



ICAO

International Civil Aviation Organization

The Seventh Meeting of the Asia/Pacific Aerodrome Design and Operations Task Force (AP-ADO/TF/7)

Bangkok, Thailand, 17 to 20 February 2026

Agenda Item 2: Review Outcome of Relevant Meetings

RELEVANT OUTCOMES OF APANPIRG/36

(Presented by the Secretariat)

SUMMARY

This paper presents the outcomes of APANPIRG/36 (Bangkok, Thailand, 24 to 26 November 2025) relevant to Aerodrome Operations and Planning field.

1. INTRODUCTION

1.1 The Thirty-sixth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/36) was held in Bangkok, Thailand from 24 to 26 November 2025.

1.2 The Meeting was attended by 188 participants from 26 Member States, 2 Special Administrative Regions of China and 6 International Organizations. The meeting adopted 14 (Fourteen) Conclusions and 5 (Five) Decisions. The Report of APANPIRG/36 is available at:

<https://www.icao.int/APAC/meetingdocs?fid=7023>

Among 14 (Fourteen) Conclusions adopted by APANPIRG/36, 2 (Two) conclusions are related to Aerodrome Operations and Planning field.

2. DISCUSSION

2.1 The outcomes of APANPIRG/36 relevant to this Task force are summarized in the ensuing paragraphs.

Report on the Ninth Meeting of AOP Subgroup (AOP/SG/9)

2.2 APANPIRG/36 reviewed the report of the Ninth Meeting of the Aerodrome Operations and Planning Subgroup (AOP/SG/9) held in Bangkok, Thailand from 30 June to 04 July 2025 and noted that AOP/SG/9 had adopted 8 (Eight) Conclusion and 2 (Two) Draft Conclusions that were of a purely technical or operational nature. The full report of AOP/SG/9 is available at the following URL: <https://www.icao.int/APAC/meetingdocs?fid=554>.

Runway Surface Condition Reporting – Adoption of Technology

2.3 APANPIRG/36 noted that AP-AA/WG/7 had discussed the regulatory challenges faced by New Zealand in adopting technology solutions to assist in the assessment of runway surface conditions as part of the GRF implementation.

2.4 Although technology solutions could provide an equal or better safety performance outcome in certain complex operational or environmental conditions, the definition of a “WET runway” currently, by inference, indicates that such runway condition assessments must be based upon “visual” observation which might not be able to be achieved practically or effectively in a timely manner for rain related events. Allowing States to consider technology solutions as an acceptable alternative means of compliance would assist in enhancing safety and providing greater opportunity for the adoption of GRF.

2.5 APANPIRG/36 adopted the following Conclusion formulated by AP-AA/WG/7 and endorsed by AOP/SG/9:

Conclusion APANPIRG/36/3 – Runway Surface Condition Assessment – Adoption of Technology	
<p>What: Restricting assessment of runway surface conditions to visual means only, especially for DRY or WET conditions restricts the introduction of technology and automation to assist airport operators to meet the performance and safety outcomes desired. ICAO is requested to facilitate States to consider the use of technology and automation methods as an alternative acceptable means of compliance, to assist aerodrome operators in the assessment of runway surface conditions.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: Technology and automation can equally meet the performance and safety outcomes desired in assessing runway surface conditions for reporting in global reporting format</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: 26-Nov-25</p>	<p>Status: Adopted by PIRG</p>
<p>Who: <input type="checkbox"/> Sub Groups <input type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

2.6 APANPIRG/36 further noted that the use of technology and automation methods as an alternative acceptable means of compliance for the assessment of runway surface conditions could possibly be mentioned in ‘ICAO Circular 355 - Assessment, Measurement and Reporting of Runway Surface Conditions’.

2.7 The Secretariat has sent an IOM to ICAO HQs for necessary action regarding above Conclusion APANPIRG/36/3.

Wildlife Strike – A Safety Concern

2.8 APANPIRG/36 noted that that India, Indonesia, Nepal and the Philippines had identified wildlife Strike as one of the National High-Risk Category of Occurrences (N-HRCs) in their respective National Aviation Safety Plan (NASP) due to the significant risk posed by the presence of wildlife in and around the aerodromes.

