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*International Civil Aviation Organization***Thirty-Sixth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/36)***Bangkok, Thailand, 24 to 26 November 2025***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 35th Meeting of APANPIRG (APANPIRG/35, Bangkok, Thailand, 25 to 27 November 2024) in the ATM, AOP, CNS and MET fields, and updated by the respective Sub-Group Meetings for review and action by APANPIRG/36. 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/36 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/35 and subsequently updated by the APANPIRG Sub-groups, are presented in **Appendices A to D**.

Deficiencies in the ATM and Airspace Safety fields

2.2 The Thirteenth Meeting of the ATM Sub-Group of APANPIRG (ATM/SG/13, 25-29 August 2025) and the Thirtieth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/30, 14-17 July 2025) 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:

- Designation of Restricted Areas Above the Land Areas or Territorial Waters of a State:
 - Australia has completed the corrective actions concerning the designation of restricted areas over land or territorial waters.
- 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:
 - Thailand (implementation status = 92% – Robust).

2.3 FIT-Asia/15 and RASMAG/30 agreed to the removal of the following ATM and Airspace Safety Deficiencies be recommended to APANPIRG/36:

a) Removal of Deficiency:

- Long Term Height Monitoring requirement:
 - Philippines (Remaining monitoring burden of 22% (RASMAG/30))
- ATS Datalink Deficiencies:
 - India had submitted the data link performance report for all the three FIRs, including Mumbai FIR (FIT-Asia/15).

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

Deficiencies in the AOP field

2.5 The Ninth Meeting of AOP Sub-group (AOP/SG/9, 30 June to 4 July 2025) reviewed and updated the list of Air Navigation Deficiencies in AOP field based on the information provided by **10 States (Bangladesh, Brunei Darussalam, Fiji, Lao PDR, Mongolia, Nauru, Nepal, Philippines, Samoa and Thailand)**.

2.6 The following Deficiencies have been resolved in 2025:

- a) Certification of Surat Thani International Airport (VTSB), Thailand (granted an Aerodrome Certificate on 18 December 2024).
- b) Certification of Diosdado Macapagal International Airport (RPLC), Philippines (granted a permanent aerodrome certificate on 22 January 2025).
- c) Certification of Labuan Airport (WBKL), Malaysia (granted an aerodrome certificate on 1 March 2025); and
- d) Certification of Krabi Airport, Thailand (granted an aerodrome certificate on 4 July 2025).
- e) Stopbar lights at runway holding positions at Buyant-Ukhaa International Airport.
- f) Information signs at various location of apron at Buyant-Ukhaa International Airport.

2.7 The following new deficiency has been identified for Fiji:

- a) RWY 02 CAT I Approach Lighting System (HIALS) at Nadi International Airport does not meet Annex 14, Volume I requirements.

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

Deficiencies in the CNS field

2.9 The Twenty-Ninth Meeting of the CNS Sub-group of APANPIRG (CNS/SG/29, 16 – 20 June 2025) reviewed the APANPIRG List of Air Navigation Deficiencies in the CNS fields. The only outstanding issue was the unreliability of AFS communication between Afghanistan and Pakistan.

2.10 CNS/SG/29 was informed that Pakistan has joined CRV and is ready to activate the link once Afghanistan establishes required AFS infrastructure. However, Afghanistan has provided no timeline for restoration. Therefore, it was requested that this deficiency **be removed from Pakistan's side**. **Appendix C** provides the latest status of one deficiency in CNS field.

