ck ;
8.	DPR KOREA (1)			
	23.	Mr. Rim Chong Il	Deputy Director of Aerodrome Department General Administration of Civil Aviation DPR of Korea	Tel: +8502 18111 Ext. 8108 Fax: +8502 3814410 Ext. 4625 gaca@silibank.net.kp ;
9.	FIJI (1)			
	24.	Mr. Ratu Maibulu Q. Laliqavoka	Technical Officer Aerodromes, Ground Safety Department Civil Aviation Authority of Fiji Private Mail Bag NAP 0354, Nadi International Airport, Nadi	Tel: +679 672 1555 Mob: +679 992 8949 maibulu.laliqavoka@caaf.org.fj ;
10.	INDIA			
	25.	Mr. Dinesh Chand Sharma	Joint Director General of Civil Aviation Directorate General of Civil Aviation Aerodrome Standards Directorate, DGCA Hqrs., New Delhi 110003	Tel: +91 11 2465 3883 dcsharma.dgca@nic.in ;
	26.	Mr. Amit Srivastava	Deputy Director of Operations Directorate General of Civil Aviation Aerodrome Standards Directorate, DGCA Hqrs., Opp. Safdarjung Airport, New Delhi 110003	Tel: +91 11 2462 2495 amits.dgca@nic.in ;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
11.	INDONESIA			
	27.	Ms. Ade Trisettyo Aerodrome Inspector Directorate of Airport - Airport Standardization Directorate General Civil Aviation Medan Merdeka Barat No. 8, Jakarta 10110	Tel: +62 350 6661	adeth_rossi@yahoo.com ;
	28.	Mr. Agung Wibowo Airport Inspector Directorate of Airport Directorate General Civil Aviation Sinath Tower, Jl. Silangit Blok B, Jakarta 10610	Tel: +62 822990 05421	agungwibowost@yahoo.com ;
	29.	Mr. Petrus Hery Tris Cahyono Airport Inspector, Directorate of Airport Directorate General Civil Aviation Sinath Tower, Silangit Blok B, Jakarta 10610	Tel: +62 81213992467	herytris07@gmail.com ;
	30.	Mr. Alexander Aerodrome Inspector Directorate General Civil Aviation Medan Merdeka Barat No. 8, Jakarta 10110	Tel: +62 350 6661	alex.dgca@gmail.com ;
12.	JAPAN			
	31.	Mr. AONO Takanari Director for Airport Operations Safety Planning and Coordination Airport Safety Office, Aviation Safety and Security Planning Division, Japan Civil Aviation Bureau, Ministry of Land, Infrastructure, Transport and Tourism	—	aono-t2ty@mlit.go.jp ;
	32.	Mr. HAYASHIDA Futoshi Chief Coordinator of Airport Safety Information Japan Civil Aviation Bureau 2-1-3 kasumigaseki, Chiyodaku, Tokyo100-8918	—	hayashida-fl17f@mlit.go.jp ;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
13.	KIRIBATI			
	33.	Mr. Tiamwa Teaiwa	Civil Aviation Authority Ministry of Information, Communications, Transport and Tourism Development Tarawa, Kiribati	— ans.ai@micttd.gov.ki ;
14.	LAO PDR			
	34.	Mr. Sengsangouane Chanthavong	Deputy Director of Aerodrome Safety and Standards Division, Department of Civil Aviation Ministry of Public Works and Transport	Tel: +85620 2222 8823 ngouane2008@yahoo.com ;
	35.	Ms. Malaythong Phimmasone	Deputy Director of Aerodrome Safety and Standards Division, Department of Civil Aviation Ministry of Public Works and Transport	Tel: +85620 5414 4354 malaythong@dcal.gov.la ; thong.dca@gmail.com ;
	36.	Mr. Komack Keochampa	Officer, Aerodrome Safety Inspector Department of Civil Aviation Ministry of Public Works and Transport	Tel: +85620 2223 9498 komack@dcal.gov.la ; okidkcp@gmail.com ;
15.	MALAYSIA			
	37.	Mr. Mahyuddin Bin Sajuri	Deputy Director, Aerodrome Standards Div. Civil Aviation Authority of Malaysia Block Podium, No. 27 Persiaran Perdana, Precint 4, 62618 Putrajaya	Tel: +603 8871 4042 mahyuddin@caam.gov.my ;
16.	MALDIVES			
	38.	Ms. Fathimath Ramiza	Director Air Navigation and Aerodrome Maldives Civil Aviation Authority Velaanaage, Ameer Ahmed Magu, Male' 20096	Tel: +960 334 2984 Fax: +960 332 3039 ramiza@caa.gov.mv ;
	39.	Ms. Aminath Shiznee	Senior Aerodrome Inspector Maldives Civil Aviation Authority, Velaanage 11 th Floor, Ameer Ahmed Magu, Male' 20096	Tel: +960 3324983 Fax: +960 3323039 civav@caa.gov.mv ; shiznee@caa.gov.mv ;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
17.	MARSHALL ISLANDS			
	40.	Mr. Alice John	Principal AVSEC/FAL/AGA Inspector Directorate of Civil Aviation P.O. Box 1114, Majuro, Marshall Islands 96960	Tel: +011(692) 625 6179 Fax: +011(692) 625 6170 alcapelle@yahoo.com ; alcapelle68@gmail.com ;
18.	MICRONESIA (FEDERATED STATES OF)			
	41.	Mr. Ryan L. Donre	Airport Safety Inspector FSM Transportation, Communications & Infrastructure, Division of Civil Aviation	— ryan.donre@tci.gov.fm ;
	42.	Mr. Glenn Harris	Assistant Secretary FSM Transportation, Communications & Infrastructure, Division of Civil Aviation	— glenn.harris@tci.gov.fm ;
19.	MONGOLIA			
	43.	Mr. Munkhbold Ganbold	Aerodrome inspector, Air Navigation Division Safety Regulation Department Civil Aviation Authority of Mongolia Buyant-Ukhaa, Khan-Uul District, Ulaanbaatar	Tel: +976 11 285048 Mob: +976 11 88013779 munkhbold.g@mcaa.gov.mn ;
20.	MYANMAR			
	44.	Mr. Kyaw Soe	Director (Aerodrome Standards & Safety) Department of Civil Aviation Headquarters Building, Airport Road, Mingalardon Tsp., 11021, Yangon, Myanmar	Tel: +951 533002 +951 533013 Fax: +951 533000 kyawsoedca@gmail.com ;
	45.	Mr. Hla Phone Zaw	Deputy Director, Aerodrome Standards & Safety Division Department of Civil Aviation Headquarters Building, Yangon, Myanmar	Tel: +951 533002 +951 533013 Fax: +951 533000 hpzdca28@gmail.com ;

