



ICAO

*International Civil Aviation Organization***The Sixth Meeting of the Asia/Pacific Aerodrome Design and Operations Task Force (AP-ADO/TF/6)***Langkawi, Malaysia, 18 to 21 February 2025***Agenda Item 2: Review Outcome of Relevant Meetings****RELEVANT OUTCOMES OF APANPIRG/35**

(Presented by the Secretariat)

**SUMMARY**

This paper presents the outcomes of APANPIRG/35 (Bangkok, Thailand, 25 to 27 November 2024) relevant to Aerodrome Operations and Planning field.

**1. INTRODUCTION**

1.1 The Thirty-fifth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/35) was held in Bangkok, Thailand from 25 to 27 November 2024.

1.2 The Meeting was attended by 163 participants from 26 Member States, 2 Special Administrative Regions of China and 6 International Organizations. The meeting adopted 11 Conclusions and 2 Decision. The Report of APANPIRG/35 is available at:

<https://www.icao.int/APAC/Meetings/Pages/2024-APANPIRG-35.aspx>

Among 11 Conclusions adopted by APANPIRG/35, two conclusions are related to Aerodrome Operations and Planning field.

**2. DISCUSSION**

2.1 The outcomes of APANPIRG/35 relevant to this Task force are summarized in the ensuing paragraphs.

Report on the Eighth Meeting of AOP Subgroup (AOP/SG/8)

2.2 APANPIRG/35 reviewed the report of the Eighth Meeting of the Aerodrome Operations and Planning Subgroup (AOP/SG/8) held in Bangkok, Thailand from 15 to 19 July 2024 and noted that AOP/SG/8 had adopted 4 (Four) Conclusion and 3 (Three) Decisions that were of a purely technical or operational nature. The full report of AOP/SG/8 is available at the following URL: <https://www.icao.int/APAC/Meetings/Pages/2024-AOP-SG-8.aspx>.

*Draft Regional Guidance for Design and Operations of Altiports*

2.3 APANPIRG/35 noted that the AP/ADO/TF/5 had reviewed in detail the Draft Regional Guidance for Design and Operations of Altiports which was developed by the participating States (China, Fiji, India, Indonesia and Nepal (lead)) of the AP-ADO/TF.

2.4 APANPIRG/35 adopted Conclusion APANPIRG/35/2 formulated by AP-ADO/TF/5 and endorsed by AOP/SG/8:

Conclusion APANPIRG/35/2: Regional Guidance for Design and Operations of Altiports		
What: That, Regional Guidance for Design and Operations of Altiports (Appendix B to the Report on Agenda Item 3.1) developed by AP-ADO/TF and endorsed by AOP/SG/8 be forwarded to Air Navigation Bureau.		Expected impact: <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: To submit the Draft Regional Guidance for review by the Ad hoc Working Group formed under Aerodrome Design and Operation Pannel (ADOP) to develop the Global Guidance on Design and Operations of Altiports.	Follow-up: <input type="checkbox"/> Required from States	
When: 27-Nov-24	Status:	Adopted by PIRG
Who: <input type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: XXXX		

2.5 Based on the above Conclusion ICAO Asia and Pacific Office sent the above document to the Air Navigation Bureau for review by the Ad hoc Working Group formed under Aerodrome Design and Operation Pannel (ADOP) to further review and develop the Global Guidance on Design and Operations of Altiports (IOM Ref.: AN 3/3 – AP-AGA0072/24 dated 23 December 2024 refers).

*ICAO Asia-Pacific Wildlife Hazard Management Go-Team Methodology*

2.6 APANPIRG/35 noted that the AP-WHM/WG had developed the Wildlife Hazard Management (WHM) Go-Team Mission Programme Document to attach to the Asia/Pacific WHM Go-Team Methodology which was approved by APANPIRG/34 in December 2023.

2.7 APANPIRG/35 adopted the Conclusion APANPIRG/35/3 formulated by AP-WHM/WG/6 and endorsed by AOP/SG/8:

<b>Conclusion APANPIRG/35/3: ICAO Asia-Pacific WHM Go-Team Assistance Mission Programme Document</b>			
What:		Expected impact:	
<ul style="list-style-type: none"> <li>States with needs to enhance WHM be encouraged and invited to host WHM Go-Team Assistance Mission; and</li> <li>ICAO Asia/Pacific WHM Go Team Assistance Mission Programme Document provided in Appendix C to the Report on Agenda Item 3.1 be included as an Appendix to the ICAO Asia/Pacific WHM Go-Team Methodology and published on the ICAO APAC Website.</li> </ul>		<input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical	
Why:	To assist States in WHM	Follow-up:	<input checked="" type="checkbox"/> Required from States
When:	27-Nov-24	Status:	Adopted by PIRG
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: AP-AA/WG			

2.8 ICAO Asia/Pacific WHM Go-Team Methodology along with the WHM Go-Team Assistance Mission Programme has been published on the ICAO APAC Website, eDocuments webpage under AGA heading and can be accessed at <https://www.icao.int/APAC/Pages/eDocs.aspx>.

