

International Civil Aviation Organization

ICAO

WORKING PAPER**ICAO Asia and Pacific (APAC)**Twenty-Seventh Meeting of the Meteorology Sub-Group
(MET SG/29)

Bangkok, Thailand, 18 to 22 August 2025

Agenda Item 5: Planning and monitoring**TECHO INTERNATIONAL AIRPORT (VDTI) TO JOIN ROBEX NETWORK FOR
INTERNATIONAL OPMET DATA EXCHANGE**

(Presented by Cambodia)

SUMMARY

A new international airport name Techo International Airport (ICAO Code: VDTI) will operation at south of Phnom Penh Capital City of Kingdom of Cambodia on 04 September 2025. Meteorological services for Techo International Airport (VDTI) will provide regularly and fully match with ICAO's standards in Annex 3. It is required for Techo International Airport (VDTI) to be incorporated into ROBEX scheme for international OPMET data exchange to facilitate flights to and from Techo International Airport (VDTI).

1. INTRODUCTION

1.1 A new international airport name Techo International Airport by Royal Government of Kingdom of Cambodia and received the official code from International Civil Aviation Organization as VDTI which is located at south of Phnom Penh Capital City of Kingdom of Cambodia, also refer to Cambodia AIP, Cambodia will operation Techo International Airport (VDTI) at 0000 UTC on 04 September 2025 and Phnom Penh International Airport (VDPP) is officially close at 1700 UTC on 08 September 2025. Thereafter all flights operating at Phnom Penh International Airport (VDPP) are advised to relocate their operations to Techo International Airport (VDTI). Meteorological services for flight operation to and from Techo International Airport (VDTI) include aerodrome observations, warnings, forecasts (METAR/SPECI, TAF, TREND, AD WRNG, and aerodrome local routine/special observations provide for arriving and departure aircraft), that fully match with ICAO's standards in Annex 3.

2. DISCUSSION

2.1 Techo International Airport (VDTI) has officially been included in Cambodia AIP and processing of proposal to ICAO office to update APAC ANP, Volume I, Part II – Aerodrome/ Aerodrome Operations (AOP) (Table AOP I-1: International aerodromes required in the Asia/Pacific Regions) *see Appendix A*; APAC ANP, Volume I, Part IV – Air Traffic management (ATM) (Table ATM I-1: Flight Information Regions (FIR)/Upper Information Regions (UIR) in the Asia/Pacific Regions) *see Appendix B*; and APAC ANP, Volume II, Part II – Aerodrome/ Aerodrome Operations (AOP) (Table AOP II-1: Requirements and capacity assessment in international aerodrome in the Asia

and Pacific Regions) *see Appendix C*; APAC ANP, Volume II, Part V – Meteorology (MET) (Table MET II-1: Meteorological Watch Offices) *see Appendix D*; and (Table MET II-2: Aerodrome Meteorological Offices) *see Appendix E*; also update APAC ROBEX HANDBOOK, Appendix A- Collection and Dissemination of METAR (SA) Bulletins (Table A: METAR) *see Appendix F*; and Appendix B- Collection and Dissemination of TAF (FT) Bulletins (Table B: TAF) *see Appendix G*.

2.2 In parallel with this paper, Cambodia need Bangkok ROC and RODB to seek help with ROBEX to update procedure for incorporation Techo International Airport (VDTI) with AFS: VDTIYMYX into ROBEX scheme in order to facilitate flights to and from Techo International Airport (VDTI).

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) acknowledge the information presented above regarding VDTI Meteorological services; and
- b) consider to update ROBEX system with adding Techo International Airport (VDTI) into the international OPMET exchange network to facilitate relevant international flight operations.

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APPENDIX [A]

Appendix 1

Editorial Note: Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted)

Amend Table AOP I-1 – International aerodromes required in the Asia/Pacific Region. Add/delete the following requirements under Cambodia.

