



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 – 21 February 2025

**Agenda Item 3: Regional Air Navigation Plan, Part II, Tables AOP I-1 & II-1 and
Asia/Pacific Seamless ANS Plan**

ASIA/PACIFIC AIR NAVIGATION PLAN

(Presented by the Secretariat)

SUMMARY

This paper presents the structure of the Asia/Pacific Air Navigation Plans and procedures for the amendment of these plans.

1. INTRODUCTION

1.1 At its Fourth Meeting of its 202nd Session the Council approved (C-DEC 202/4 refers) the Regional Air Navigation Plan (ANP) templates for Volumes I, II and III and associated procedures for amendments. The introduction to all ANPs (which by the decision of the Council are harmonized) include the following information:

- General background;
- Relationship between the Global and Regional Air Navigation Plans;
- Objective and purpose of Regional Air Navigation Plans;
- Management and amendment of Regional Air Navigation Plans; and
- Procedure for the amendment of Regional Air Navigation Plans.

General

1.2 ANP Volume I contains stable plan elements, the amendment of which necessitates approval by the Council, such as:

- the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and
- the current to medium term mandatory regional requirements related to aerodrome and air navigation facilities and services to be implemented by States in accordance with regional air navigation agreements and requirements specific to the region which are not covered in the ICAO Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS).

1.3 The material to be included in Volume I should minimize the requirement for frequent amendment.

1.4 ANP Volume II contains dynamic plan elements, the amendment of which does not require approval by the council. ANP Volume II contains material related to:

- the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services; and
- the current to medium term mandatory regional requirements related to aerodrome and air navigation facilities and services to be implemented by States in accordance with regional air navigation agreements involving the relevant PIRG.

1.5 Approval of ANP Volume II is under the responsibility of the relevant PIRG.

1.6 ANP Volume III contains dynamic/flexible plan elements providing implementation planning guidance for air navigation systems and their modernization taking into consideration emerging programmes, such as, the ICAO Aviation System Block Upgrades (ASBUs) and associated technology roadmaps described in the *Global Air Navigation Plan* (GANP) (Doc 9750).

1.7 The ANP Volume III would also include appropriate additional guidance, particularly with regard to implementation, to complement the material contained in the ANP Volumes I and II. The amendment of Volume III would not require approval by the Council.

1.8 The responsibility for the preparation and publication of ANPs rests with Regional Office and Headquarters. Revised editions are published on the basis of the formally approved material supplied by the Regional Offices and on information available at Headquarters from other sources.

1.9 All three Volumes of Asia/Pacific air Navigation Plan can be accessed at <https://www.icao.int/APAC/Pages/APAC-eANP.aspx>.

Relationship between the Global and Regional Air Navigation Plans

1.10 The ANPs represent the bridge between, on one side, the global provisions in the ICAO SARPs and the Global Air Navigation Plan (GANP), and on the other side, the States' air navigation plans and implementation status.

1.11 The GANP is an overarching framework that includes key aviation policy principles to assist ICAO Regions, sub-regions and States with the preparation of their regional and State air navigation plans and to support the establishment of air navigation priorities. The most relevant information related to the GANP is available in the GANP Portal, which can be accessed at <https://www4.icao.int/ganportal>.

Objective and purpose of Regional Air Navigation Plans

1.12 The ANPs provide for the planning and implementation of air navigation systems within a specified area, in accordance with the agreed global and regional planning framework. They are developed to meet those needs of specific areas not covered in the worldwide provisions. The development and maintenance of the ANPs is undertaken by ICAO PIRGs with the assistance of the ICAO Secretariat.

1.13 The ANPs are used as a repository Document for the assignment of responsibilities to States for the provision of air navigation facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300).

1.14 The ANPs contain requirements related to the facilities and services to be implemented by States in accordance with regional air navigation agreements. The procedural parts of ANPs are published in the *ICAO Regional Supplementary Procedures* (SUPPs) (Doc 7030).

1.15 The ANPs contain provisions that States can follow in the planning of aerodrome and air navigation facilities and services activities, with the assurance that facilities and services furnished in accordance with the plan will form with those of other States an integrated system adequate for the foreseeable future.

1.16 The ANPs may serve as a legal basis for air navigation services charges which are levied for services provided or made available to users, in accordance with ICAO's *Policies on Charges for Airports and Air Navigation Services* (Doc 9082) and *ICAO Manual on Air Navigation Services Economics* (Doc 9161).

1.17 The ANPs support the performance-based approach to planning adopted by ICAO to measure the efforts made by States in implementing the agreed requirements.

Management of Regional Air Navigation Plans

1.18 The elements of the existing planning system and the planning principles, operational requirements and planning criteria as developed for the Asia and Pacific Regions are kept under constant review by the APANPIRG in accordance with its schedule of meetings, in consultation with provider and user States and with the assistance of the ICAO Regional Office.

Procedure for the Amendment of Regional Air Navigation Plans

1.19 The procedure for the amendment of all three Volumes of the Regional Air Navigation Plans as approved by the Council is provided in **Appendix A** to the ANP Volume I.

2. DISCUSSION

APAC ANP Volume I, Part II – Aerodromes/Aerodrome Operations (AOP)

2.1 This part of the APAC ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of Aerodromes Operations (AOP) facilities and services in the Asia and Pacific Regions and complements the provisions of ICAO SARPs and PANS related to AOP. It contains stable plan elements related to the assignment of responsibilities to States for the provision of aerodrome facilities and services within the Region(s) in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the AOP facilities and services to be implemented by States in accordance with regional air navigation agreements.

