



*International Civil Aviation Organization*

**ELEVENTH MEETING OF THE  
ASIA/PACIFIC AIR NAVIGATION PLANNING AND  
IMPLEMENTATION REGIONAL GROUP (APANPIRG/11)  
Bangkok, Thailand, 2 - 6 October 2000.**

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**Agenda Item 4: Shortcomings and Deficiencies in the Air Navigation Field**

**LIST OF SHORTCOMINGS AND DEFICIENCIES**

(Presented by the Secretariat)

**SUMMARY**

This working paper presents a list of Shortcomings and Deficiencies for review and action.

**1. Introduction**

- 1.1 The methodology for the identification, assessment and reporting of air navigation shortcomings and deficiencies was reviewed by the ANC and approved by the ICAO Council on 23 June 1998. This was noted by the last meeting of APANPIRG and formulated Conclusion 10/39 urging States, Providers and Users to co-operate fully in providing information on shortcomings and deficiencies in air navigation facilities and services.

**2. Discussion**

- 2.1 For the purpose of this exercise, a situation where a facility is not installed or a service is not provided in accordance with a regional air navigation plan is considered to be a **shortcoming**. A situation where an existing facility or service is partially unserviceable, incomplete or not operated in accordance with appropriate ICAO specifications and procedures is considered to be a **deficiency**. The net effect of either a shortcoming or a deficiency is a negative impact on safety, regularity and/or efficiency of international civil aviation.
- 2.2 ICAO Assembly Resolution A 31-5, Appendix M calls for States to give priority to the implementation of those facilities and services the lack of which would likely to have a serious effect on international air operations. The Assembly Resolution also directs ICAO to carry out identification, investigation and action on important shortcomings in the implementation of Regional Plans in a minimum practical time, and that the PIRGs shall identify problems and shortcomings in Regional Plans and the implementation thereof, along with suggested remedial measures.
- 2.3 Since the APANPIRG/10, a number of follow-up actions were taken to pursue the matters with the States concerned, and as a result some of the outstanding shortcomings and deficiencies have been resolved. Based on information available with the ICAO Regional

Office, a list of shortcomings and deficiencies in the various fields of air navigation is at Attachment 1. This list was reviewed by the respective sub-groups and included in their reports. The meeting is expected to review this list and take action as suggested in the Uniform Methodology approved by the Council.

**3. Action by APANPIRG/10**

The meeting is invited to:

- i) review the attached list of shortcomings and deficiencies in Attachment 1 and update it based on additional information provided at the meeting
- ii) consider reiterating APANPIRG Conclusions 10/39 and 10/40, noting that only limited information concerning air navigation shortcomings and deficiencies has been reported to the Regional Office by States, Providers, Users and International Organizations since the APANPIRG/10.

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## SHORTCOMINGS AND DEFICIENCIES

### *EXPLANATION OF THE TABLE*

\* S = shortcoming    D = deficiencies

\*\* Priority for action to remedy the shortcoming/deficiency 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.

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

Identification		Shortcomings and Deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Target for completion	Priority for action**
<b><u>RWY Condition</u></b> <b><u>RAN 3</u></b> <b><u>Rec. 4/2</u></b>	<b>Myanmar</b>  Yangon	RWY reported slippery when wet	10/98	Đ	Has been overlaid with Asphaltic Concrete (2nd phase overlay scheduled from October 2000 to May 2001)	RWY friction to be tested, corrective action taken	DGCA	5/2001	B
	<b>Philippines</b>  Manila	RWY reported slippery when wet	10/98	Đ	Minimal rubber deposits on touchdown zone after derubberizing works carried out. Procurement of runway friction-measuring equipment in progress	RWY friction to be tested, corrective action taken	ATO	To be determined	B
	<b>Vietnam</b>  Ho chi Minh	RWY reported slippery when wet	10/98	No change  D		RWY friction to be tested, corrective action taken	CAAV	3/2000	B