LIST OF AOP FOCAL POINTS

NAME			TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
	46.	Mr. Khin Maung Myint	Adviser, Department of Civil Aviation Headquarters Building, Airport Road, Mingalardon Tsp., 11021, Yangon, Myanmar	Tel: +951 533002 +951 533013 Fax: +951 533000	kmm.dca@gmail.com ;
	47.	Mr. Tin Maung Thein	Deputy Director, Aerodrome Standards & Safety Division Department of Civil Aviation Headquarters Building, Yangon, Myanmar	Tel: +951 533002 +951 533013 Fax: +951 533000	akttaaviation@gmail.com ;
	48.	Mr. Tun Zaw	Executive Engineer, Aerodrome Standards & Safety Division, Department of Civil Aviation Headquarters Building, Yangon, Myanmar	Tel: +951 533002 +951 533013 Fax: +951 533000	tunzawdca@gmail.com ;
21.	NAURU				
	49.	Mr. Dominic Tabuna	Director, Civil Aviation Authority of Nauru 1 st Floor, Nauru International Airport, Yaren, Nauru	Tel: +674 557 3122 Mob: +674 557 3091	djtabuna@gmail.com ;
22.	NEPAL				
	50.	Mr. Deo Chandra Lal Karn	Director, Aerodrome Design and Operations Panel Wildlife Hazard Management Expert Group- Member Civil Aviation Authority of Nepal Head Office, Babarmahal, Kathmandu	Tel: +977 1 426 2324	d_karna@hotmail.com ;
	51.	Mr. Babu Ram Paudel	Director, Aerodrome Safety & Standards Department Civil Aviation Authority of Nepal Head Office, Babarmahal, Kathmandu	Tel: +977 1 448 5787 Mob: +98510 96733	paudelbabu@gmail.com ;
	52.	Mr. Dipendra Shrestha	Manager Civil Aviation Authority of Nepal Head Office, Babarmahal, Kathmandu	Tel: +977 1 426 2387	dpndrs@gmail.com ;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
23.	NEW ZEALAND			
	53.	Mr. Sean Rogers	Manager Aeronautical Services Civil Aviation Authority of New Zealand PO Box 3555, Wellington, New Zealand 6140	– aeronautical.services@caa.govt.nz ;
24.	PAKISTAN			
	54.	Engr. Muhammad Asjad	Senior Assistant. Director, Aerodrome Standards Pakistan Civil Aviation Authority	– muhammad.asjad@caapakistan.com.pk ;
25.	PALAU			
	55.	Mr. Richard Alonz	Acting Administrator Palau National Aviation Administration Palau International Airport Compound P.O. Box 6051, Koror, Republic of Palau	– pnaa@palaunet.com ; palaudgca@gmail.com ; pnaa.safety@gmail.com ; richalonz4@gmail.com ;
26.	PAPUA NEW GUINEA			
	56.	Mr Percy Sukbat	Senior Aerodrome Inspector, Civil Aviation Safety Authority	Tel: +675 3027541 Mob: +70306849 psukbat@casapng.gov.pg ;
27.	PHILIPPINES			
	57.	Mr. Arnel F. Borlado	Department Manager III, Aerodromes Development and Management Service Civil Aviation Authority of the Philippines	Tel: +639162193221 arnelfb_67@yahoo.com ;
	58.	Mr. Erwin G. Jamero	Division Chief IV, Aerodromes and Air Navigation Safety Oversight Office Civil Aviation Authority of the Philippines	Tel: +632 944 2286 egjamero@gmail.com ;
28.	REPUBLIC OF KOREA			
	59.	Mr. Jaehong Jung	Assistant Director Ministry of Land Infrastructure & Transportation No.11 Doum 6ro, Sejong self-governing city	Tel: +82 44 201 4343 Fax: +82 44 201 5635 pans2021@korea.kr ;