2.2 Regular aerodromes and their alternates required for international commercial air transport operations should be determined through regional agreements, based on the list of international aerodromes designated by States and the needs of the international commercial flights. Consideration should also be given to the needs of international general aviation flights as identified by user requirements. The alternate aerodromes should be planned/selected, to the greatest practicable extent, from the list of existing regular aerodromes used for international aircraft operations. However, where in specific cases the designation of another aerodrome in close proximity to a regular aerodrome

would result in appreciable fuel conservation or other operational advantages, this aerodrome may be designated for use as an alternate aerodrome only. Planning of alternate aerodromes should be made on the basis of the following objectives:

- a) to ensure that at least one suitable alternate is available for each international aircraft operation; and
- b) to ensure that the facilities at the designated alternate aerodrome(s) are appropriate for the alternate aircraft operations.

2.3 The list of regular and alternate aerodromes (including their designations) required in the Region(s) to serve international civil aviation operations (international scheduled air transport, non-scheduled air transport and general aviation operations) is given in **Table AOP I-1** of APAC ANP Volume I. Each Contracting State should ensure the provision of aerodrome facilities and services at the international aerodromes under its jurisdiction.

| Location Indicator Name of City/Aerodrome Designation | | |
|-------------------------------------------------------|-----------------------------|----|
| AFGHANISTAN | | |
| OAKB | KABUL/Kabul Intl | RS |
| OAKN | KANDAHAR/Kandahar Intl | AS |
| AMERICAN SAMOA (United States) | | |
| NSTU | PAGO PAGO/Pago Pago Intl | RS |
| AUSTRALIA | | |
| YPAD | ADELAIDE/Adelaide | RS |
| YBAS | ALICE SPRINGS/Alice Springs | AS |

Figure 1: Example of Table AOP I – 1 (APAC ANP Volume I)

APAC ANP Volume II, Part II – Aerodromes/Aerodrome Operations (AOP)

2.4 This part of the APAC ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to aerodrome design and operations (AOP). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of AOP facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to AOP facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2.5 **Table AOP II-1** of ANP Volume II contains the list of facilities and services to be provided by the State concerned at each aerodrome that is listed in **Table AOP I-1** of APAC ANP Volume I.

2.6 **Table AOP II-1** of APAC ANP Volume II shows the operational requirements at each aerodrome to be considered in planning the facilities and services for safe and efficient aircraft operations.

| City/Aerodrome/Designation | | RFF category | Physical characteristics | | | Remarks |
|--------------------------------|-----------------------------|--------------|--------------------------|--------------|---------------|----------|
| 1 | 2 | | RC 3 | RWY No. 4 | RWY type 5 | |
| | | | | | | |
| AFGHANISTAN | | | | | | |
| OAKB | KABUL/Kabul Intl | 8 | 4D | 11 | NPA | DC 10-30 |
| | RS | | | 29 | PAI | |
| | | | | | | |
| OAKN | KANDAHAR/Kandahar Intl | 8 | 4D | 05 | NPA | DC10-30 |
| | AS | | | 23 | NPA | |
| | | | | | | |
| AMERICAN SAMOA (United States) | | | | | | |
| NSTU | PAGO PAGO/Pago Pago Intl | 7 | 4D | 05 | PA1 | DC8 |
| | RS | | | 23 | NINST | |
| | | | | | | |
| AUSTRALIA | | | | | | |
| YPAD | ADELAIDE/Adelaide | 8 | 4E | 05 | NPA | B747 |
| | RS | | | 23 | PA1 | |
| | | | | | | |
| YBAS | ALICE SPRINGS/Alice Springs | 7 | 4E | 12 | PA1 | B747 |
| | AS | | | 30 | NPA | |
| | | | | | | |

Figure 2: Example of Table AOP II – 1 (APAC ANP Volume II)

Proposal for Amendments to the Regional Air Navigation Plans

2.7 The procedure for the amendment of all three Volumes of the Regional Air Navigation Plans as approved by the Council is provided in **Appendix A** to the ANP Volume I (for easy reference provided in **Attachment A** to this Paper).

2.8 Member States proposing amendments to a regional plan to do so through APAC Regional Office, which is then responsible for its processing. Amendments can be proposed by the Regional Office, APANPIRG and international organizations that qualify according to the procedure in **Appendix A** to the ANP Volume I. A proposal developed by PIRG will be processed by the Regional Office on behalf of the PIRG.

2.9 A template of the Proposal for the Amendment of the APAC ANP Volume I and II can be accessed at <https://www.icao.int/APAC/Pages/APAC-eANP.aspx> and also provided in **Attachment B** to this WP.

2.10 States and Administrations are reminded of the following items when preparing the Proposal for Amendment to **Table AOP II-1** of APAC ANP Volume II:

- The required level of protection expressed by means of an aerodrome rescue and firefighting (RFF) category number, determined in accordance with Annex 14, Volume I, 9.2, will be provided under column 2.