Identification		Shortcomings and Deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Target for completion	Priority for action**
<b>RAN 3</b> <b>Rec. 3.1</b>	<b>Maldives</b>								
	Male	RWY 18 – no Approach lighting	1994	No change S	Installation of approach lights physically impracticable. Ground visibility rarely goes down below 1500m. Other visual aids provided.	SA lighting to be provided	MAA	Implementat ion as soon as possible	B
	<b>Myanmar</b>								
	Yangon	RWY 03 – no Approach lighting	1994	No change S		SA lighting to be provided	DGCA	Implementat ion as soon as possible	A
	<b>Philippines</b>								
	Manila	RWY 06 – no Approach lighting	1995	No change S		PA 1 lighting to be provided	ATO	Implementat ion as soon as possible	A
	<b>Vietnam</b>								
	Ho Chi Minh	RWY 07R, 25L – no PAPIs, no approach lighting	1996	No chan ge S		PAPIs to be provided PA 1- RWY 25L SA-RWY 07L	CAAV	Implementat ion as soon as possible	A

Identification		Shortcomings and Deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Target for completion	Priority for action**
<b><u>RFF and Emergency Response Capability Annex 14 Vol. I</u></b>	<b>Myanmar</b>								
	Yangon	RFF category inadequate	1996	No change S		RFF category to be improved		12/2000	A B
		Emergency Plan to be updated		D		Emergency exercises to be carried out and AEP updated			
	<b>Nepal</b>								
	Kathmandu	RFF category is 5 as against 7 required	1996	No change S		RFF category to be improved		12/2000	A B
		Emergency Plan to be updated		D		Emergency exercises to be carried out and AEP updated			

**AIR NAVIGATION SHORTCOMINGS AND DEFICIENCIES IN THE CNS FIELDS IN THE ASIA/PACIFIC REGION**

Identification		Shortcomings and deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Target for completion	Priority for action* *
VHF coverage to be provided in the Southern Part of Dhaka FIR and withdrawal of HF	Bangladesh	No requirement for HF except for smaller portion of FIR.HF used for ground-to-ground COM due to lack of ER VHF and reliable ATS DSCs.	1992	No change  S	HF air ground channels are used to exchange co-ordination messages causing frequency congestion	Survey of the installation sites for RCAG stations has been completed and other formalities are in progress.	Civil Aviation Authority of Bangladesh	Target date being changed each time the status was reviewed and currently established for June 2001	A
RCAG VHF at Port Blair	India	RCAG station to be established at Port Blair linked to Calcutta and Chennai ACCs	1992	No Change  D	HF air ground channels are used sometimes to exchange co-ordination messages. Frequency congestion is reduced as ATS DSCs are used for coordination.	Installation VSAT in progress at Port Blair, Calcutta and Chennai to operate RCAG station.	Airports Authority of India	Target date being changed each time the status was reviewed and currently established September 2000.	A

Identification		Shortcomings and deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Target for completion	Priority for action* *
Reliable AFS communications between Calcutta and Dhaka FIRs.	Bangladesh and India	Performance of the Calcutta/Dhaka HF RTT AFTN Circuit has been far below the required reliability of 97%. ATS DSC not implemented. IDD service used for ATS coordination not meeting operational requirement. Agartala/Dhaka and Dhaka/Guwahati. ATS DSCS not implemented.	ATS DSC 1993  AFTN 1995	No change  D	HF RTT circuit needs to be upgraded to LTT. Corrective action required to improve performance of the IDD services initially. A dedicated circuit should be established between Calcutta and Dhaka. IDD service to be provided for Agartala/Dhaka and Dhaka/Guwahati ATS DSC.	Action is being initiated to upgrade the HF RTT circuit and also to introduce Hotline IDD to enhance reliability pending, establishment of a dedicated circuit. Requirement for Agartala/Dhaka and Dhaka/Guwahati ATS DSC to be satisfied by IDD initially.	CAA Bangladesh and Airports Authority of India	End of 2000	A