Deficiencies in the MET field

2.11 There are currently twelve open air navigation deficiencies in the MET field across seven APAC States (**Table 1**), with corrective action plans (CAPs) either pending or under development. These deficiencies relate to gaps in aerodrome meteorological observations, SIGMET services, volcanic ash advisories, and the provision of WAFS forecasts:

Table 1: 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 Nauru	AP-MET-02 AP-MET-21	open open
Meteorological Watch Office (MWO) or SIGMET information	Democratic People's Republic of Korea Nauru	AP-MET-16 AP-MET-24	open open

MET facilities and services	Asia/Pacific States	Def. ID	Status
	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	AP-MET-04	open
	Tonga	AP-MET-17	open
WAFS forecasts or flight briefings	Kiribati	AP-MET-18	open
	Nauru	AP-MET-19	open
	Solomon Islands	AP-MET-20	open

2.12 Further information, including detailed notes, is provided in the APANPIRG Air Navigation Deficiencies Reporting Form in **Appendix D** of this paper.

Update of information in APANPIRG Air Navigation Deficiencies Reporting Form

2.13 The Meeting is invited to adopt the following Draft Conclusion:

Draft Conclusion APANPIRG/36-X - Update of information in APANPIRG Air Navigation Deficiencies Reporting Form	
What: That, 1) ICAO to update the APANPIRG Air Navigation Deficiency Database to reflect the information as presented in Appendices A - D to the WP/14 . 2) States/Administrations be urged to: a) establish corrective action plan with defined target dates for resolution of deficiencies and report the progress on the corrective action taken in the Reporting Form of Air Navigation Deficiencies identified in ATM and Airspace Safety, AOP, CNS and MET fields (Appendices A to D to the WP/14) to the ICAO APAC Office; and b) update contact details of a Focal Point (Appendix E) to coordinate actions to resolve the Deficiencies.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: Official reports providing full details of the corrective actions taken where deficiencies have been resolved be reported to the APANPIRG Sub-groups in 2026.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: 26-Nov-25	Status: Draft to be adopted by PIRG
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

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 the 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 2.13.

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ATM and Airspace Safety Deficiencies List (Updated 21 October 2025)

	Deficiencies			Corrective Action		
States/facilities	Description	Date first reported	Remarks	Executing body	Target date	Priority **
	<u>WGS-84</u> Requirements of Paragraph 1.2.1 of Annex 15					
Afghanistan	WGS-84 - Not implemented	24/6/2014		Afghanistan	TBD	A
Brunei Darussalam	WGS-84 - Not implemented	24/6/2014		Brunei Darussalam	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
	<u>AIP Format</u> Requirements of Chapter 5 of Annex 15					
Kiribati	AIP Format - Not implemented	7/7/99	ATM/AIS/SAR/SG/18 (June 2009) was advised AIP in draft stage	Kiribati		A
	<u>AIS Quality Management System</u> Requirements of Paragraph 3.6.1 of Annex 15 Quality Management System - Not implemented					
Afghanistan	AIS Quality Management System - Not implemented	24/6/2014		Afghanistan	TBD	A
Bangladesh	AIS Quality Management System - Not implemented	24/6/2014		Bangladesh	TBD	A

	Deficiencies			Corrective Action		
States/facilities	Description	Date first reported	Remarks	Executing body	Target date	Priority **
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	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	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	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
Samoa	AIS Quality Management System - Not implemented	24/6/2014		Samoa	TBD	A

	Deficiencies			Corrective Action		
States/facilities	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Solomon Islands	AIS Quality Management System - Not implemented	24/6/2014		Solomon Islands	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
	<u>Aeronautical Data Area of Responsibility</u> - requirements of Paragraph 2.1.2 of Annex 2 15 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					
Bangladesh	Aeronautical Data Promulgation Within the State's Area of Responsibility - Not implemented	29/03/2019 SAIOACG/9		Bangladesh	TBD	A
	<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					

	Deficiencies			Corrective Action		
States/facilities	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 has completed the corrective actions concerning the designation of restricted areas over land or territorial waters	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
	<u>Airspace Classification Requirements of Paragraph 2.6 of Annex 11</u>					
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		Macao Macao, 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