- b) Changes in the level of protection normally available at an aerodrome for RFF will not be detailed in this Table, but shall be notified to the appropriate air traffic services unit and aeronautical information services units, in accordance with Annex 14, Volume I, 2.11.3 and 2.11.4. Further guidance is available in ICAO Doc 9137 Airport Services Manual, Part 1 – Rescue and Firefighting, Chapter 16.
- c) The aerodrome reference code (RC) selected for aerodrome planning purposes in accordance with Annex 14, Volume I, 1.6 will be provided under column 3.
- d) The critical design aircraft selected for determining RC, RFF category and pavement strength will be provided under column 6. Only one critical aircraft type will be shown if it is used to determine all three elements. Otherwise, different critical aircraft types will need to be shown for different elements.

| City/Aerodrome/Designation | RFF category | Physical characteristics | | | Remarks | |
|----------------------------|--------------------------|--------------------------|---------|----------|---------|-------------------------------------------------------------------|
| | | RC | RWY No. | RWY type | | |
| 1 | 2 | 3 | 4 | 5 | 6 | |
| MONGOLIA | | | | | | |
| ZMUB | ULAANBAATAR/Ulaanbaatar | 7 | 4D | 14 | PA1 | B767-300 |
| | RS | | | 32 | NPA | |
| MYANMAR | | | | | | |
| VYMD | Mandalay/Mandalay Intl | 9 | 4E | 17 | PA1 | B 747-400 |
| | RS | | | 35 | NPA | |
| VYNT | Naypyitaw/Naypyitaw Intl | 7 | 4E | 16 | PA1 | B 747-400 for RC and Pavement Strength, B 737-800 / A 320 for RFF |
| | RS | | | 34 | NPA | |
| VYYY | YANGON/Yangon Intl | 9 | 4E | 03 | NPA | B 747-200 |
| | RS | | | 21 | PA1 | |

Figure 3: Extract of Table AOP II-1 of APAC ANP Volume II

2.11 When the Regional Office has determined that the proposal is acceptable, it should be circulated immediately to all interested States and international organizations as well as to Headquarters, in accordance with the procedure described in **Appendix A** to ANP Volume I (**Attachment A** to this **WP**) and in the format provided in **Attachment C** together with adequate documentation and the request for comments. A copy of the proposed amendment as circulated should also be sent to Regional Office(s) that have interested States accredited to them.

Amendment of ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1

2.12 The ANPs serve as the primary basis for correspondence with States and within the Secretariat on ANP matters, which makes their accuracy and currency of critical importance.

2.13 Considering a significant number of aerodromes used for international operations were yet to be listed in Asia and Pacific Air Navigation Plans (in *Table AOP I-1* and *Table AOP II-1*) and to meet the objectives and purpose of Regional Air Navigation Plan by all States/Administrations of Asia and Pacific Regions, APANPIRG/33 had adopted the following Conclusion formulated by AOP/SG/6:

Conclusion APANPIRG/33/1: Proposal for Amendment to Asia/Pacific ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1

That, Asia Pacific States/Administrations are urged to:

- 1) review the aerodromes listed in APAC ANP Volume I, Table AOP I-1;*
- 2) review the ANP Volume II, Table AOP II-1 for the list of facilities and services to be provided by the State concerned at each aerodrome that is listed in Table AOP I-1; and*
- 3) initiate and send to ICAO APAC Office proposals for amendment to APAC ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1 in accordance with the template provided in **Appendix B to the Report on Agenda Item 3.1**, if their international aerodromes are not yet listed in Table AOP I-1 or require any amendments to update the information provided in Tables AOP I-1 and AOP II-1.*

2.14 In 2024, APAC Office had received PfA from Maldives and Cambodia and APAC ANP Volumes I & II have been amended accordingly. In 2025, the PfA submitted by Sri Lanka for amendment to the Table AOP I -1 and Table AOP II – 1 of APAC ANP Volumes I & II is in progress.

2.15 **286** out of **370** aerodromes used for international operations in Asia and Pacific Regions have been listed in Asia/Pacific Region ANP Volume I as of **25 June 2024**.

2.16 The detailed information of aerodromes yet to be listed in APAC ANP by Asia Pacific States/Administrations is provided in **Attachment D** to this Working Paper.

Benefits in listing aerodromes in Table AOP I – 1 and Table AOP II -1 of APAC ANP Volumes I and II

2.17 States/Administrations will have following advantages when their aerodromes are listed in Regional Air Navigation Plan:

- a) Acknowledgement by ICAO, Member States and International Organizations the fulfillment of the assignment of responsibilities to States for the provision of aerodrome facilities and services within the Region(s) in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the AOP facilities and services to be implemented by States in accordance with regional air navigation agreements (Paragraphs 2.1 & 2.4 refer);
- b) The ANPs may serve as a legal basis for air navigation services charges which are levied for services provided or made available to users, in accordance with ICAO's *Policies on Charges for Airports and Air Navigation Services* (Doc 9082) and *ICAO Manual on Air Navigation Services Economics* (Doc 9161). (Paragraph 1.16 refer);
- c) Regional ANPs enable to link with different applications of integrated Safety Trend and Analysis Reporting System (iSTARS 4.0), for example, *Airport Briefing*, *Airports*, *PBN Implementation Progress – Actual* etc.
- d) Table AOP II – 1 enables to link with *Table MET II – 2 - Aerodrome Meteorological Offices*.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the information contained in this paper;
- b) Urge States to take note of **Conclusion APANPIRG/33/1**, and initiate and send proposals to ICAO APAC Office for amendment to APAC ANP Volume I, Table AOP I-1 and ANP Volume II, Table AOP II-1, as necessary, particularly by States/Administrations identified in **Attachment D** to this WP; and
- c) Discuss any relevant matters as appropriate.

APPENDIX A - PROCEDURE FOR THE AMENDMENT OF REGIONAL AIR NAVIGATION PLANS

(Approved by Council on 18 June 2014)

1. Introduction

1.1. The procedure outlined below has been evolved to provide a means of maintaining the regional air navigation plans using an ANP web based platform.

2. General criteria

2.1. The Assembly has resolved that regional plans should be revised when it becomes apparent that they are no longer consistent with current and foreseen requirements of international civil aviation and that, when the nature of a required change permits, the associated amendment of the regional plan should be undertaken by correspondence between the Organization and the States and international organizations concerned.

2.2. When a State cannot immediately implement a particular part or a specific detail of a regional plan although it intends to do so, when practicable, this in itself should not lead to the State proposing an amendment to the plan.