Identification		Shortcomings and deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Target for completion	Priority for action* *
Reliable HF/VHF and ATS direct speech circuits in India FIRs	India	RCAG VHF not reliable. HF congested. Most of the ATS DSCs use IDD and operational requirement is not met.	1999	D	Provision for a reliable link to RCAG stations is required to improve quality of VHF. Implementation of reliable ATS DSC is required to satisfy 15 second access time. HF congestion will be reduced upon improvement in coverage of VHF and availability of reliable of ATS DSCs.	Satellite link progressively introduce to support RCAG station. IDD Hotlines have been introduced and has resulted in improvement in IDD communication, satisfying requirements in most cases. HF congestion reduced due to enhancement in IDD communication and to some extent due to the use of CPDLC.	Airports Authority of India	End of 2000	A
<del>Reliable NDB***</del>	<del>Maldives</del>	<del>Male NDB is consistently unserviceable</del>	<del>1999</del>	<del>Implemented</del> D			<del>Male Airports Authority</del>	<del>Problems rectified in 1999.</del>	
<del>Provide VHF*** coverage in the Ulaar Baatar FIR</del>	<del>Mongolia</del>	<del>RCAG stations to be established and operated using satellite link to provide full VHF coverage in the Ulaar Baatar FIR</del>	<del>1992</del>	<del>Implemented</del> D		<del>Mongolia is planning to have full VHF coverage under the National Air Navigation Development</del>	<del>Civil Aviation Authority of Mongolia</del>	<del>Completed in April 1999</del>	

Identification		Shortcomings and deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Target for completion	Priority for action* *
Adequate and reliable VHF COM	Myanmar	Quality and reliability of RCAG VHF inadequate and unavailability of required coverage	1998	No change  D	Improvements in the quality of link to RCAG stations and power supply system are required.	Action should be taken to provide reliable links between the RCAG stations and Yangon ACC. Power supply to the RCAG sites needs improvement.	DCA Myanmar	Established target date of end 1999 was not achieved. Revised target date is Fourth quarter of 2000.	A
<del>Reliable VOR/DME***</del>	<del>Nepal</del>	<del>VOR signal scalloping between 15 and 8 DME</del>	<del>1998</del>	<del>Implemented</del>  <del>D</del>	<del>Corrective action required to overcome problem and conduct flight check</del>	<del>Scalloping problem corrected and flight checked.</del>	<del>Civil Aviation Authority of Nepal</del>	<del>Problem rectified since 18 July 1999.</del>	
Harmful radio Interference	Philippines	Manila approach and departure frequencies suffer harmful interference	1999	No Change  D		Action has been initiated by Air Transportation Office with concerned authority to eliminate the problem	Air Transportation Office	As soon as possible.	A

Identification		Shortcomings and deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Target for completing	Priority for action**
Meteorological observations and reports. Provision of Annex 3, Chapter 4	Solomon I.	Weather information is inadequate and not provided on a regular basis	1996	No Change D	Reported by airlines operating to Solomon I.	Equipment to be upgraded and arrangements to be made for regular observations	Ministry of Transport, Works and Aviation, Solomon I.	To be determined	A
a) Requirements for forecasts to be provided. ASIA/PAC ANP, Part IV-Meteorology. Table MET 1A b) Meteorological observations and reports. Provision of Annex 3, Chapter 4.	Kiribati	a) TAFs for Kiritimati not regularly provided by MET Centre of Fiji. b) MET observations from Kiribati not available on regular basis	1998	S  D	Reported by the National Weather Service concerned during introduction of the new flight operations. Fiji reported that MET observations not regularly available due to communication problems	a) Temporary arrangements have been made for the Honolulu MET Office to issue 18-hour TAFs during special flight operations. b) Communication between Kiribati and Fiji required to be considered.	Directorate of Civil Aviation, Kiribati Civil Aviation Authority, Fiji COM/MET/NAV /SUR SG	To be determined	A