*Status on Certification of Aerodromes in Asia Pacific States*

2.9 APANPIRG/35 noted that out of 370 aerodromes used for international operations in Asia and Pacific Regions 337 aerodromes have been certified as of 25 June 2024 corresponding to 91.08% progress.

*Status of Air Navigation Deficiencies in AOP Field*

2.10 APANPIRG/35 approved the list of Air Navigation Deficiencies in the AOP field reviewed by and submitted through AOP/SG/8.

*Resolution of Air Navigation Deficiency in Certification of Aerodromes used for International Operations*

2.11 APANPIRG/35 noted that Ninoy Aquino International Airport (RPLL) had been certified and issued the Permanent Aerodrome Certificate on 22 December 2023.

2.12 APANPIRG/35 added the following four aerodromes used for international operations in India in the updated list of the Air Navigation Deficiency in AOP Field:

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

*Publication of the status of certification of aerodromes in AIP AD 1.5*

2.13 APANPIRG/35 noted that China, Samoa, Solomon Island, Tonga, Vanuatu and Viet Nam resolved the deficiency related to the publication of the status of certification of aerodromes in their AIPs AD 1.5.

2.14 The list of the outstanding Air Navigation Deficiencies in AOP field endorsed by APANPIRG/35 is in **Appendix A**.

*Challenges in AOP Fields and Priorities for 2025*

2.15 APANPIRG/35 noted that AOP/SG had identified following Challenges in AOP field:

- a) Transposition of Annex 14 SARPs (especially Recommendations) into National Aerodrome Standards;
- b) Implementation of new SARPs on Obstacle Limitation Surfaces with effective dates in July 2025 and applicability dates in November 2030; and
- c) Implementation of new SARPs on Ground Handling with effective dates in July 2025 and applicability in November 2026.

2.16 To address the above challenges, the AOP/SG has planned to conduct following activities in 2025:

- a) Workshop on Transposition of Annex 14 SARPs into National Aerodrome Standards: State Letter Ref.: T 11/5.13.3 — AP134/24 (AGA) has been
- b) Organize Regional Workshop on OLS to create awareness on new SARPs and their implementation Challenges. – For this we have developed Special Implementation Project Proposal for funding support from HQ.
- c) Discuss ground handling matters in AP-AA/WG/7 inviting WPs from CAAs, Aerodrome Operators, Airlines Operators, Ground Handling Service Providers to share best practices and exchange experiences in addressing challenges.

### **3. ACTION BY THE MEETING**

3.1 The Meeting is invited to:

- a) note the information contained in this paper;
- b) note APANPIRG Conclusions 35/3 and 35/4 (paragraphs 2.4 and 2.7 refer) and encourage States/Administrations to host ICAO APAC WHM Go-Team assistance missions if they need assistance in WHM areas; and
- c) discuss any other relevant matters as appropriate.

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

[Updated at APANPIRG/35]

Updated on 16 Dec. 2020

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

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

Updated on 12 June 2024

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b><u>Bangladesh</u>  Hazrat Shahjalal International Airport, Dhaka</b>	<b>Runway/ Taxiway</b>	<b>ICAO mission April 2009</b>	Runway strip width insufficient (280m strip not available for the full length of runway);	runway strip in accordance with Annex 14, Volume I will be provided	CAABD	Runway strip width 280m available for the full length of runway  (Mitigation measures for storm water drain on the western side strip, is being replaced with concrete hollow pipes into graded surface.  Construction work has been completed for around 1000m out of the 3200m length of the runway and the total work will be completed by June 2025. No obstructions on graded area).	A

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

Updated on 16 Dec. 2020

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

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

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



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

Updated on 25 June 2024

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>China</u>							
	Hualien Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Taichung Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Tainan Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A

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

Updated on 25 June 2024

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

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

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
	<u>India</u>							
<b>Annex 14</b>	<b>GORAKHPUR (VEGK)</b>	<b>Aerodrome Certification</b>	25 June 2024	Aerodrome yet to be certified. – Defence Aerodrome				A
<b>Volume I</b>	<b>HINDAN (VIDX)</b>	<b>Aerodrome Certification</b>	25 June 2024	Aerodrome yet to be certified. – Defence Aerodrome				A
<b>Annex 14</b>	<b>JODHPUR (VIJO)</b>	<b>Aerodrome Certification</b>	25 June 2024	Aerodrome yet to be certified. – Defence Aerodrome				A
<b>Volume I</b>	<b>VISAKHAPATNAM (VOVZ)</b>	<b>Aerodrome Certification</b>	25 June 2024	Aerodrome yet to be certified				A

