



ICAO

International Civil Aviation Organization

The Tenth Meeting of the Aerodromes Operations and
Planning Sub-Group (AOP/SG/10)

Bangkok, Thailand, 10 to 14 August 2026

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

(Presented by the SECRETARIAT)

SUMMARY

This Paper presents a list of Air Navigation Deficiencies endorsed by the 36th Meeting of APANPIRG (Bangkok, Thailand, 24 – 26 November 2025) in the AOP field for review and update by AOP/SG/10. The list is based on the uniform methodology for the identification, assessment and reporting of such Deficiencies as described in *Part V of the APANPIRG Procedural Handbook*.

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

1. INTRODUCTION

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

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

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

2. DISCUSSION

AOP Air Navigation Deficiency List

2.1 The status of Air Navigation Deficiencies in the AOP field was reviewed by APANPIRG/36 held in Bangkok, Thailand from 24 to 26 November 2025 and the updated list of Air Navigation Deficiencies in the AOP field endorsed by APANPIRG/36 is provided in **Attachment A**.

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

2.3 ICAO Regional Office in State Letter Ref.: AN 3.3 — AP012/26 (AGA) dated 29 January 2026 requested concerned States/Administrations to note and take action for resolving the APANPIRG Air Navigation Deficiencies. In addition, ICAO APAC Office issued the Letter to States Ref.: T 11/7.1 – AP-AGA0023/26 dated 29 May 2026 requesting States/Administration to submit an update to ICAO on the status of action taken with respect to the Corrective Action Plan (CAP) developed by States/Administrations.

2.4 **Afghanistan, Brunei Darussalam, Malaysia, Marshall Islands, Nauru, Nepal, Samoa, Sri Lanka and Thailand** provided updates on their Air Navigation Deficiencies in AOP field, which have been incorporated in **Attachment A**.

Resolution of Air Navigation Deficiency in AOP Field

Certification of Aerodromes Used for International Operations

2.5 **Malaysia** certified Sultan Ahmad Shah Airport on 20 January 2026. Therefore, the deficiency related to the certification of aerodrome was resolved and it is recommended to remove from the List of the Air Navigation Deficiencies in AOP field after endorsement by the AOP/SG/10 and consideration by APANPIRG/37.

2.6 **Brunei Darussalam** certified Brunei International Airport on 6 August 2026. Therefore, the deficiency related to the certification of aerodrome was resolved and it is recommended to remove from the List of the Air Navigation Deficiencies in AOP field after endorsement by the AOP/SG/10 and consideration by APANPIRG/37.

Publication of the Status of the Certification in AIP AD 1.5

2.7 **Nauru** has published the aerodrome certification status in AIP section AD 1.5. Therefore, the deficiency related to the publication of the status of the certification in AIP AD 1.5 was resolved and it is recommended to remove from the List of the Air Navigation Deficiencies in AOP field after endorsement by the AOP/SG/10 and consideration by APANPIRG/37.

2.8 The updated list of Air Navigation Deficiencies in the AOP field is provided in **Attachment A** for endorsement by AOP/SG/10 and further consideration by APANPIRG/37.

AOP Focal Points

2.9 For effective and efficient communications between States / Administrations and ICAO APAC Office on AOP matters, including but not limited to the resolution of Air Navigation Deficiencies

in the AOP field, AOP/SG maintained contact details of AOP Focal Points. The list of AOP Focal Points is available in **Attachment B**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

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

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

[Updated at APANPIRG/36]

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

Updated on ~~16-Dec-2020~~ 6 July 2026

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>	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Aerodrome Certification is in due course of implementation, in accordance with the certification road map, by completing the outstanding corrective actions, followed by a verification audit of the aerodrome operator, with respect to the outcomes of the verification audit, either a conditional or final aerodrome certificate will be issued.	Directorate of AGA and ANS Safety	1 December 2027	A
	Herat International Airport							
	Kabul International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Aerodrome Certification is in due course of implementation, in accordance with the certification road map, by completing the	Directorate of AGA and ANS Safety	1 June 2027	A

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

[Updated at APANPIRG/36]

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
					outstanding corrective actions, followed by a verification audit of the aerodrome operator, with respect to the outcomes of the verification audit, either a conditional or final aerodrome certificate will be issued.			
	Kandahar International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Aerodrome Certification is in due course of implementation, in accordance with the certification road map, by completing the outstanding corrective actions, followed by a verification audit of the aerodrome operator, with respect to the outcomes of the verification audit, either a conditional or final aerodrome certificate will be issued.	Directorate of AGA and ANS Safety	1 July 2028	A