Identification		Shortcomings and deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Target for completing	Priority for action**
Requirements for *** exchange of OPMET information. ASIA/PAC ANP, Table MET 2.	Mongolia	TAFs regularly issued by MET office of Ulaanbatar International Airport, however, not regularly available for international OPMET exchange under the ROBEX Scheme	1999	S	Reported by Mongolia that international flights to Ulaanbator delayed due to lack of OPMET data. Action to be taken as proposed by the Administration	Action is to be taken to amend the ROBEX Scheme	a) APANPIRG considered proposal to amend the ROBEX Scheme b) China and Mongolia to implement proposal developed	1999	U
a) Reporting of information on volcanic eruptions to civil aviation units. Provision of Annex 3, Chapter 4. b) International airways volcano watch (IAVW) operational procedures.	Indonesia Philippines	Information on volcano activities not always reach civil aviation units due to lack of fixed communications with volcano observatories	1995	D	a) Observed by States concerned b) Reported at the WMO/ICAO Workshop on Volcanic Ash Hazards (Darwin, 1995)		a) Volcanic Ash Warning Study Group (VAWSG) to develop proposal. b) ICAO Regional Office to monitor developments on this subject.	2000	A
a) Service for operators and flight crew members	Cambodia Myanmar Papua New	VSATs for reception of the ISCS and SADIS	1999	D	Expected lack of products for flight	States consider urgent action to be taken for	Civil Aviation Administrations in co-ordination	2001	A

Identification		Shortcomings and deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Target for completing	Priority for action**
Provision of Annex 3, Chapter 9. b) Requirements for WAFS products for flight documentation. ASIA/PAC ANP, Table MET 1A	Guinea PAC States	satellite broadcasts not installed			documentation due to forthcoming implementation of the final phase of WAFS and cease of RAFCs operations.	implementation of the ISCS and/or SADIS to install VSATs	with Met. Authorities of the States concerned. COM/MET/NAV /SUR SG to monitor and coordinate.		
a) Aerodrome meteorological office meteorological watch office Provisions of Annex 3, Chapter 3. b) Requirement for aerodrome meteorological office to be established ASIA/PAC ANP, Table MET 1A Requirements for meteorological watch office to be established ASIA/PAC ANP, Table MET 2A	Cambodia	Requirements for aerodrome meteorological office and meteorological watch office (WMO) to be established at Phnom-Penh international airport have not been met	1992	No Change S	Requirements have not been met due to staffing and funding problems. MET briefing and flight documentation for return flights provided by the MET offices of other aerodromes	The Authority concerned to take urgent actions to meet requirements of ANP. If MWO is not able to meet all its obligations, proposal to be considered for temporary transfer of its responsibilities to another MWO and a NOTAM to be issued to indicate such a transfer	State Secretariat of Civil Aviation, Cambodia	To be determined	A

Identification		Shortcomings and deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Target for completing	Priority for action**
a) SIGMET information Provision of Annex 3 Chapter 7. b) Requirements for dissemination of SIGMETs, including SIGMETs for volcanic ash ASIA/PAC ANP (FASID) Table MET 2A c) International airways volcano watch (IAVW) operational procedures.	Bangladesh Cambodia Fiji India Indonesia Lao Malaysia Myanmar Nepal Papua New Guinea Philippines Sri Lanka	Requirements for issuance and proper dissemination of SIGMETs, including SIGMET for volcanic ash, have not been fully implement	2000	a) D  b) S	a) reported by airlines, b) noted by Volcanic Ash Advisory Centres	a) ICAO to consider proposal for Special Implementation Project be Established with the primary objective to improve implementation of SIGMET procedures b) States to take urgent actions to implement the procedures	a) ICAO to establish and implement the SIP b) ICAO Regional Office to co-ordinate c) Volcanic Ash Working Group to assist Secretariat with development of SIP and its implementation d) COM/MET/NAV/SUR SG to monitor	2001	A