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

Updated on 16 June 2023

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

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

Updated on 11 July 2023

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b><u>Lao PDR</u></b>							
	<b>Wattay International Airport</b>	<b>Taxiway</b>	<b>ICAO Mission of March 2011</b>	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
		<b>Wildlife Hazards:</b>		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
	<b>Luang Prabang International Airport</b>	<b>Taxiway</b>		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
		<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.		DCAL and AOL	Aerodrome Certification will be completed in December 2023 (on Process)	A
	<b>Savannakhet International Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.		DCAL and AOL	Aerodrome Certification will be completed in December 2024	A

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

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

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

Updated on 17 July 2024

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

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

Updated on 16 Dec. 2020

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



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

Updated on 16 Dec. 2020

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

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

Updated on 16 Dec. 2020

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

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

Updated on 16 Dec. 2020

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

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

Updated on 27 March 2024

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b><u>Philippines</u></b>							
	<b>Kalibo International Airport, Akla</b>	<b>Aerodrome Certification</b>	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)	A
	<b>Puerto Princesa International Airport</b>	<b>Aerodrome Certification</b>	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.	A
	<b>Bohol-Panglao International Airport</b>	<b>Aerodrome Certification</b>	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.	A
	<b>Diosdado Macapagal International Airport RPLC</b>	<b>Aerodrome Certification</b>	6 March, 2023	Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from 7 Jan. 2024 until 7 Jul. 2024. Status of Aerodrome Certification as of 22 Feb. 2024 published in CAAP Website.	A

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

Updated on 16 Dec. 2020

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

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

Updated on 15 June 2021

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

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

Updated on 20 June 2024

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14, Volume I</b>	<b><u>Nepal</u></b> <b>Tribhuvan International Airport</b>	<b>Runway/ taxiways</b>	<b>ICAO Mission of February 2008</b>	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

## 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>Samoa</u>  Faleolo International Airport	Runway Strip	ICAO Mission of Oct. 2015	Insufficient Runway Strip				A
		Aerodrome Pavements		Lack of maintenance of aerodrome pavements in accordance with Annex 14, 10.2				U



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

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

Updated on 28 June 2024

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14, Volume I	<u>Thailand</u>  Phuket International Airport	Runway	AGA mission of July 2009	RESA to satisfy Section 3.5 of Annex 14, Volume I requirements.	RESA will be provided at the end of both RWY09 and RWY27 to satisfy Section 3.5 of Annex 14, Volume I requirements.  Remark: - Dimension of RESA RWY09 is 150x190 m. - Dimension of RESA RWY27 is 150x120 m.	Airports of Thailand Public Company Limited	The construction is expected to be completed in 2024.  Airports of Thailand Public Company Limited already has had the contractor for this construction's project and the safety assurance and project management documentation has been approved by the Civil Aviation Authority of Thailand to ensure that the aerodrome can continue to operate safely during the project. Currently, the construction progress is 81.23%	U
				Runway strip width insufficient (280m runway strip for precision approach runways in accordance with Para 3.4.3 of Annex 14, Volume I.	300m runway strip width will be made available. Except 111.4m length at the beginning of RWY09 (60m strip length before RWY09 threshold plus 51.4m length beyond the threshold), the runway strip width will be extended 150m on the right		The construction is expected to be completed in 2024.  Airports of Thailand Public Company Limited already has had the contractor for this construction's project and the safety assurance and project management documentation has been approved by the Civil	A

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

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
					side of RWY09 centre line and 90.27m on the left side of the runway centre line (due to the marsh near the runway).		Aviation Authority of Thailand to ensure that the aerodrome can continue to operate safely during the project. Currently, the construction progress is 81.23%	
	<b>Krabi Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certify the aerodrome in accordance with aerodrome certification requirements	The Civil Aviation Authority of Thailand and Department of Airports	31 December 2024	A
	<b>Surat Thani Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certify the aerodrome in accordance with aerodrome certification requirements	The Civil Aviation Authority of Thailand and Department of Airports	31 December 2024	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"> <li>• There is ongoing process of reallocation of the houses and habitants within the AD strip;</li> <li>• There is a process of the establishment of the manuals, SOPs, various Airport committees (ASC- RSCA, ERC)</li> <li>• Currently AD is occasionally in use for domestic general aviation and helicopters only.</li> </ul>			

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

Updated on 27 March 2024

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

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

Updated on 1 Nov. 2022

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

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

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\* 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.