2.3. The general structure of the regional plans for the parts which concern an air navigation field in Volumes I and II consists of an “Introduction”, “General Regional Requirements” and “Specific Regional Requirements”. As the section “General Regional Requirements” is harmonized for all regions, an amendment of the provisions (text) in “General Regional Requirements” will lead to amendment of Volumes I and II of the regional plans of all regions.

2.4. The amendment process of Volume III is under the responsibility of the relevant Planning and Implementation Regional Group (PIRG). The Parts 0 (Introduction) and I (General Planning Aspects) of Volume III are harmonized for all regions and the amendment of these parts should be made following inter-regional coordination.

3. User rights

3.1. Access to the ANP web based platform to develop and submit amendment proposals to the regional plan and to comment on an officially issued amendment proposal should be provided through controlled access by the State’s or international organization’s designated Focal Points. The State or international organization should officially inform their respective Regional Office of the registration of their designated Focal Points.

4. States and international organizations to be consulted

4.1. The Secretary General, through the relevant Regional Office, will determine the States and international organizations to be consulted on the amendment proposal. These will generally only include the provider and user States and international organizations that have a direct and obvious interest in the amendment in question.

PART A — AIR NAVIGATION PLANS, VOLUME I

5. Procedure for amendment of Volume I

5.1. If, in the light of the above general criteria, any State (or group of States) wishes to effect a change in the approved air navigation plan for that region, it should propose to the Secretary General, through the Regional Office accredited to that State, an appropriate amendment to the plan, adequately documented; the proposal should include the facts that lead the State (or group of States) to the conclusion that the amendment is necessary. Such amendments may include additions, modifications or deletions. (This procedure does not preclude a State having previous consultation with other States before submitting an amendment proposal to the Regional Office.) This proposed amendment should be submitted via the web based tool and/or by correspondence to the Regional Office.

5.2. Upon studying the proposal, if the Secretary General considers that the proposed amendment requires further coordination through the relevant Planning and Implementation Regional Group (PIRG), the proposal will be presented, adequately documented, to the PIRG. The views of the PIRG will be coordinated with the originating State and the proposed amendment will be uploaded via the ANP web based platform for processing proposals for amendment for approval by the Council.

5.3. If the proposal concerns an amendment of the provisions (text) in “General Regional Requirements”, the Secretary General will coordinate and circulate, through all Regional Offices, an amendment of all the regional plans.

5.4. If the Secretary General considers that the proposed amendment conflicts with established ICAO policy, or that it raises questions which the Secretary General considers should be brought to the attention of the Air Navigation Commission, the proposal will be presented, adequately documented, to the Commission. In such cases, the Commission will decide the action to be taken on the proposal.

5.5. The Secretary General, through the Regional Office, will circulate the proposal, adequately documented, with a request for comments to all provider and user States of the region considered affected as well as to user States outside the region and international organizations which may be invited to attend suitable ICAO meetings and which may be concerned with the proposal. The States and international organizations concerned should either send their comments/agreement/objection via the ANP web based platform and/or by correspondence to the Regional Office. Any comment or objection should be adequately supported by reasons for the comment or objection.

5.6. If, in reply to the Secretary General's inquiry, no objection is raised to the proposal by a specified date, the proposal should be submitted to the President of the Council, who is authorized to approve the amendment on behalf of the Council. The approved amendment should be incorporated into Volume I of the regional plan.

5.7. If, in reply to the Secretary General's inquiry, any objection is raised, and if objection remains after further consultation, the matter will be documented for discussion by the respective planning and implementation regional group (PIRG) and, ultimately for formal consideration by the Air Navigation Commission, if it remains unresolved. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

5.8. Proposals for the amendment of Volume I of the regional plan submitted by international organizations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings and which attended the meeting(s) where the relevant regional plan is managed, will be dealt with in the same manner as those received from States, except that, before circulating a proposal to States and selected international organizations, the Secretary General will ascertain whether it has adequate support from the State or States whose facilities will be affected. If such support is not forthcoming, the proposal will be presented to the Commission, and the Commission will decide on the action to be taken on the proposal.

5.9. Proposals for the amendment of Volume I of the regional plan may also be initiated by the Secretary General, through the Regional Office accredited to that State, provided that the State or States whose facilities will be affected have expressed their concurrence with the proposal.

5.10. Amendments to Volume I of the regional plan which have been approved in accordance with the above procedure will be published in the ANP web based platform at convenient intervals.

PART B — AIR NAVIGATION PLANS, VOLUME II

6. Procedure for amendment of Volume II

6.1. Amendments of Volume II of the regional plan should be effected on the basis of an adequately documented proposal submitted by a State (or a group of States) or the relevant PIRG to the Secretary General, through the Regional Office accredited to that State. The proposal should include the facts that lead to the conclusion that the amendment is necessary. Such amendments may include additions, modifications or deletions to Volume II of the regional plan. (This procedure does not preclude a State having previous consultation with other States before submitting an amendment proposal to the Regional Office.) This proposed amendment should be submitted via the ANP web based platform and/or by correspondence to the Regional Office.

6.2. If the proposal concerns an amendment of the provisions (text) in “General Regional Requirements”, the Secretary General will coordinate and circulate, through all Regional Offices, an amendment of all the regional plans.

6.3. The ICAO Regional Office will circulate the proposal, adequately documented, with a request for comments to all provider and user States of the region considered affected as well as to user States outside the region and international organizations which may be invited to attend suitable ICAO meetings and which may be concerned with the proposal. The States and international organizations concerned should either send their comments/agreement/objection via the ANP web based platform and/or by correspondence to the Regional Office. Any comment or objection should be adequately supported by reasons for the comment or objection.