Table AOP I-1

Location Indicator	Name of City/Aerodrome	Designation
CAMBODIA		
VDP	PHNOM PENH/Phnom Penh Intl	RS
VDI	PHNOM PENH/Techo Intl	RS
VDSA	SIEM REAP/Siem Reap Angkor Intl	RS
VDSV	PREAH SIHANOUK/Sihanouk Intl	RS

Explanation of the Table AOP I-1

City/Aerodrome: Name of the city and aerodrome, preceded by the location indicator.
Designation: Designation of the aerodrome as:
RS — international scheduled air transport, regular use;
RNS — international non-scheduled air transport, regular use;
AS — international scheduled air transport, alternate use;
ANS — international non-scheduled air transport, alternate use.

Note 1 — when an aerodrome is needed for more than one type of use, normally only the use highest on the above list is shown.

[Example — an aerodrome required for both RS and AS use would only be shown as RS in the list.]

Note 2 — when the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of the name of a city.

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Appendix 2

Editorial Note: Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted)

Amend Table ATM I-1 – Flight Information Regions (FIR)/Upper Information Regions (UIR) in the Asia/Pacific Regions. Add/delete the following requirements under Cambodia.

Table ATM I-1

...

FIR/UIR Location Indicator	Lateral limits coordinates	Remarks
1	2	3
...
Phnom Penh (VDPP VDPF)	FIR Phnom Penh <i>To be incorporated</i>	
...

Explanation of the Table ATM I-1

Column:

1. Name of the FIR/UIR / Location Indicator according to Doc 7910
2. Description of FIR/UIR lateral limits;
 - a. Describe separately in the table the limits of the UIRs if they are not similar to the FIRs limits.
3. Remarks — additional information, if necessary.
 - a. Describe vertical limits if necessary.

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Appendix 3

Editorial Note: Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted)

Amend ANP Volume II Part II, Table AOP II-1 — Requirements and capacity assessment in international aerodromes in the Asia and Pacific Regions, Add/delete the following requirements under Cambodia.

Table AOP II-1

City/Aerodrome/Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
CAMBODIA					
VDRP PHNOM PENH/Phnom Penh Intl	9	4D	06	NPA	A300B4-200
RS			23	PA1	
VDTI PHNOM PENH/Techo Intl	9	4F	05	PA2	A380/ B747-8
RS			23	PA2	
VDSA SIEM REAP/Siem Reap Angkor Intl	9	4E	05	PA1	A340-600 A350-1000/ B747-300
RS			23	PA1	
VDSV PREAH SIHANOUK/Sihanouk Intl	7	4C	03	NPA	B324 A321/ B737-9
RS			21	PA1	

Explanation of the Table AOP II-1

Note: Columns 3 to 5 for physical characteristics relate to runways and taxiways. The physical characteristics of taxiways and aprons should be compatible with the aerodrome reference code (Column 3) and appropriate for the runways with which they are related.

Column:

1. Name of the city and aerodrome, preceded by the location indicator.

Note 1— When the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of a city.

Designation of the aerodrome as:

RS — international scheduled air transport, regular use;
RNS — international non-scheduled air transport, regular use;
AS — international scheduled air transport, alternate use; and
ANS — international non-scheduled air transport, alternate use.

2. Required rescue and firefighting service (RFF). The required level of protection expressed by means of an aerodrome RFF category number, in accordance with Annex 14, Volume I, 9.2.
3. Aerodrome reference code (RC). The aerodrome reference code for aerodrome characteristics expressed in accordance with Annex 14, Volume I, Chapter 1. The code letter or number within an

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element selected for design purposes is related to the critical aeroplane characteristics for which the facilities are provided.

4. Runway Designation numbers.
5. Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume I, Chapter 1, are:
 - NINST — non-instrument runway;
 - NPA — non-precision approach runway;
 - PA1 — precision approach runway, Category I;
 - PA2 — precision approach runway, Category II;
 - PA3 — precision approach runway, Category III.
6. Remarks. Additional information including critical design aircraft selected for determining RC, critical aircraft selected for determining the RFF category and critical aircraft for pavement strength. Only one critical aircraft type is shown if it is used to determine all the above three elements: otherwise different critical aircraft types need to be shown for different elements.