	Deficiencies			Corrective Action		
States/facilities	Description	Date first reported	Remarks	Executing body	Target date	Priority **
	<u>ATS Message Addressing</u> Requirements of Doc 4444 PANS-ATM Section 11.4 (Message Types and their Application)		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			
Maldives	DEP message transmission	09/08/2019	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	Maldives	TBD	A
	<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					
Afghanistan	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/6 56% APSAR/WG/10 55%	Afghanistan	2019	U
Bangladesh	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/9 65% APSAR/WG/10 66%	Bangladesh	2019	U
Bhutan	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/8 28% APSAR/WG/10 26%	Bhutan	2019	U
Brunei Darussalam	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 63% APSAR/WG/10 62%	Brunei	2019	U
Cambodia	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/9 76% APSAR/WG/10 74%	Cambodia	2019	U

	Deficiencies			Corrective Action		
States/facilities	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Macao, China	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/9 88% APSAR/WG/10 86%	Macao, China	2019	U
Cook Islands	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/8 62% APSAR/WG/10 60%	Cook Islands	2019	U
DPR Korea	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/8 71% APSAR/WG/10 70%	DPR Korea	2019	U
French Polynesia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/8 84% APSAR/WG/10 82%	French Polynesia	2019	U
Kiribati	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 26% APSAR/WG/10 25%	Kiribati	2019	U
Lao PDR	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 57% APSAR/WG/10 56%	Lao PDR	2019	U
Maldives	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/8 78% APSAR/WG/10 76%	Maldives	2019	U
Marshall Islands	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/5 17% APSAR/WG/10 17%	Marshall Islands	2019	U
Micronesia	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/5 17% APSAR/WG/10 17%	Micronesia	2019	U
Mongolia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/9 89% APSAR/WG/10 87%	Mongolia	2019	U
Myanmar	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/9 69% APSAR/WG/10 68%	Myanmar	2019	U
Nauru	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0% APSAR/WG/10 0%	Nauru	2019	U
Nepal	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/9 66% APSAR/WG/10 50%	Nepal	2019	U
New Caledonia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/8 78% APSAR/WG/10 77%	New Caledonia	2019	U

	Deficiencies			Corrective Action		
States/facilities	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Pakistan	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/9 89% APSAR/WG/10 89%	Pakistan	2019	U
Palau	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/5 17% APSAR/WG/10 17%	Palau	2019	U
Papua New Guinea	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/7 54% APSAR/WG/10 37%	Papua New Guinea	2019	U
Samoa	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0% APSAR/WG/10 0%	Samoa	2019	U
Solomon Islands	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0% APSAR/WG/10 0%	Solomon Islands	2019	U
Sri Lanka	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/9 84% APSAR/WG/10 86%	Sri Lanka	2019	U
Thailand	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/9 85% APSAR/WG/10 92%	Thailand	2025	U
Timor-Leste	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0% APSAR/WG/10 0%	Timor-Leste	2019	U
Tonga	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 70% APSAR/WG/10 68%	Tonga	2019	U
Tuvalu	Asia/Pacific SAR Plan	28/05/2022	APSAR/WG/7 0% APSAR/WG/10 0%	Tuvalu	2024	U
Vanuatu	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0% APSAR/WG/10 0%	Vanuatu	2019	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					

	Deficiencies			Corrective Action		
States/facilities	Description	Date first reported	Remarks	Executing body	Target date	Priority **
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	TBD	U
	State Responsibility to comply with the Annex 6 Height-Keeping Monitoring Requirement Annex 6 Part I Section 7.2.9 (10th Ed.) and Part II Section 2.5.2.10 (9th Ed.)					
Afghanistan	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/23	Remaining monitoring burden of 50% (RASMAG/29) 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.	Afghanistan	TBD	A
India	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/29	Remaining monitoring burden of 46% (RASMAG/30)	India	TBD	A
Nepal	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/28	Remaining monitoring burden of 45% (RASMAG/30)	Nepal	TBD	A
Philippines	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/29	Remaining monitoring burden of 40% (RASMAG/29) Remaining monitoring burden of 22% (RASMAG/30)	Philippines	TBD	A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
	Data Link Performance Monitoring and Analysis Requirements of Paragraph 2.28 and/or 3.3.5.2 of Annex 11 not met					
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. (FIT-Asia/15): India had submitted the data link performance report for all the three FIRs, including Mumbai FIR.	India	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**
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~~ 22 August 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>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 280 m 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 1000 m 1300 m out of the 3200 m length of the runway and the total work will be completed by June 2025 2026. 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> 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	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
					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.		<u>ICAO APAC Comments:</u> Evidence of corrective action taken provided by Brunei were not sufficient to close this deficiency.	
					Note: Southern Parallel Twy has been closed since Q4 2024 until 1st Quarter 2026 due to			