6.4. If, in reply to the ICAO Regional Office’s inquiry, no objection is raised to the proposal by a specified date, it will be deemed that a regional agreement (involving the relevant PIRG) on the subject has been reached and the proposed amendment should be incorporated into Volume II of the regional plan.

6.5. If, in reply to the ICAO Regional Office’s inquiry, any objection is raised, and if objection remains after further consultation, the matter will be documented for discussion by the respective planning and implementation regional group (PIRG) and, ultimately for formal consideration by the Air Navigation Commission, if it remains unresolved. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

6.6. Proposals for the amendment of Volume II of the regional plan submitted by international organizations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings, where the relevant regional plan is managed, will be dealt with in the same manner as those received from States, except that, before circulating a proposal to States and selected international organizations, the Secretary General will ascertain whether the proposal has adequate support from the State or States whose facilities or services will be affected. If such support is not forthcoming, the proposal will not be pursued.

6.7. Proposals for the amendment of Volume II of the regional plan may also be initiated by the Secretary General, through the Regional Office accredited to that State, provided that the State or States whose facilities or services will be affected have expressed their concurrence with the proposal.

6.8. Amendments to Volume II of the regional plan which have been approved in accordance with the above procedure will be published in the ANP web based platform at convenient intervals.

PART C — AIR NAVIGATION PLANS, VOLUME III

7. Procedure for amendment of Volume III

7.1. Amendments of Volume III of the regional plan are under the responsibility of the relevant Planning and Implementation Regional Group (PIRG) and not subject to a formal application of the procedure for amendment of the ANP described in Parts A and B above. However, the amendment of the provisions of Part 0 - “Introduction” and Part I - “General Planning Aspects” needs special coordination, as specified in 7.4 below. Since these two Parts are harmonized for all regions, an amendment of the provisions contained there-in will lead to amendment of Parts 0 and I of Volume III of the regional plans of all regions.

7.2. Amendments of Volume III of the regional plan should be effected on the basis of an adequately documented proposal submitted to the ICAO Regional Office concerned by:

- a State (or a group of States); or
- the relevant Planning and Implementation Regional Group (PIRG) of the region(s); or
- the ICAO Secretariat; or
- international organisations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings and/or which attended the meeting(s) where the relevant Volume III amendments were agreed.

7.3. This procedure does not preclude a State (or group of States) having previous consultation with other States before submitting an amendment proposal to the Regional Office. Such amendments may include additions, modifications or deletions to Volume III of the regional plan. In addition, the facts that led to the conclusion that the amendment should be included.

7.4. If the proposal concerns an amendment of the provisions in Part 0 - “Introduction” or Part I - “General Planning Aspects”, the ICAO Regional Office concerned will submit the proposal to ICAO Headquarters (Air Navigation Bureau) for coordination with all ICAO Regional Offices. The views of the ICAO Regional Offices will be taken into consideration in the consolidation/approval of the amendment by the ANB. The approved amendment will be published in Volume III of all regional plans at convenient intervals.

7.5. The mechanism for the amendment of Part II of Volume III of the regional plan should be developed, agreed by the relevant PIRG and reflected in the corresponding PIRG Handbook.

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**PROPOSAL FOR AMENDMENT OF THE ICAO
ASIA AND PACIFIC REGIONS AIR NAVIGATION PLAN, VOLUME XX**

(Serial No.: APAC-XX XX/XX – AOP)

| | |
|-----------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a) Plan: | Doc 9673, Asia and Pacific Air Navigation Plan (ANP), Volume XX |
| b) Proposed amendment: | <p>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)</p> <p>Add, Amend or Delete requirement as follows:</p> <p>1) Volume I PART II – AERODROMES/AERODROME OPERATIONS (AOP)</p> <p>In respect of aerodromes in [Name of State], amend Table AOP I-1 as indicated in Appendix 1 to this document.</p> <p>(cf. Part II, Table AOP I-1, Page II-xx)</p> <p>2) Volume II PART II – AERODROMES/AERODROME OPERATIONS (AOP)</p> <p>In respect of aerodromes in [Name of State], amend Table AOP II-1 as indicated in Appendix 2 to this document.</p> <p>(cf. Part II, Table AOP II-1, Page II-xx to)</p> |
| c) Originated by: | [Name of State or Organization] |
| d) Originator's reasons for amendment: | <p>[Example of the Text]</p> <p>To reflect the current requirements in respect of aerodromes (including their designations) that are required in the Regions to serve international civil aviation operations (international scheduled air transport, non-scheduled air transport and general aviation operations).</p> |
| e) Intended date of implementation | As soon as possible after final approval of the proposal. |

| | | | |
|----------------------------------------------------------------------------------------|---------------------------------------------------------|---------------------|--------------------------------------------------------|
| f) Proposal circulated to the following States and International Organizations: | [PROPOSING STATE OR STATES]* [LIST OTHER STATES] | [LIST OTHER STATES] | [LIST OTHER STATES AND/OR INTERNATIONAL ORGANIZATIONS] |
| | * for information | | |

| | |
|---------------------------------|-------------------------------------|
| g) Secretariat Comments: | 1. [TEXT] 2. [TEXT] 3. [TEXT] |
|---------------------------------|-------------------------------------|

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 [**Name of State**]

Table AOP I-1 [Example only]

| Location Indicator | Name of City/Aerodrome | Designation |
|--------------------|-------------------------------|-------------|
| PAKISTAN | | |
| OPFA | FAISALABAD/Faisalabad Intl | RS |
| OPGD | GWADAR/Gwadar | RS |
| OPRN | ISLAMABAD/Benazir Bhutto Intl | RS |
| OPIS | ISLAMABAD/Islamabad Intl | RS |
| OPKC | KARACHI/Jinnah Intl | RS |
| OPLA | LAHORE/Allama Iqbal Intl | RS |
| OPMT | MULTAN/Multan Intl | RS |
| OPNH | NAWABSHAH/Nawabshah | AS |
| OPPS | PESHAWAR/Peshawar | RS |
| OPQT | QUETTA/Quetta 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.