# AIR NAVIGATION SHORTCOMINGS AND DEFICIENCIES IN THE ATS/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Shortcomings and Deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Date of completion	Priority for action**
<u>ATS routes</u>									
A202	China/Japan/Hong Kong, China/Viet Nam	Not implemented	24/11/93	S	Co-ordination is in progress among States and ICAO	ICAO - continue on-going implementation co-ordination related to the Revised South China Sea route structure with States. China/Viet Nam - consider implementation.	China/Japan/Hong Kong, China/Viet Nam		B
A203	China/Hong Kong, China	Not implemented	24/11/93	S		China - consider implementation	China/Hong Kong, China		B
A211	Malaysia	Not implemented	24/11/93	S	ICAO has requested Malaysia to co-ordinate the early implementation of A211 with States concerned, and awaits input from Malaysia	ICAO - co-ordinate with Malaysia and report the outcome to SEACG	Malaysia		B
A218	China/Russian Federation	Partially implemented	24/11/93	S	ICAO has taken action to co-ordinate with China/Russian Federation for implementation of Harbin-Ekimchan segment and to amend ANP. APAC 99/1-ATS was approved on 26/1/00.	China/Russian Federation - consider implementation	China/Russian Federation		B
A223	Japan	Not implemented	24/11/93	S		Japan - consider implementation	Japan		B
A224	Malaysia	Not implemented	24/11/93	S	ICAO has requested Malaysia to implement A224. Malaysia has advised that the implementation is under consideration.	Malaysia - consider implementation	Malaysia		B
A335	China/Mongolia/Russian Federation	Not implemented	24/11/93	S	ICAO has requested China to implement A335, and awaits input from China.	China - consider implementation	China/Mongolia		B
A341	Indonesia/Malaysia	Partially implemented	24/11/93	S	ICAO has requested Indonesia to co-ordinate implementation with Malaysia	Indonesia/Malaysia - consider full implementation	Indonesia/Malaysia		B
A450	Indonesia/United States	Partially implemented	24/6/94	S	ICAO has requested Indonesia to co-ordinate implementation with United States. United States has agreed to the implementation, and a response from Indonesia is being awaited.	Indonesia/United States - consider full implementation	Indonesia/United States		B

# AIR NAVIGATION SHORTCOMINGS AND DEFICIENCIES IN THE ATS/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Shortcomings and Deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Date of completion	Priority for action**
A455	Japan/United States	Not implemented	24/11/93	S	Japan proposed that the requirement should be examined. APAC99/8-ATS to delete the requirement was approved on 5/4/00.	Japan/United States - consider implementation	Japan/United States		B
A459	India	Implemented as A330	24/11/93	S	ICAO has taken action to co-ordinate with India to amend ANP. APAC 99/4-ATS to delete A459 is under preparation.	India - propose an amendment to ANP to delete the requirement for A459 since this route has been covered by the current A330	India		B
A466	India	Implemented with different route specification	24/11/93	S	ICAO has taken action to include this amendment in a comprehensive amendment proposed by MIDANPIRG. APAC99/4-ATS to amend the requirement is under preparation.	India - propose an amendment to ANP to reflect current situation	India		B
A469	Viet Nam	Implemented as W9	19/8/94	S	ICAO has requested Viet Nam to implement as A469	Viet Nam - promulgate the route with designator A469 in AIP	Viet Nam		B
A470	China/Viet Nam	Partially implemented	19/8/94	S	Co-ordination is in progress among States and ICAO	ICAO - continue on-going implementation co-ordination related to the Revised South China Sea route structure with States.	China/Viet Nam		B
A473	India/Nepal	Not implemented	16/3/99	S	India has advised that reallignment is under consideration.	India/Nepal- consider implementation	India/Nepal		B
A581	China/Myanmar/Thailand	Partially implemented	17/2/97	S	ICAO has requested China to co-ordinate implementation. China, Lao PDR and Thailand have proposed an amendment to ANP. APAC99/11-ATS has been circulated to States.	China/Myanmar - consider full implementation	China/Myanmar/Thailand		B
A584	United States	Partially implemented	24/6/94	S	ICAO has requested United States to implement the missing segment. United States has proposed deletion of the missing segment, and the proposal is under preparation.	United States - consider implementation	United States		B
B14	Japan	The requirements for this route are not detailed in ANP	24/2/99	S	Japan redesignated the route as W14 with effect from 15 July 1999		Japan	15/7/99	B
B201	Fiji/New Zealand	Not implemented	24/11/93	S		Fiji/New Zealand - consider implementation	Fiji/New Zealand		B