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**
					upgrading under Pavement Rehabilitation Project Phase 2			
				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

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**
		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 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 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**
					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			
		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 Aerodrome Division headed by Head of Aerodrome to firstly establish an in-	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**
					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 03/07/2025

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 para 5.3.4.19	FIJI Nadi International Airport RWY 02 CAT 1 Approach Lighting System (HIALS)	RWY 02 partially meets the CAT 1 Approach Lighting System requirement for cross bar placement at 150m, 450m, and 750m. The current setup of the RWY 02 Approach Lighting System is a 900m extended centerline with three (3) crossbars at 300m, 600m, & 900m.	03/07/25	RWY 02 is a Precision Approach Runway Category 1	The Aerodrome operator will install additional crossbar lights, to ensure compliance with specifications set forth for a CAT 1 Approach Lighting System prescribed in Annex 14. i.e. Additional crossbars will be installed at 150m, 450m & 750m and the crossbar at 900m will be removed.	Fiji Airports	30/12/2026	B

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	31 Dec 2026 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

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
		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 Note:- Evidence of the corrective action taken are yet to be provided by Lao PDR.	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

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**
	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 <u>Note:-</u> Evidence of the corrective action taken are yet to be provided by Lao PDR.	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

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

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**
	Diosdado Macapagal International Airport RPLC	Aerodrome Certification	6 March, 2023	Permanent aerodrome certificate yet to be issued.			<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> <p>Permanent Aerodrome Certificate issued on 22 January 2025.</p> <p>[Resolved]</p>	A

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

Updated on 16-Dec-2020 10 Nov. 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>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 (5 th Ed. 2009)	The runway hold position lights will be provided in accordance with Para 5.3.19 of ICAO Annex 14, Volume I (5 th Ed. 2009).	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. 1. By Resolution No. 455 of the Government of Mongolia (December 18, 2019), the former Chinggis Khaan International Airport was renamed Buyant-Ukhaa International Airport, and the newly constructed airport was renamed Chinggis Khaan International Airport. 2. Following the opening of the new Chinggis Khaan International Airport on 4 July 2021, all scheduled flight operations were transferred, and the new airport has been operating 24 hours a day.	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>3. Buyant-Ukhua International Airport operates only during daylight hours (UTC 23:30–11:30).</p> <p>4. The airport currently has no regular scheduled flights and is mainly used for general aviation, flight training, and emergency operations.</p> <p>5. The aerodrome corresponds to a CAT I runway, and flight operations cannot be conducted when RVR is below 550 meters. Considering the above operational conditions, installation of stop bar lights at the runway holding position of Buyant-Ukhua International Airport is considered unnecessary.</p> <p>[Resolved]</p>	

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

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
		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 work plan was developed to replace and update taxiway information signs to comply with the requirements of Annex 14. The corrective measures were implemented in 2024 to eliminate the noted deficiency, and the completion report has been submitted. [Resolved]	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>	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.	A
	Tribhuvan International Airport						<ul style="list-style-type: none"> 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 	

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

							<p>parallel taxiway extension and international apron expansion works by 2026.</p> <ul style="list-style-type: none"> • 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

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.	A

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

Updated on ~~24 March 2025~~ 5 November 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		The construction is expected to be completed in 2024 Jul 2025. Airports of Thailand Public Company Limited already has had the contractor for this	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**
					threshold), the runway strip width will be extended 150m on the right side of RWY09 centre line and 90.27m on the left side of the runway centre line (due to the marsh near the runway).		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%.	
	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 Certified on 4 July 2025 Resolved	A

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

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
	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				<ul style="list-style-type: none"> • 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

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

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.