New aerodrome

- 1) For a new aerodrome, States should first send a formal request to ICAO APAC Office for obtaining ICAO Location Indicator in the format below:

Subject: Request registration of a new location indicator in ICAO Doc 7910 – *Location Indicators*:

| | |
|-------------------------------|-------------------------------------------|
| Location Name: | [XXXXXXX] |
| Location Indicator Requested: | [XXXX] |
| FIR: | XXXXXX |
| Use: | [e.g. Civil, Military, Civil/Military] |
| IATA Code (if any): | |
| Connected to AFTN: | [YES/NO] |

- 2) On receipt of the formal request, ICAO APAC will coordinate with ICAO headquarters, and respond to the State in due course.
- 3) Following approval by ICAO the Location Indicator will be included in the next routine update of Doc 7910.

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)

[Example only]

Table AOP II-1 — Requirements and capacity assessment in international aerodromes in the Asia and Pacific Regions, **add** the following requirements under [Name of State].

| City/Aerodrome/Designation | | RFF category | Physical characteristics | | | Remarks |
|----------------------------|-------------------------------------|---------------|--------------------------|----------------|----------------|-----------------|
| 1 | | | RC | RWY No. | RWY type | |
| 2 | | | 3 | 4 | 5 | 6 |
| PAKISTAN | | | | | | |
| OPFA | FAISALABAD/Faisalabad Intl | 8 | 4D | 03 | PAI | A310 |
| | RS | | | 21 | NPA | |
| OPGD | GWADAR/Gwadar Intl | 4 | 3C | 06 | NPA | ATR72 |
| | RS | | | 24 | NPA | |
| OPRN | ISLAMABAD/Benazir Bhutto intl | 9 | 4E | 12 | NPA | B747 |
| | RS | | | 30 | PA1 | |
| OPIS | ISLAMABAD/Islamabad Intl | 10 | 4E | 10L | NPA | B747 |
| | RS | | | 28R | PA1 | |
| | | | 4F | 10R | PA1 | A380 |
| | | | | 28L | PA2 | |
| OPKC | KARACHI/Jinnah Intl | 9 | 4E | 07L | NPA | A310 |
| | RS | | | 25R | PA1 | |
| | | | 4E | 07R | NPA | B747 |
| | | | | 25L | PA1 | |
| OPLA | LAHORE/Allama Iqbal Intl | 9 | 4E | 18L | NPA | B747 |
| | RS | | | 36R | PA3B | |
| | | | 4E | 18R | NPA | EA 30 |
| | | | | 36L | PA1 | |
| OPMT | MULTAN/Multan Intl | 9 | 4E | 36 | PAI | B747 |
| | RS | | | 18 | NPA | |
| OPNH | NAWABSHAH/Nawabshah | 9 | 4E | 02 | NPA | B747 |
| | AS | | | 20 | NPA | |
| OPPS | PESHAWAR/Bacha Khan Intl | 9 | 4D | 17 | NPA | B777 |
| | RS | | | 35 | PA1 | |
| OPQT | QUETTA/Quetta Intl | 9 | 4D | 13L | PAI | A310 |
| | RS | | | 31R | NINST | |
| | | | | | | |

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 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.

General Guidance

It is the responsibility of a State originating an amendment proposal to ensure that the proposal is consistent, complete and unambiguous, whilst it is the responsibility of the Regional Office to verify that this is the case before processing the proposal; and in particular ensure that it is:

- a) **fully justified:** It should state the operational requirement that support the proposed change.
- b) **accurate:** This applies in particular to typographical errors which can be critical in the case of geographical coordinates or air route headings.
- c) **complete:** The proposal should give full details under the seven headings under which it is presented. Proposals for changes in airspace organization, ATS

routes, location of facilities, etc. should always be accompanied by simplified, although accurate, sketches, charts, diagrams, etc.

- d) **consistent:** The consequences produced by proposals should be properly reflected throughout the plan. Amendment proposals need to be systematically examined for the potential need for consequential amendment, and, if necessary, refer the proposal back to the originating State for consultation. Any consequential amendments should then be combined with the original into one multiple amendment proposal and processed in the established manner.
- e) **timely:** Proposed implementation dates should allow sufficient time for the required processing formalities to be completed.

The following minimum information should be given to States in respect of each proposal that is circulated to them for comments:

- a) Plan (a reference to the air navigation plan document should be given);
- b) Proposed amendment;
- c) Originated by xxx;
- d) Originator's reason for amendment;
- e) Intended date of implementation;
- f) Proposal circulated to the following States and organizations; and
- g) Secretariat comments.

Each proposal should be complete in itself and be stated in narrative form whenever possible. Item e) should provide a realistic implementation date or alternatively the phrase “As soon as possible after final approval of the proposal” may be used. Item g) should include additional explanatory comments or background information which is considered necessary for a clear understanding of the amendment proposal, both by States and by Headquarters as well as comments of technical and operational nature that would indicate the added value of Secretariat’s examination of the proposal. The concurrence of the State(s) whose facilities will be affected by proposals submitted by international organizations or initiated by the Secretariat should also be shown under this item.

.....