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

[Updated at APANPIRG/36]

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
	Mazar-e-Sharif Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Aerodrome Certification is in due course of implementation, in accordance with the certification road map, by completing the outstanding corrective actions, followed by a verification audit of the aerodrome operator, with respect to the outcomes of the verification audit, either a conditional or final aerodrome certificate will be issued.	Directorate of AGA and ANS Safety	1 Sep 2027	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.	Following the issuance of the conditional or final aerodrome certificates, update AIP Afghanistan to publish the certification status of all certified aerodromes and ensure that the information remains current.	Directorate of AGA and ANS Safety	Within 30 days after the issuance of the certificates	A

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

[Updated at APANPIRG/36]

Updated on 22 August 2025

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Bangladesh</u> Hazrat Shahjalal International Airport, Dhaka	Runway	ICAO mission April 2009	Runway strip width insufficient (280m strip not available for the full length of runway);	runway strip in accordance with Annex 14, Volume I will be provided	CAABD	Runway strip width 280 m available for the full length of runway (Mitigation measures for storm water drain on the western side strip, is being replaced with concrete hollow pipes into graded surface. Construction work has been completed for around 1300 m out of the 3200 m length of the runway and the total work will be completed by June 2026. No obstructions on graded area).	A

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

[Updated at APANPIRG/36]

Updated on ~~11 March 2025~~ 6 August 2026

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
	<u>Brunei Darussalam</u>							
Annex 14 Volume I	Brunei International Airport	Taxiway (Marking)	ICAO Mission of April 2011	Non provision of enhanced taxiway centre line marking in accordance with Para 5.2.8 of Annex 14, Volume I	Both Northern Parallel Taxiway and Southern Parallel Taxiway Centre line have been repainted with enhanced taxiway centre line marking with yellow and enhanced with black borders on each side in accordance with Para 5.2.8 of Annex 14, Volume I. Note: Southern Parallel Twy has been closed since Q4 2024 until 1st Quarter 2026 due to upgrading under Pavement Rehabilitation Project Phase 2	Airport Operator (DCA Aerodrome Division)	Completed in Q4 2024 ICAO APAC Comments: Evidence of corrective action taken provided by Brunei were not sufficient to close this deficiency.	A

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

[Updated at APANPIRG/36]

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
		Taxiway Strip		Objects on taxiway strips; vegetation on pavement joints and maintenance of joints	Obstacles on or near taxiway strips are relocated as per clearance for critical aircraft using the aerodrome. Vegetation on pavement joints have been removed and maintenance of joints on taxiway strips are carried out by contractors.	Airport Operator (DCA Aerodrome Division)	Completed in Q4 2024 <u>ICAO APAC Comments:</u> Evidence of corrective action taken provided by Brunei were not sufficient to close this deficiency.	A
		Apron		non provision of ICAO compliant signage in accordance with section 5.4 Annex 14, Volume I	Airfield signages have always been provided at BIA that follow ICAO standards and measurement. Recent replacement of old and faded labels have also been completed in 2018.	Airport Operator (DCA Aerodrome Division)	Replacement of non provision of ICAO compliant information signages to apron were completed in July 2024. <u>ICAO APAC Comments:</u> Evidence of corrective action taken provided by Brunei were not sufficient to	A

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

[Updated at APANPIRG/36]

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
							close this deficiency.	
		Rescue and Fire Fighting (RFF):		non provision of direct access for the rescue and fire fighting vehicles from the fire station into the runway;	Direct access for the rescue and fire fighting vehicles from the fire station into the runway has been considered to be included within the Second Phase of the Airfield Pavement Rehabilitation Project under variation Order which is estimated to be completed by 1 st Qtr .2026	Airport Operator (DCA Aerodrome Division)	1 st Qtr. 2026	A
		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 small airport wildlife committee	Airport Operator (DCA Aerodrome Division)	4 th Qtr. 2025	B

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

[Updated at APANPIRG/36]

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
	Brunei International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Airport operator is targeting Q4 2025 to possess an aerodrome certificate. Currently airport is still developing its aerodrome manual and sms manual.	Airport Operator (DCA Aerodrome Division)	4 th Qtr. 2025 Certified on 6 August 2026 [Resolved]	A
Annex 14 Volume I PANS- Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.	Airport operator is targeting Q4 2025 to possess an aerodrome certificate and certification publishment into AIP AD 1.5 should follow.	Airport Operator (DCA Aerodrome Division)	4 th Qtr. 2025	A