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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
Reliable ground to ground communication as specified in the regional Air Navigation Plan (Doc.9673) Tables CNS II-1; CNS II-2 & CNS II-3	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> <p>6. The AFS communication link between Pakistan and Afghanistan remains non-operational due to the absence of a functioning AFS system</p>	CAA. Afghanistan and CAA. Pakistan For APANPIRG/36 from Pakistan- Request that this deficiency be removed from Pakistan's side.	End of 2024 No dates can be shared from Pakistan – CNS SG/29 (16-20 June 2025)	A

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action
					on the Afghanistan side. Pakistan is fully prepared and available to activate the link as soon as Afghanistan establishes the required AFS infrastructure. Afghanistan had not given any tentative timelines. Therefore, it was requested that this deficiency be removed from Pakistan's side.			

Appendix D – 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)	Democratic Peoples' Republic of Korea (DPRK) (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. See notes below for more information.	GACA, Democratic Peoples' Republic of Korea	TBC	A
Meteorological observations and reports. (Annex 3: Chapter 4)	Kiribati (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. See notes below for more information.	State designated MET authority	TBC	A
Meteorological information for operators and flight crew members, including forecasts provided by the WAFCs (Annex 3: Chapter 9)	Kiribati (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. See notes below for more information.	State designated MET authority	TBC	U
Meteorological information for operators and flight crew members, including forecasts provided by the WAFCs (Annex 3: Chapter 9)	Nauru (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. See notes below for more information.	State designated MET authority	TBC	U
Meteorological observations and reports. (Annex 3: Chapter 4)	Nauru (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. See notes below for more information.	State designated MET authority	TBC	U
Provision of SIGMET information (Annex 3, Chapter 7)	Nauru (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. See notes below for more information.	State designated MET authority	TBC	U

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)	Nepal (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. See notes below for more information.	State designated MET authority	TBC	A
Reporting of information on volcanic eruptions to civil aviation units. (Annex 3, 3.6, 4.8)	Papua New Guinea (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. See notes below for more information.	Rabaul Volcano Observatory, NWS and ASL of Papua New Guinea	TBC	A
Provision of SIGMET for volcanic ash (Annex 3: Chapter 7)	Papua New Guinea (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. See notes below for more information.	NWS of Papua New Guinea	TBC	U
Provision of SIGMET information (Annex 3, Chapter 7)	Papua New Guinea (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. See notes below for more information.	State designated MET authority	TBC	U
Meteorological information for operators and flight crew members, including forecasts provided by the WAFCs (Annex 3: Chapter 9)	Solomon Islands (AP-MET-20)	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. See notes below for more information.	State designated MET authority	TBC	U
Reporting of information on volcanic eruptions to civil aviation units. (Annex 3: 3.6, 4.8)	Tonga (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. See notes below for more information.	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"> Kiribati is now delivering observations regularly but is continuing work on upgrading its observing facility before providing resolution information. 	Open
		September 2017	APANPIRG/28 noted that Kiribati should: <ul style="list-style-type: none"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	
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"> 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). 	Open
		November 2022	APANPIRG/33 noted MET SG/26 recommended that Papua New Guinea: <ul style="list-style-type: none"> Conduct additional corrective actions, including seeking confirmation from the recipient operational units and providing evidence of the relevant established procedures; and Submit an official report to ICAO providing complete details of the action taken. 	
		September 2017	APANPIRG/28 noted that Papua New Guinea should: <ul style="list-style-type: none"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	
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"> 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). 	Open
		September 2017	APANPIRG/28 noted that Papua New Guinea should: <ul style="list-style-type: none"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	
AP-MET-09	Cambodia	September 2018	Removed from the open List, APANPIRG/29 Decision 29/23 refers	Closed