**PROPOSAL FOR AMENDMENT OF THE ICAO ASIA AND PACIFIC
AIR NAVIGATION PLAN, VOLUME XX**

(Serial No.:.....)

a) **Plan:** Doc 9673, Asia and Pacific Air Navigation Plan, Volume I and/or Volume II)

b) **Proposed amendment:**

[State clearly the amendment(s) proposed to the current requirements of the plan, including any consequential amendments arising out of the proposal. When a proposal for the amendment of Volume I also requires consequential amendments to the related Volume II, the consequential amendments of Volume II should not be processed separately but should be included in the proposal for the amendment of Volume I with a clear indication. References to the Table(s) and page(s) of the ANP that would be affected by the proposed amendment should be given within brackets following each component element of the proposed amendment, e.g. ("cf. Table AOP 1, page 1-1-..)". Abbreviations other than those in Doc 8400 - ICAO Abbreviations and Codes should not be used unless their meaning is made quite clear in the amendment proposal.]

c) **Originated by:** [State or Organization]

d) **Originator's reason for amendment:**

e) **Intended date of implementation:**

[If the originator is not in a position to indicate a precise date, or the proposed amendments have not already been implemented, the expression "as soon as practicable after approval" should be used.]

f) **Proposal circulated to the following States and International Organizations:**

g) **Secretariat comments:**

Aerodromes to be listed in Asia Pacific Air Navigation Plan [Updated on 25 June 2024]

| S. No. in ICAO APAC Database | S. No | Sub-region | State / Admin | ICAO Code | Name of City | Name of Aerodrome | Type | APAC ANP |
|------------------------------|-------|------------|---------------|-----------|----------------|----------------------|------|----------|
| 1 | 1 | SA | Afghanistan | Oahr | Herat | Herat Intl | UNK | 0 |
| 4 | 2 | SA | Afghanistan | OAMS | Mazar-e-Sharif | Mazar-e-Sharif | UNK | 0 |
| 46 | 3 | NA | China | ZBOW | Baotou | | UNK | 0 |
| 47 | 4 | NA | China | ZGBH | Beihai | | UNK | 0 |
| 49 | 5 | NA | China | ZBAD | Beijing | Daxing | UNK | 0 |
| 50 | 6 | NA | China | ZYCC | Changchun | Longjia | UNK | 0 |
| 52 | 7 | NA | China | ZSCG | Changzhou | Benniu | UNK | 0 |
| 53 | 8 | NA | China | ZUTF | Chengdu | Tianfu | UNK | 0 |
| 57 | 9 | NA | China | ZLDH | Dunhuang | Mogao | UNK | 0 |
| 58 | 10 | NA | China | ZHES | Enshi | Xujiaping | UNK | 0 |
| 60 | 11 | NA | China | ZSGZ | Ganzhou | Huangjin | UNK | 0 |
| 64 | 12 | NA | China | ZUGY | Guiyang | Longdongbao | UNK | 0 |
| 65 | 13 | NA | China | ZBLA | Hulunbeier | Hailar | UNK | 0 |
| 66 | 14 | NA | China | ZJHK | Haikou | Meilan | UNK | 0 |
| 71 | 15 | NA | China | ZWTN | Hotan HETIAN | Kungang | UNK | 0 |
| 72 | 16 | NA | China | ZSSH | Huai'an | Lianshui | UNK | 0 |
| 73 | 17 | NA | China | RCYU | Hualien | Hualien | UNK | 0 |
| 74 | 18 | NA | China | ZSTX | Huangshan | Tunxi | UNK | 0 |
| 75 | 19 | NA | China | ZYJM | Jiamusi | Jiamusi | UNK | 0 |
| 76 | 20 | NA | China | ZGOW | Jieyang | Chaoshan | UNK | 0 |
| 81 | 21 | NA | China | ZULS | Lhasa | Gonggar | UNK | 0 |
| 82 | 22 | NA | China | ZSLG | Lianyungang | Baitabu Huaguosha | UNK | 0 |
| 83 | 23 | NA | China | ZPLJ | Lijiang | Sanyi | UNK | 0 |
| 84 | 24 | NA | China | ZSLY | Linyi | Shubuling Qiyang | UNK | 0 |
| 85 | 25 | NA | China | ZHLY | Luoyang | Beijiao | UNK | 0 |
| 86 | 26 | NA | China | ZPMS | Dehong | Mangshi | UNK | 0 |
| 87 | 27 | NA | China | ZBMZ | Manzhouli | Xijiao | UNK | 0 |
| 88 | 28 | NA | China | ZYMD | Mudanjiang | Hailang | UNK | 0 |
| 89 | 29 | NA | China | ZSCN | Nanchang | Changbei | UNK | 0 |
| 92 | 30 | NA | China | ZSNT | Nantong | Xingdong | UNK | 0 |
| 93 | 31 | NA | China | ZSNB | Ningbo | Lishe | UNK | 0 |
| 94 | 32 | NA | China | ZBDS | Ordos | Ejin Horo | UNK | 0 |
| 96 | 33 | NA | China | ZJQH | QIONGHA | Boao | UNK | 0 |