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Appendix 4

Editorial Note: Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (**text to be inserted**)

Amend Table MET II-1 — Meteorological Watch Offices. Add/delete the following requirements under Cambodia.

TABLE MET II-1

State	FIR or CTA Where Meteorological Service is Required		Responsible Meteorological Watch Office		Meteorological Service To Be Provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WG)	AIRMET (WA)
1	2	3	4	5	6	7	8	9
...
Cambodia	PHNOM PENH FIR / SRR	VDPP VDPP	PHNOM PENH	VDPP	Y	Y	Y	N
...

Explanation of the Table MET II-1

Column:

1. Name of the State where meteorological service is required
2. Name of the Flight Information Region (FIR) or Control Area (CTA) where meteorological service is required
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
3. ICAO location indicator of the FIR or CTA
4. Name of the meteorological watch office (MWO) responsible for the provision of meteorological service for the FIR or CTA
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
5. ICAO location indicator of the responsible MWO
6. Requirement for SIGMET information (excluding for volcanic ash and for tropical cyclones) to be provided by the MWO for the FIR or CTA concerned, where:
Y – Yes, required
N – No, not required

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7. Requirement for SIGMET information for volcanic ash to be provided by the MWO for the FIR or CTA concerned, where:
Y – Yes, required
N – No, not required
8. Requirement for SIGMET information for tropical cyclone to be provided by the MWO for the FIR or CTA concerned, where:
Y – Yes, required
N – No, not required
9. Requirement for AIRMET information to be provided by the MWO for the FIR or CTA concerned, where:
Y – Yes, required
N – No, not required

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Appendix 5

Editorial Note: Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (**text to be inserted**)

Amend Table MET II-2 – Aerodrome Meteorological Offices. Add/delete the following requirements under Cambodia.

TABLE MET II-2

State	Aerodrome (listed in Tables AOP) where meteorological service is to be provided			Responsible aerodrome meteorological office		Observations and forecasts to be provided					METAR/SPECI and TAF availability
	Name	ICAO Location Indicator	Use	Name	ICAO Location Indicator	METAR/SPECI	State of the runway	Trend forecast	TAF	Temperature Tx/Tn	
1	2	3	4	5	6	7	8	9	10	11	12
...
Cambodia	PHNOM PENH	VDPP	RS	PHNOM PENH	VDPP	X		X	T	N	4
	TECHO	VDTI	RS	PHNOM PENH	VDPP	Y		Y	T	N	4
	SIEM REAP	VDSR	AS	PHNOM PENH	VDPP	X		Y	T	N	4
	SIEM REAP ANGKOR	VDSA	RS	PHNOM PENH	VDPP	Y		Y	T	N	4
	SIHANOUK	VDSV	RS	PHNOM PENH	VDPP	Y		Y	T	N	4
...

Explanation of the Table MET II-2

Column:

- Name of the State where meteorological service is required
- Name of the aerodrome (listed in Tables AOP) where meteorological service is required
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- ICAO location indicator of the aerodrome (listed in Tables AOP)
- Designation of the aerodrome (listed in Tables AOP):
RG – international general aviation, regular use
RS – international scheduled air transport, regular use
RNS – international non-scheduled air transport, regular use
AS – international scheduled air transport, alternate use
ANS – international non-scheduled air transport, alternate use