2.9 APANPIRG/36 also noted that the ICAO Bird Strike Information System (IBIS) wildlife strike analysis report for the year 2016-2021 indicated a significant increase in the wildlife strike reports in the APAC region as compared to the report received in the year 2008-2015.

2.10 Based on the analysis of the wildlife strike data of Asia and Pacific States, wildlife strikes may be included as other Regional HRCs (R-HRCs) in the Asia-Pacific Regional Aviation Safety Plan, so that a risk-based approach could be adopted in managing safety at the regional-level through collaboration between regional aviation stakeholders in a coordinated manner.

2.11 APANPIRG/36 further noted that the AOP/SG/9 had endorsed the following Draft Conclusion formulated by AP-WHM/WG/7 for consideration by APANPIRG/36 and coordination with RASG-APAC:

Conclusion APANPIRG/36/4 – Acknowledgement of Wildlife Strike as One of the High-Risk Category of Occurrences (HRCs) for Asia and Pacific Regions	
<p>What: Acknowledging that wildlife strike is a widespread concern affecting States in the Asia Pacific Region, and some States in Asia Pacific Region have already identified Wildlife Strike as one of the National High-Risk Category of Occurrences (N-HRCs) in their National Aviation Safety Plan (NASP):</p> <p>a) Wildlife Strikes should be considered to identify as one of the Regional HRCs (R-HRCs) in the Asia-Pacific Regional Aviation Safety Plan; and</p> <p>b) take up the concern of wildlife strike to the appropriate forum of ICAO for seeking additional Safety Enhancement Initiatives as mitigation measures for all APAC States/Administrations.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: For harmonised application and enhancing safety at or in the vicinity of aerodromes.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: 26-Nov-25</p>	<p>Status: Adopted by PIRG</p>
<p>Who: <input type="checkbox"/> Sub Groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

2.12 The AOP/SG Secretariat has coordinated with APRAST Secretariat for necessary action on this Conclusion.

Status on Certification of Aerodromes in Asia Pacific States

2.13 APANPIRG/36 noted that out of **384** aerodromes used for international operations in Asia and Pacific Regions **354** aerodromes (*including Krabi Airport which had been certified by CAAT on 4 July 2025 (APANPIRG/36 - WP/14 refers)*) have been certified as of 4 July 2025 corresponding to **92.19 %** progress.

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

2.14 APANPIRG/36 noted that there were number of States/Administrations in Asia and Pacific Regions who had not published the status of certification of aerodromes in AIP AD 1.5. Table 1 below illustrates States/Administrations that yet to publish the status of certification of aerodromes in AIP AD 1.5.

States	North Asia (5 States & 2 SARs)	South East Asia (11 States)	South Asia (8 States)	Pacific (15 States & 8 OTs)
AD 1.5 missing in AIP	--	1) Brunei Darussalam	1) Afghanistan	1) Kiribati 2) Nauru 3) Tuvalu 4) Marshall Is. 5) Micronesia (Federated States of) 6) Palau
Total (8 States)	0 State	1 States	1 State	6 States / OTs

Table 1 – Status of AIP AD 1.5 in Sub Regions of Asia/Pacific Region

Status of Air Navigation Deficiencies in AOP Field

2.15 APANPIRG/36 noted the List of Air Navigation Deficiencies in the AOP field which was reviewed and updated by AOP/SG/9 (30 June – 4 July 2025) based on information provided by Bangladesh, Brunei Darussalam, Fiji, Lao PDR, Mongolia, Nauru, Nepal, Philippines, Samoa and Thailand.