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NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
29.	SAMOA			
	60.	Ms. Venice Roebeck Principal Technical Officer Civil Aviation Division Ministry of Works, Transport and Infrastructure Private Bag, Apia, Samoa	Tel: +685 21 611 ext. 302	venice.roebeck@mwti.gov.ws ;
	61.	Ms. Tamara Michael Fuimaono Operations Officer, Civil Aviation Division Ministry of Works, Transport and Infrastructure Private Bag, Apia, Samoa	Tel: +685 21 611 ext. 306	tamara.michael@mwti.gov.ws
	62.	Ms. Yvonne Tuioti Mariner-Viliamu Director/ACEO Civil Aviation Civil Aviation Division Ministry of Works, Transport and Infrastructure Private Bag, Apia, SAMOA	Tel: +685 23565 direct or +685 21611 ext. 301 Mob: +685 7771463	yvonne.mariner@mwti.gov.ws
30.	SINGAPORE			
	63.	Mr. Benny Png Senior Chief (Aerodrome) Civil Aviation Authority of Singapore	–	Benny_PNG@caas.gov.sg ;
	64.	Ms. Joy Wang Principal Manager (Aerodrome Regulation) Civil Aviation Authority of Singapore	–	joy_wang@caas.gov.sg ;
31.	SOLOMON ISLANDS			
	65.	Mr. Rex Alafa Coordinator (Aerodromes) Civil Aviation Authority of Solomon Islands Ministry of Communications and Aviation P.O. Box R25. Honiara, Solomon Islands	–	alafa_r@caasi.com.sb ;
32.	SRI LANKA			
	66.	Ms. Shereena Casseer Director Aerodromes & Facilitation Civil Aviation Authority of Sri Lanka No. 152/1, Minuwangoda Road, Katunayake	Tel: +94112355800	daf@caa.lk ;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
	67.	Mr. H. M. Rangana Samanpriya	Senior Civil Aviation Inspector – Aerodromes Civil Aviation Authority of Sri Lanka No. 152/1, Minuwangoda Road, Katunayake	Tel: +9411 2358844 Fax: +9411 2257166 scaiae@caa.lk ;
33.	THAILAND			
	68.	Mr. Thittaya Sangathai	Head of Aerodrome Standards Division Civil Aviation Authority of Thailand 333/105 Laksi Plaza, Khampheng Phet 6 Rd. Talad Bangkhen, Laksi, Bangkok 10210	Tel: +66 2 568 8827 thittaya.s@caat.or.th ;
	69.	Ms. Angsana Panmongkon	Senior Public Aerodrome Standards Division Officer, Civil Aviation Authority of Thailand	Tel: +66 2 568 8827 angsana.r@caat.or.th ;
34.	TIMOR-LESTE			
	70.	Mr. Armando Da Silva	Civil Aviation Authority of Timor-Leste (AACTL) Ministry of Transports and Telecommunications Caicoli Dili, Timor-Leste	Tel: +670 78572600 asilva@aactl.gov.tl ;
35.	TONGA			
	71.	Mr. Sosaia Maáke	Assistant Secretary Technical Ministry of Infrastructure - Civil Aviation Division, (MOI/CAD) ByPass Rd.Fanga-o-Pilolevu/ Nukualofa/ Tonga	Tel: +676 28024 szmaake@gmail.com
36.	TUVALU			
	72.	Mr. Uinga Paelate	Director of Civil Aviation, Ministry for Communications and Transport Private Mail Bag, Funafuti, Tuvalu	– dca.tuvalu@gmail.com ;
37.	UNITED STATES			
	73.	Mr. Michael Watkins	Senior Air Traffic Representative, Asia Pacific Federal Aviation Administration, Air Traffic Organization, System Operations US Embassy, Singapore	– michael.w.watkins@faa.gov ;