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5. Name of the aerodrome meteorological office responsible for the provision of meteorological service
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
6. ICAO location indicator of the responsible aerodrome meteorological office
7. Requirement for METAR/SPECI from the aerodrome concerned, where:
Y – Yes, required
N – No, not required
8. Requirement for information on the state of the runway provided by the appropriate airport authority to be included as supplementary information in METAR/SPECI from the aerodrome concerned, where:
Y - Yes, required
N- No, not required
9. Requirement for trend forecast to be appended to METAR/SPECI from the aerodrome concerned, where
Y - Yes, required
N- No, not required
10. Requirement for TAF from the aerodrome concerned, where
T – Requirement for 12/18/24-hour validity aerodrome forecasts in TAF code (12/18/24H)
X – Requirement for 30-hour validity aerodrome forecasts in TAF code (30H)
N – No, not required
11. Requirement for maximum and minimum temperature (expected to occur during the period of validity of the TAF) to be included in TAF from the aerodrome concerned, where:
Y - Yes, required
N- No, not required
12. Availability of METAR/SPECI and TAF from the aerodrome concerned, where:
F – Full availability: OPMET information as listed issued for the aerodrome all through the 24-hour period
P – Partial availability: OPMET information as listed not issued for the aerodrome for the entire 24-hour period

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APPENDIX [F]

Appendix 1

Editorial Note: Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted)

Amend ROBEX Handbook Appendix A – Collection and Dissemination of METAR (SA) Bulletins. Add/delete the following requirements under Cambodia.

TABLE A: METAR

1		2			3	4	5	
ROC		METAR Bulletin			Bul. Time	Available	DISSEMINATION TO	
Name	CCCC	BUL No.	CCCC	Aerodrome			RODB/ROC	AFTN Address
ASIA/PAC REGION								
*	*	*	*	*	*		*	*
*	*	*	*	*	*		*	*
*	*	*	*	*	*		*	*
Bangkok	VTBB	SAAE32	VDTI	TECHO PHNOM PENH SIHANOUK SIEM REAP ANGKOR / Siem Reap Angkor Intl VIENTIANE (Wattay) MANDALAY INTERNATIONAL NAYPYITAW INTERNATIONAL YANGON INTERNATIONAL	HH+00/30 HH+00/30 HH+00/30 HH+00/30 HH+00/30 HH+00/30 HH+00/30 HH+00/30		BANGKOK BRISBANE NADI SINGAPORE TOKYO Beijing Colombo Delhi Hong Kong Incheon Jakarta Kolkata Kuala Lumpur Mumbai	VTBBYPYX YBBBYPYX NFFNYPYX WSZZYPYM RJTDYPYX ZBBBYPYX VCCCPYX VIDPYPYX VHZZYPYX RKSYPYX WIZZMCMC VECCYPYX WMZZYPYR VABYPYX
*	*	*	*	*	*		*	*
*	*	*	*	*	*		*	*
*	*	*	*	*	*		*	*

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Appendix 2

Editorial Note: Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (**text to be inserted**)

Amend ROBEX Handbook Appendix B – Collection and Dissemination of TAF (FT) Bulletins.
Add/delete the following requirements under Cambodia.

TABLE B: TAF

1 ROC		2 TAF Bulletin						3 Dissemination	
Name	CCCC	BUL No.	CCCC	Aerodrome	Filing time	Start of validity	TAF validity	RODB/ROC	AFTN address
.
.
.
Bangkok	VTBB	FTAE32	VDTI	TECHO PHNOM PENH SIHANOUK SIEM REAP ANGKOR Siem Reap Angkor Intl HAZRAT SHAHJALAL INTL APT VIENTIANE (Wattay) MANDALAY INTERNATIONAL NAYPYITAW INTERNATIONAL YANGON INTERNATIONAL	0535 1135 1735 2335	0600 1200 1800 0000	24 18 (24) 24 18 (24) 24 18 (24) 24 30 24 24 24 24	BANGKOK BRISBANE NADI SINGAPORE TOKYO Bahrain Beijing Beirut Delhi Hong Kong Jeddah Karachi Kuala Lumpur Mumbai Incheon Tehran Wellington	VTBBYPYX YBBBYPYX NFFNYPYX WSZZYPYM RJTDYPYX OBZZYPYX ZBBBYPYX OLLLYPYX VIDPYPYX VHZZYPYX OEJDYPYX OPZZYPYX WMZZYPYR VABYPYX RKSIYPYX OIIIYPYX NZZZYPYX
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