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-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"> 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. 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. Nepal was in the process of procuring a solution to provide SIGMET in IWXXM form. 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. 	
		September 2017	APANPIRG/28 noted that Nepal should: <ul style="list-style-type: none"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	
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"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	Open
AP-MET-17	Tonga	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> Tonga is developing an MOU between organisations involved in providing and sharing volcanic activity information, which includes the procedures to be followed. 	Open
		November 2022	APANPIRG/33 noted MET SG/26 recommended that Tonga: <ul style="list-style-type: none"> Conduct additional corrective actions, including seeking confirmation from the recipient operational units and providing evidence of the relevant established procedures; and Submit an official report to ICAO providing complete details of the action taken. 	
		September 2017	APANPIRG/28 noted that: <ul style="list-style-type: none"> 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. 	

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 2018	MET SG/22 noted that: <ul style="list-style-type: none"> VAAC Wellington was coordinating with Tonga on the validation of corrective action taken to resolve the Deficiency. 	
		29 May 2017	MOI, Civil Aviation Division, advised that: <ul style="list-style-type: none"> 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. 	
		10 May 2013	Ministry of Infrastructure (MOI), Civil Aviation Division, advised that: <ul style="list-style-type: none"> 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. 	
AP-MET-18	Kiribati	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> Kiribati, Nauru and Solomon Islands are working with their local users to determine whether there is any requirement for local WAFS information provision. 	Open
		September 2017	APANPIRG/28 noted that Kiribati should: <ul style="list-style-type: none"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	
AP-MET-19	Nauru	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> Kiribati, Nauru and Solomon Islands are working with their local users to determine whether there is any requirement for local WAFS information provision. 	Open
		September 2017	APANPIRG/28 noted that Nauru should: <ul style="list-style-type: none"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	
AP-MET-20	Solomon Islands	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> Kiribati, Nauru and Solomon Islands are working with their local users to determine whether there is any requirement for local WAFS information provision. 	Open
		September 2017	APANPIRG/28 noted that Solomon Islands should: <ul style="list-style-type: none"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	
		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"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	Open

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-22	Papua New Guinea	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> 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). 	Open
		September 2017	APANPIRG/28 noted that Papua New Guinea should: <ul style="list-style-type: none"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	
AP-MET-23	Solomon Islands	November 2022	Removed from the open List; refer to: <ul style="list-style-type: none"> Conclusion APANPIRG/33/14 – <i>Update of information in APANPIRG Air Navigation Deficiencies Reporting Form</i>; APANPIRG/33 WP/14 – <i>STATUS OF AIR NAVIGATION DEFICIENCIES IN THE ASIA/PAC REGION</i>; APANPIRG/33 WP/13 – <i>METEOROLOGY SUB-GROUP (MET SG/26) REPORT</i>; and APANPIRG/33 IP/08 – <i>RECTIFICATION OF APANPIRG AN DEFICIENCY AP-MET-23</i> 	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].	
		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-24	Nauru	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> 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). 	Open
		September 2017	APANPIRG/28 noted that Nauru should: <ul style="list-style-type: none"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	

Acronyms/Abbreviations/Definitions (used in this document)

ACC	— Area control centre
ASL	— Air Services Ltd.

Acronyms/Abbreviations/Definitions (used in this document)

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

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ICAO

LIST OF FOCAL POINT FOR AIR NAVIGATION DEFICIENCIES

Updated: 9 October 2025

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India	Name: Mr. Moosa Thudhathifanuge Designation: Executive Director (ATM-Air Space Management) Address: Airports Authority of India Rajiv Gandhi Bhawan Safdarjung Airport New Delhi – 110003 Tel: +91 11 20819167 Fax: +91 11 24610528 Mob: +91 9447166566, +91 8075078714 Email: edasm@aai.aero ;
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