LIST OF AOP FOCAL POINTS

NAME			TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
	74.	Mr. Khalil Elia Kodsi	Sr. Foreign Affairs Specialist Office of Airports, Suite 616 800 Independence, Avenue S.W. Washington D.C. 20591	–	Khalil.kodsi@faa.gov ;
	75.	Ms. Lilian Miller	Foreign Affairs Specialist Office of Airports, Suite 616 800 Independence, Avenue S.W. Washington D.C. 20591	Tel: +202-267-3367	Lillian.Miller@faa.gov ;
38.	VANUATU				
	76.	Ms. Jackie Langati Trief	Director Civil Aviation Authority of Vanuatu Port Vila	–	civav@vanuatu.com.vu ; jlangati.civav@vanuatu.com.vu ;
	77.	Ms. Naiany Karu	Assistant Director / Aerodromes Officer Civil Aviation Authority of Vanuatu Port Vila	–	naiany.civav@vanuatu.com.vu ;
39.	VIET NAM				
	78.	Mr. Nguyen Duong	Deputy Director - Airport Management Dept., Civil Aviation Authority of Vietnam (CAAV) 119 Nguyen Son Str., Long Bien Dist., Ha Noi	Tel: +0913211115	nguyenduong@caa.gov.vn ;
	79.	Mr. Nguyen Huu Duc	Official Civil Aviation Authority of Vietnam 199 Nguyen Son, Long Bien, Ha Noi	Tel: +84 906 528 884	nguyenhuuduc@caa.gov.vn ;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
INTERNATIONAL ORGANIZATIONS				
40.	ACI			
	80.	Mr. Ken Lau	Senior Manager – Environment and Airport Information Technology, ACI Asia-Pacific Airports Council International Hong Kong International Airport, Hong Kong	– ken@aci-asiapac.aero ;
41.	COSCAPs			
	81.	Capt. Marie Zubryckyj	Programme Coordinator COSCAP-South Asia Dhaka-1229, Bangladesh	Tel: +880 2 8901497 Fax: +880 2 8901498 mzubryckyj@icao.int ;
	82.	Mr. Sudhir Kumar Singh	Programme Coordinator, COSCAP-South East Asia Bangkok, Thailand	Tel: +6625378197 Fax: +880 2 8901498 sksingh@icao.int
	83.	Ms. Susan	COSCAP-NA Beijing 100600, P.R. China	Tel: +86-10-84001671 Fax: +86-10-84024554 sun.qun.susan@coscap-icao.org ;
42.	PACIFIC AVIATION SAFETY OFFICE			
	84.	Mr. Mike Haines	AGA Technical Advisor PASO	Tel: +64 27 240 8657 mhaines@paso.aero ;

Note:-

Representative of DCA, Niue (For reference and communication):

Mr. Bill McGregor

Director, Civil Aviation

Department of Transport, Ministry of Infrastructure

Government of Niue

Alofi, NIUE

E-mail: wkl.macgregor@gmail.com