# AIR NAVIGATION SHORTCOMINGS AND DEFICIENCIES IN THE ATS/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Shortcomings and Deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Date of completion	Priority for action**
B204	Maldives	The requirements for this route are not detailed in ANP	24/1/96	S		Maldives - propose an amendment to ANP to add the route	Maldives		B
B212	Japan/Rep of Korea	Not implemented	24/11/93	S	Japan is considering implementation as a conditional route	Japan/Rep of Korea - consider implementation	Japan/Rep of Korea		B
B213	China	Not implemented	24/11/93	S		China - consider implementation	China		B
B333	Indonesia/Papua New Guinea United States	Partially implemented	24/11/93	S	ICAO has requested Indonesia to co-ordinate with States concerned and implement the missing segment(s). APAC99/8-ATS to delete the requirement was approved on 5/4/00.	ICAO - co-ordinate with States for full implementation	Indonesia/Papua New Guinea United States		B
B334	China	Partially implemented	17/2/97	S	ICAO has taken action to co-ordinate with China to amend ANP. APAC 99/1-ATS was approved on 26/1/00.	China - propose an amendment to ANP to reflect current situation	China		B
B345	China/India/Nepal	Partially implemented	24/11/93	S	ICAO has taken action to co-ordinate with States to amend ANP. APAC99/4-ATS is under preparation.	China - consider implementation of the missing segment India - propose an amendment to ANP to delete segment covered by other route Nepal - implement the missing segment	China/India/Nepal		B
B456	Papua New Guinea	Partially implemented	24/11/93	S	Papua New Guinea has advised that they will formally propose ANP amendment for deletion of the missing segment.	Papua New Guinea - consider full implementation	Papua New Guinea		B
B579	Malaysia/Thailand	Partially implemented	16/3/99	S	ICAO has requested Malaysia to co-ordinate with Thailand for implementation. Malaysia has advised that co-ordination is on-going.	Malaysia - consider full implementation	Malaysia/Thailand		B
B588	Indonesia/Philippines	Not implemented	24/11/93	S	Philippines considered that B588 is no longer required, and co-ordinated with Indonesia to delete the route. An amendment proposal to ANP, APAC 00/1-ATS to delete the requirement has been circulated.	ICAO - co-ordinate with States for implementation or an ANP amendment	Indonesia/Philippines		B

# AIR NAVIGATION SHORTCOMINGS AND DEFICIENCIES IN THE ATS/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Shortcomings and Deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Date of completion	Priority for action**
B591	China	Partially implemented	22/7/97	S	Co-ordination is in progress among States and ICAO	ICAO - continue on-going implementation co-ordination related to the Revised South China Sea route structure with States	China		B
G86	China/Hong Kong, China	The requirements for this route are not detailed in ANP	24/2/99	S	ICAO has taken action to co-ordinate with China to amend ANP requirements to include the route as B331. APAC99/1-ATS to add the requirement as B331 was approved on 26/1/00.	China - consider promulgation of the route with designator B331 in AIP	China/Hong Kong, China		B
G211	Malaysia	Not implemented	24/11/93	S	ICAO has requested Malaysia to implement G221. Malaysia has advised that implementation co-ordination is on-going.	Malaysia - consider implementation	Malaysia		B
G225	United States	Implemented with different route specification	24/2/99	S	ICAO has requested United States to implement G225 in accordance with ANP. APAC99/8-ATS to delete the requirement was approved on 5/4/00.	United States - consider implementation in accordance with ANP	United States		B
G348	Bhutan/India	Partially implemented	2/3/99	S	Bhutan has advised that route segment in Bhutan airspace has been implemented.	Bhutan/India - consider implementation	Bhutan/India		B
G461	Indonesia	Implemented with different route specification	24/11/93	S	ICAO has taken action to co-ordinate with Indonesia to amend ANP requirement. APAC00/1-ATS to amend the requirement has been circulated.	Indonesia - propose an amendment to ANP to reflect current situation	Indonesia		B
G466	China/Viet Nam	Partially implemented	22/7/97	S	Co-ordination is in progress among States and ICAO	ICAO - continue on-going implementation co-ordination related to the Revised South China Sea route structure with States China/Viet Nam - consider implementation	China/Viet Nam		B
G473	Lao PDR/Philippines Thailand/Viet Nam	Partially implemented	24/11/93	S	Co-ordination is in progress among States and ICAO	ICAO - continue ongoing implementation co-ordination related to the Revised South China Sea route structure with States	Lao PDR/Philippines Thailand/Viet Nam		B
G583	Japan	Partially implemented	24/11/93	S	APAC98/15-ATS/COM to amend the requirement was approved on 25/6/00.	Japan - consider full implementation	Japan		B