2.16 APANPIRG/36 acknowledged the resolution of existing deficiencies and addition of the new deficiencies to the List, as follows:

- a) Removal of Deficiency:
 - Aerodrome Certification
 - Surat Thani International Airport (VTSB), Thailand (November 2024)
 - Diosdado Macapagal International Airport (RPLC), Philippines (January 2025)
 - Labuan Airport (WBKL), Malaysia (March 2025)
 - Krabi Airport (VTSG), Thailand (July 2025)
 - Stopbar lights at runway holding positions
 - Buyant-Ukhaa International Airport (ZMUB), Mongolia
 - Apron – Airfield signage
 - Buyant-Ukhaa International Airport (ZMUB), Mongolia
- b) Addition of Deficiency:
 - Approach Lighting System (HIALS)
 - Nadi International Airport (NFFN), Fiji
 - Aerodrome Certification
 - Rota de Sândalo International Airport, Oe-Cusse (WPOC), Timor-Leste

2.17 The list of the outstanding Air Navigation Deficiencies in AOP field endorsed by APANPIRG/36 is in **Appendix A**.

Challenges in AOP Fields and Priorities for 2026

2.18 APANPIRG/36 noted that the AOP/SG identified the following challenges in aerodrome operations and planning field:

- a) Certification of military aerodromes used for international operations.
- b) Safety oversight and safety management of Ground Handling Services.
- c) Slow Implementation of GRF and Runway Safety Team.
- d) Slow pace of transition from ACN-PCN to ACR-PCR Method of Reporting Pavement Bearing Strength.
- e) Wildlife strike hazard reduction.

2.19 To address above challenges, the AOP/SG planned to conduct following activities in 2026:

- a) Organize Workshop on Civil/Military Cooperation in aerodrome certification.
- b) Invite States/Industry (aerodrome operator, airlines operator and ground handling agent) to present their good practices in AP-AA/WG/8 Meeting/or Organize Workshop in Ground Handling Services.
- c) Encourage States/Industries to opt Aerodrome Assistance Go-Team/Runway Safety Go-Team Mission on a cost recovery basis to obtain assistance for implementation of GRF and RST establishment.
- d) Organize Workshop with the support from US FAA on Aerodrome Pavement Design and Evaluation including ACR-PCR Method of Reporting Pavement Bearing Strength.
- e) Assistance to States on wildlife strike hazard reduction through the implementation of Asia/Pacific wildlife Hazard Management Go-Team Technical Assistance Mission.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note the information contained in this paper;
- b) note APANPIRG Conclusions 36/3 and 36/4 (paragraphs 2.5 and 2.11 refer); and
- c) discuss any other relevant matters as appropriate.

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 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>Afghanistan</u>	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Herat International Airport							
	Kabul International Airport							
	Kandahar International Airport							
	Mazar-e-Sharif Airport							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 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	Bangladesh	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	A
	(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).							

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

[Updated at APANPIRG/36]

Updated on 11 March 2025

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Brunei Darussalam</u> Brunei International Airport	Taxiway (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 <u>ICAO APAC Comments:</u> 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 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**
		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
	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	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]

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
					aerodrome manual and sms manual.			
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**
Annex 14 Volume I para 5.3.4.19	<u>FIJI</u> Nadi International Airport <u>RWY 02_CAT</u> 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
Annex 14 Volume I	Chandigarh Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
Annex 14 Volume I	Goa Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
Annex 14 Volume I	Port Blair Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
Annex 14 Volume I	Pune Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
Annex 14 Volume I	Srinagar Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A

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

[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	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
	Christmas Island Airport, Kiritimati							
	Bonriki International Airport, Tarawa	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	The Aerodrome Operator is not yet fully complied to the requirements	Airport Kiribati Authority	31 Dec 2023	A
Annex 14 Volume I PANS- Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.	The AIP will be amended to include this deficiency	Civil Aviation Authority of Kiribati (CAAK)	15 Oct 2023	A

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

[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

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Malaysia</u> Kuantan Haji Ahmad Shah Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Coordination among Ministry of Transport, Ministry of Defense and Airport Operator are being conducted to get the aerodrome certified	Ministry of Transport and Ministry of Defense	June 2025	A

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>Marshall Islands</u> AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

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

[Updated 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>	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Pohnpei International Airport							
	FM Chuuk International Airport							
	Yap International Airport							
	Kosrae Airport		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

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

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

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION
[Updated at APANPIRG/36]