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

[Updated at APANPIRG/36]

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 at APANPIRG/36]

Updated on 03 July 2025

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
	<u>FIJI</u>							
Annex 14 Volume I para 5.3.4.19	Nadi International Airport <u>RWY 02</u> CAT 1 Approach Lighting System (HIALS)	RWY 02 partially meets the CAT 1 Approach Lighting System requirement for cross bar placement at 150m, 450m, and 750m. The current setup of the RWY 02 Approach Lighting System is a 900m extended centerline with three (3) crossbars at 300m, 600m, & 900m.	03/07/25	RWY 02 is a Precision Approach Runway Category 1	The Aerodrome operator will install additional crossbar lights, to ensure compliance with specifications set forth for a CAT 1 Approach Lighting System prescribed in Annex 14. i.e. Additional crossbars will be installed at 150m, 450m & 750m and the crossbar at 900m will be removed.	Fiji Airports	30/12/2026	B

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

[Updated at APANPIRG/36]

Updated on 25 June 2024

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

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

[Updated at APANPIRG/36]

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
	<u>India</u>							
Annex 14 Volume I	Srinagar Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
Annex 14	Gorakhpur (VEGK)	Aerodrome Certification	25 June 2024	Aerodrome yet to be certified. – Defence Aerodrome				A
Volume I	Hindan (VIDX)	Aerodrome Certification	25 June 2024	Aerodrome yet to be certified. – Defence Aerodrome				A
Annex 14	Jodhpur (VIJO)	Aerodrome Certification	25 June 2024	Aerodrome yet to be certified. – Defence Aerodrome				A
Volume I	Visakhapatnam (VOVZ)	Aerodrome Certification	25 June 2024	Aerodrome yet to be certified				A

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

[Updated at APANPIRG/36]

Updated on 16 June 2023

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

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

[Updated at APANPIRG/36]

Updated on 10 June 2025

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Lao PDR</u>							
	Wattay International Airport	Taxiway	ICAO Mission of March 2011	Provision of stop bars at runway-holding position in accordance with Para 5.3.20 of ICAO Annex 14, Volume I	AOL request exemption to DCAL and proposed to install in Long Term Plan.	Airport of Laos (AOL)	DCA exempt of runway hold position lights in accordance to AOL and mention in the Certification.	A
		Wildlife Hazards:		Establishing a national bird control committee in accordance with APANPIRG conclusion 18/1.	DCAL to propose prime minister decree and establish national committee accordingly.	Department of Civil Aviation of Lao PDR (DCAL)	To be completed in 2026	B
	Luang Prabang International Airport	Taxiway		Provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I on new taxiways	Under consideration by Airports of Laos to purpose for support the budgets and installation	AOL	We have planned budgets and installation during 2021 to 2025	A
		Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.		DCAL and AOL	Aerodrome Certification will be completed in December 2023 (on Process)	A

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

[Updated at APANPIRG/36]

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
	Savannakhet International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.		DCAL and AOL	Aerodrome Certification will be completed in December 2025	A
	Pakse International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.		DCAL and AOL	Aerodrome Certification will be completed in December 2025	A

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

[Updated at APANPIRG/36]

Updated on 24 March 2025 27 February 2026

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 Certified on 20 January 2026 [Resolved]	A

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

[Updated at APANPIRG/36]

Updated on 25 June 2026

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	<u>Marshall Islands</u> AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.	Certification of aerodrome will be published in AIP AD 1.5	RMI DCA	December 31, 2028	A

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

[Updated at APANPIRG/36]

Updated on 16 December 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 at APANPIRG/36]

Updated on 17 April 2025 30 January 2026

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

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

[Updated at APANPIRG/36]

Updated on 16 December 2020

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

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

[Updated at APANPIRG/36]

Updated on 27 March 2024

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Philippines</u> Kalibo International Airport, Akla	Aerodrome Certification	Effective from 1 Jan 2021	Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from 1 Jan. 2025 to 30 June 2025	A
	Puerto Princesa International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from 11 Dec. 2024 to 9 June 2025.	A
	Bohol-Panglao International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from 30 Dec. 2024 to 29 June 2025.	A

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

[Updated at APANPIRG/36]

Updated on 15 June 2021

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

[Updated at APANPIRG/36]