| S. No. in ICAO APAC Database | S. No | Sub-region | State / Admin | ICAO Code | Name of City | Name of Aerodrome | Type | APAC ANP |
|------------------------------|-----------|------------|---------------|-------------|------------------|----------------------------------------|------------|----------|
| 97 | 34 | NA | China | ZYQQ | Qiqihar | Sanjiazi | UNK | 0 |
| 98 | 35 | NA | China | ZSQZ | Quanzhou | Jinjiang | UNK | 0 |
| 104 | 36 | NA | China | ZBSJ | Shijiazhuang | Zhengding | UNK | 0 |
| 107 | 37 | NA | China | RCMQ | Taichung | Cingcyuangang | UNK | 0 |
| 108 | 38 | NA | China | RCNN | Tainan | Tainan | UNK | 0 |
| 112 | 39 | NA | China | ZSWH | Weihai | Dashuipo | UNK | 0 |
| 113 | 40 | NA | China | ZSWZ | Wenzhou | Longwan | UNK | 0 |
| 115 | 41 | NA | China | ZSWX | Wuxi | Shuofang | UNK | 0 |
| 116 | 42 | NA | China | ZSWY | Wuyishan | | UNK | 0 |
| 120 | 43 | NA | China | ZLXN | Xining | Caojiabao | UNK | 0 |
| 121 | 44 | NA | China | ZPJH | Xishuangbanna | Gasa | UNK | 0 |
| 122 | 45 | NA | China | ZSXZ | Xuzhou | Guanyin | UNK | 0 |
| 123 | 46 | NA | China | ZSYN | Yancheng | Nanyang | UNK | 0 |
| 124 | 47 | NA | China | ZYYJ | Yanji | Chaoyangchuan | UNK | 0 |
| 125 | 48 | NA | China | ZSYT | Yantai | Penglai | UNK | 0 |
| 126 | 49 | NA | China | ZSYA | Yangzhou | Taizhou | UNK | 0 |
| 127 | 50 | NA | China | ZHYC | Yichang | Sanxia | UNK | 0 |
| 128 | 51 | NA | China | ZLIC | Yinchuan | Hedong | UNK | 0 |
| 129 | 52 | NA | China | ZSYW | Yiwu | Yiwu | UNK | 0 |
| 130 | 53 | NA | China | ZGZJ | Zhanjiang | | UNK | 0 |
| 131 | 54 | NA | China | ZGDY | Zhangjiajie | Hehua | UNK | 0 |
| 132 | 55 | NA | China | ZHCC | Zhengzhou | Xinzheng | UNK | 0 |
| 133 | 56 | NA | China | ZSZS | Zhoushan | Putuoshan | UNK | 0 |
| 134 | 57 | NA | China | ZUZY | Zunyi | Xin Zhou | UNK | 0 |
| 147 | 58 | SA | India | VEBS | Bhubaneswar | Biju Patnaik Airport | UNK | 0 |
| 149 | 59 | SA | India | VICG | Chandigarh | | UNK | 0 |
| 154 | 60 | SA | India | VOGO | Goa | | UNK | 0 |
| 155 | 61 | SA | India | VEGK | GORAKHPUR | | UNK | 0 |
| 157 | 62 | SA | India | VIDX | HINDAN | | UNK | 0 |
| 159 | 63 | SA | India | VOHY | HYDERABAD | Hyderabad International Airport | UNK | 0 |
| 161 | 64 | SA | India | VIJO | JODHPUR | | UNK | 0 |

| S. No. in ICAO APAC Database | S. No | Sub-region | State / Admin | ICAO Code | Name of City | Name of Aerodrome | Type | APAC ANP |
|------------------------------|-------|------------|-----------------|-----------|--------------|------------------------------------------|------|----------|
| 162 | 65 | SA | India | VEIM | | Imphal Airport | UNK | 0 |
| 163 | 66 | SA | India | VOKN | | Kannur International Airport | UNK | 0 |
| 167 | 67 | SA | India | VOGA | | Manohar International Airport, MOPA, GOA | UNK | 0 |
| 172 | 68 | SA | India | VOPB | Port Blair | | UNK | 0 |
| 173 | 69 | SA | India | VAPO | Pune | | UNK | 0 |
| 174 | 70 | SA | India | VAHS | | Rajkot International Airport | UNK | 0 |
| 175 | 71 | SA | India | VISR | Srinagar | | UNK | 0 |
| 177 | 72 | SA | India | VOTP | | Tirupati Airport | UNK | 0 |
| 180 | 73 | SA | India | VOVZ | VISAKHAPATAN | | UNK | 0 |
| 222 | 74 | NA | Japan | RJAH | Hyakuri | | UNK | 0 |
| 227 | 75 | NA | Japan | RJNK | Komatsu | | UNK | 0 |
| 244 | 76 | NA | Japan | RJOS | Tokushima | | UNK | 0 |
| 248 | 77 | NA | Japan | RJOH | Yonago | Miho | UNK | 0 |
| 285 | 78 | PAC | Micronesia | PTSA | Kosrae I. | Kosrae | UNK | 0 |
| 286 | 79 | NA | Mongolia | ZMCD | Dornod | Choibalsan | UNK | 0 |
| 306 | 80 | PAC | N. Mariana Is. | PGWT | Tinian I. | West Tinian Tinian Intl | UNK | 0 |
| 341 | 81 | PAC | Solomon Islands | AGGM | Munda | | UNK | 0 |
| 345 | 82 | SA | Sri Lanka | VCCJ | Jaffna | | UNK | 0 |
| 363 | 83 | PAC | Vanuatu | NVVW | Tanna | Tanna | UNK | 0 |
| 365 | 84 | SEA | Viet Nam | VVDL | Da Lat | Lien Khuong | UNK | 0 |

Notes:

- 1) **Australia:** Need to finalize the Table AOP II -I, APAC ANP V-II.
- 2) **US**
 - (1) Tinian I./West Tinian [PGWT] for N. Mariana Is. should be added in Table AOP I – 1 of APAC ANP V - I and Table AOP II – 1 of APAC ANP V - II.
 - (2) JOHNSTON ATOLL/Johnston I (PJON) should be withdrawn from Table AOP I – 1 of APAC ANP V - I and Table AOP II – 1 of APAC ANP V - II as it had been permanently closed.