Updated on 28 May 2025

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14, Volume I	<u>Nepal</u> Tribhuvan International Airport	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	<ul style="list-style-type: none"> As per section 3.4 length of runway strips (60 m) before the threshold and beyond the end of the runway is already provided. The runway is oriented approximately North-South (02-20) direction in the airport. As per recommendations given in section 3.4, the 140 m width of runway strip throughout the runway length on the West side of runway centerline will be available with the completion of ongoing parallel taxiway extension and international apron expansion works by 2026. The 140 m width of runway strip on the East side of runway centerline for northern 1340 m length of the runway will also be available with the completion of ongoing 	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION
 [Updated at APANPIRG/36]

							hangar area development works by 2026. <ul style="list-style-type: none"> • Width of runway strip on the East side of runway centerline for remaining 1740 m length of the runway towards the South will be provided by 2030. 	
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AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION
[Updated at APANPIRG/36]

Updated on 16 May 2025

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Samoa</u> Faleolo International Airport	Runway Strip	ICAO Mission of Oct. 2015	Insufficient Runway Strip	A 2013 Rule Exemption based on a comprehensive aeronautical study supports the 150 m runway strip width and the State has therefore accepted the lesser width. The recent changes to ICAO Annex 14 and NZ CAR Part 139 denote that the Faleolo Airport runway strip width meets the requirements for a non-precision instrument approach runway at 150 m overall width.	Civil Aviation Authority Samoa	Complete ICAO APAC Comments: Still non-compliance with Annex 14 Requirements.	A
		Aerodrome Pavements		Lack of maintenance of aerodrome pavements in accordance with Annex 14, 10.2	Faleolo International Airport upgraded its pavement for movement area in 2019 where a PAVER (software) training was conducted for the aerodrome operator personnel on the need to have a pavement maintenance plan.	Aerodrome Operator	December 2026	U

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

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Sri Lanka</u> Bandaranaike International Airport	Runway/ Taxiway	ICAO mission April 2010	Provision of 280m strip width for the full length of precision approach CAT I runway in accordance with the standard 3.4.3, Annex 14, Volume I; remove obstacles from runway strip; flush the strip with the adjacent runway shoulder.	runway strip in accordance with Annex 14, Volume I will be provided, obstacles from strip will be removed and flush strip with adjacent runway shoulder.	CAASL	Statistical analysis submitted by AASL has been accepted in 2021. Request made to submit the improved risk assessment with necessary amendments within 2022.	A
		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.	A

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

[Updated at APANPIRG/36]

Updated on 5 November 2025

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14, Volume I	<u>Thailand</u> Phuket International Airport	Runway (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%.	U
		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	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	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**
					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).		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%.	

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> Commander-in-Chief of the FALINTIL – Kay Rala Xanana Gusmão International Airport, Suai (WPDB)	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. <ul style="list-style-type: none">• 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 Response Plan (AERP) and	Gov. TL and ANATL as AD operator	<ul style="list-style-type: none">• 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 AWOS, D-VOR, and PAPIs), and complete	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**
					Airport Security Program (ASP). <ul style="list-style-type: none"> • 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 certification process. 		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**
	Rota de Sândalo International Airport, Oe-Cusse (WPOC)	Aerodrome Certification	Effective from 1 Jan 2025	Aerodrome yet to be certified.	<p>To achieve certification under its designated runway category (4C), the airport operator is actively undertaking several preparatory actions. These include:</p> <ul style="list-style-type: none"> 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 Compliance Assessment (ASC-RSCA) and the Emergency Response Committees (ERC). Currently, the aerodrome (AD) is only used occasionally for 	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**
					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 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> Fua'amotu International Airport	Runway Strip	ICAO Mission of Oct. 2015	Insufficient Runway Strip	1. File of difference to ICAO Annex 14 Volume I 3.4.4 through CMA- OLF and the publication of significant difference in the AIP Tonga	CAD Office	1. 28 December 2023	A
					- CAR 139.C.2.2 details that the strip width for aerodrome reference code number 4, non- precision runway must extend laterally on each side of the centre line of the runway and its extended centre line throughout the length of the strip to the minimum distance of 75m.		2. 31 December 2030	
					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.