Updated on ~~28 May 2025~~ 6 July 2026

Updated on 20 May 2020 & 04 July 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>Nepal</u>	Runway	ICAO Mission of February 2008	Insufficient runway strip, refer recommendations given in section 3.4 of Annex 14, Volume I.	Provide runway strip as per ICAO recommendations	Air Transport Capacity Enhancement Project (ATCEP) under Civil Aviation Authority of Nepal	- As per section 3.4 length of runway strips (60 m) before the threshold and beyond the end of the runway is already provided. - The runway is oriented approximately North-South (02-20) direction in the airport. As per recommendations given in section 3.4, the 140 m width of runway strip throughout the runway length on the West side of runway centerline will be available with the completion of ongoing parallel taxiway extension and international apron expansion works by 31 December 2026. - The 140 m width of runway strip on the East side of runway centerline for northern 1340 m length of the	A
	(Remarks – Land to be acquired in this area, budget to be allocated and only further procurement process to be carried out)				TIACAO			

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

[Updated at APANPIRG/36]

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
							runway will also be available with the completion of ongoing hangar area development works by 31 December 2026. Width of runway strip on the East side of runway centerline for remaining 1740 m length of the runway towards the South will be provided by 2030 31 December 2032.	

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

[Updated at APANPIRG/36]

Updated on 16 May 2025 29 July 2026

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>	Runway Strip	ICAO Mission of Oct. 2015	Insufficient Runway Strip	A 2013 Rule Exemption based on a comprehensive aeronautical study supports the 150 m runway strip width and the State has therefore accepted the lesser width. The recent changes to ICAO Annex 14 and NZ CAR Part 139 denote that the Faleolo Airport runway strip width meets the requirements for a non-precision instrument approach runway at 150 m overall width.	Civil Aviation Authority Samoa	Complete	A
	Faleolo International Airport				The State's position remains unchanged. Samoa has filed a Difference in the ICAO Electronic Filing of Differences (EFOD) system under the ICAO USOAP			

ICAO APAC Comments:
Still non-compliance with Annex 14 Requirements.

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

[Updated at APANPIRG/36]

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
					Continuous Monitoring Approach (CMA) platform against Annex 14, Volume I, Standard 3.4.3 (Width of runway strips). The approved exemption remained in force.			
		Aerodrome Pavements		Lack of maintenance of aerodrome pavements in accordance with Annex 14, 10.2	Faleolo International Airport upgraded its pavement for movement area in 2019 where a PAVER (software) training was conducted for the aerodrome operator personnel on the need to have a pavement maintenance plan. The Aerodrome Operator maintains an Aerodrome Maintenance Plan which includes maintenance inspection procedures for pavement areas. Following recent audits and assessments, the plan	Aerodrome Operator	December 2026	U

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

[Updated at APANPIRG/36]

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
					is currently under review to incorporate relevant recommendations aimed at further enhancing pavement maintenance practices.			

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

[Updated at APANPIRG/36]

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 at APANPIRG/36]

Updated on 15 June 2022 27 July 2026

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Sri Lanka</u> Bandaranaike International Airport	Runway/ Taxiway	ICAO mission April 2010	Provision of 280m strip width for the full length of precision approach CAT I runway in accordance with the standard 3.4.3, Annex 14, Volume I; remove obstacles from runway strip; flush the strip with the adjacent runway shoulder.	runway strip in accordance with Annex 14, Volume I will be provided, obstacles from strip will be removed and flush strip with adjacent runway shoulder.	CAASL	Statistical analysis submitted by AASL has been accepted in 2021. Request made to submit the improved risk assessment with necessary amendments within 2022. Short Term: Improved risk assessment was reviewed by the CAASL and referred to RST for incorporating additional mitigatory measures for identified risks. CAASL plans to complete the task by 15th October 2026. Long Term: CAASL notified Aerodrome Operator to prepare a long-term corrective action plan to establish 280m runway strip at BIA. Timeline to be agreed between CAASL and Aerodrome Operator.	A

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

[Updated at APANPIRG/36]

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
		Wildlife Hazards:		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. Line Ministry has accepted the TOR and agreed to establish the NWHMC and Cabinet Memorandum has been submitted for approval to establish the NWHMC. NWHMC will be established by 31st October 2026.	A

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

[Updated at APANPIRG/36]

Updated on 5 November 2025 7 July 2026

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 (RESA)	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 Jul 2025. Airports of Thailand Public Company Limited already has had the contractor for this construction's project and the safety assurance and project management documentation has been approved by the Civil Aviation Authority of Thailand to ensure that the aerodrome can continue to operate safely during the project. Currently, the construction progress is 84%. The construction for RESA Runway 09 has been completed, with final dimensions measuring 150 by 190 meters. Meanwhile, RESA Runway 27 is currently unavailable as discussions are ongoing	U

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

[Updated at APANPIRG/36]

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
							with stakeholders to re-declare the distance. Temporary exemption has been granted until 24 February 2027.	
		Runway Strip		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 side of RWY09 centre line and 90.27m on the left side of the runway centre line (due to the marsh near the runway).	Airports of Thailand Public Company Limited	The construction is expected to be completed in Jul 2025. Airports of Thailand Public Company Limited already has had the contractor for this construction's project and the safety assurance and project management documentation has been approved by the Civil Aviation Authority of Thailand to ensure that the aerodrome can continue to operate safely during the project. Currently, the construction progress is 84%. The construction has been completed. However, the runway strip width remains non-compliant with the	A

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

[Updated at APANPIRG/36]

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
							ICAO Annex 14 standard due to site limitations—specifically, the presence of a peat swamp forest at the Runway 09 threshold, which requires government regulatory approval for land use. While an exemption has been granted until 25 August 2026, Airports of Thailand Public Company Limited is currently conducting a safety risk assessment to support a request for its extension.	

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

[Updated at APANPIRG/36]

Updated on 25 November 2025

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Timor-Leste</u>	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	To be certified under category 3C, the significant safety related to the Aerodrome (AD) strip—specifically, the presence of local houses and inhabitants within the area—must be resolved. • The relocation of houses and inhabitants within the AD strip is currently in progress. • Efforts are underway to establish key documentation, including manuals, standard operating procedures (SOPs), and the formation of various airport committees such as the Airport Emergency	Gov. TL and ANATL as AD operator	- The original estimated completion date for the project was 31 December 2024. However, due to a range of challenges encountered by the airport operator—such as delays in the relocation of residents within the aerodrome strip, logistical constraints, and the complexity of coordinating multiple ongoing infrastructure and regulatory developments—the timeline has been revised. - As a result, the new estimate completion date has been extended to 31 December 2025. This extension will allow sufficient time to address the outstanding safety issues, finalize the installation and calibration of critical navigation aids (such as	A
	Commander-in-Chief of the FALINTIL – Kay Rala Xanana Gusmão International Airport, Suai (WPDB)							

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

[Updated at APANPIRG/36]

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
					Response Plan (AERP) and Airport Security Program (ASP). - At present, the aerodrome is occasionally used for domestic general aviation and helicopter operations only. - The installation and calibration of the Automated Weather Observing System (AWOS), Doppler VHF Omnidirectional Range (D-VOR), and Precision Approach Path Indicators (PAPIs) are ongoing. These improvements are intended to facilitate the relocation of all helicopter operations to Dili, aligning with the broader airport		AWOS, D-VOR, and PAPIs), and complete the necessary administrative and operational preparations required for airport certification under category 3C.	

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

[Updated at APANPIRG/36]

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
					certification process.			
	Rota de Sândalo International Airport, Oe-Cusse (WPOC)	Aerodrome Certification	Effective from 1 Jan 2025	Aerodrome yet to be certified.	To achieve certification under its designated runway category (4C), the airport operator is actively undertaking several preparatory actions. These include: The development of comprehensive airport manuals, the formulation of standard operating procedures (SOPs), and the establishment of key airport committees such as the Airport Security Committee-Runway safety and	Gov. TL and ANATL as AD operator	Estimated date: 31 December 2025	A

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

[Updated at APANPIRG/36]

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
					Compliance Assessment (ASC-RSCA) and the Emergency Response Committees (ERC). - Currently, the aerodrome (AD) is only used occasionally for domestic operations and helicopter movements. - In early May 2025, the airport operator submitted an official Expression of Interest (EOI) for certification. Following this, a certification roadmap was established, outlining the key milestones and deliverables required to meet the 4C standard. A			

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

[Updated at APANPIRG/36]

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
					dedicated technical team has been formed and has commenced the formal assessment of the application, in alignment with the established roadmap and regulatory requirements.			

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

[Updated at APANPIRG/36]

Updated on 27 March 2024

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

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

[Updated at APANPIRG/36]

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
					2. Provide 240m runway strip width at Fuaámotu International Airport.			

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

[Updated at APANPIRG/36]

Updated on 1 November 2022

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

* 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.



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

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LIST OF AOP FOCAL POINTS

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