# AIR NAVIGATION SHORTCOMINGS AND DEFICIENCIES IN THE ATS/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Shortcomings and Deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Date of completion	Priority for action**
G589	DPR Korea/Japan Rep of Korea	Not implemented	24/11/93	S		DPR Korea/Japan/Rep of Korea - consider implementation	DPR Korea/Japan Rep of Korea		B
R17	Japan	The requirements for this route are not detailed in ANP	24/2/99	S	Japan redesignated the route as V38 with effect from 15 July 1999.		Japan	15/7/99	B
R85	Thailand	The requirements for this route are not detailed in ANP	24/2/99	S	Thailand has deleted the route designator R85.	Thailand - delete the route designator R85 from AIP	Thailand		B
R207	Lao PDR	Partially implemented as W29	24/11/93	S		Lao PDR - consider promulgation of the route with route designator R207	Lao PDR		B
R209	Malaysia	Not implemented	10/1/00	S		Malaysia - consider early implementation	Malaysia		B
R216	China/Kazakhstan	Not implemented	24/11/93	S		ICAO - co-ordinate with States for implementation and report the outcome to EAAR	China/Kazakhstan		B
R217	Japan	Implemented as V51	24/11/93	S	Japan proposed to amend requirement of R217, and ICAO co-ordinated with Japan to amend ANP. APAC 98/15-ATS/COM was approved on 25/6/00. Accordingly Japan will implement the route by 12/2000.	Japan -promulgate the route with designator R217	Japan	/12/2000	B
R218	Indonesia/Singapore	Partially implemented	24/11/93	S	ICAO has requested Indonesia to co-ordinate implementation with Singapore. Amendment proposal to ANP, APAC 00/1 to delete the requirement has been circulated.	Indonesia/Singapore - consider full implementation	Indonesia/Singapore		B
R220	Japan	Implemented with different route specification	11/9/98	S	Japan proposed to amend requirement of R220, and ICAO co-ordinated with Japan to amend ANP. APAC 98/15-ATS/COM was approved on 25/6/00.	Japan - propose an amendment to ANP to reflect current situation	Japan		B
R221	Malaysia	Not implemented. The same route designator in use in Russian Federation	24/11/93	S	ICAO has requested Russian Federation to delete R221 and promulgate the route as R466 in AIP. ICAO has requested Malaysia to implement R221. Input from Russia and Malaysia is being awaited.	Malaysia - consider implementation ICAO - co-ordinate with Russian Federation to redesignate the route as R466 as already assigned as a matter of priority	Malaysia Russian Federation		A

# AIR NAVIGATION SHORTCOMINGS AND DEFICIENCIES IN THE ATS/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Shortcomings and Deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Date of completion	Priority for action**
R328	India	Implemented with different route specification	24/11/93	S	ICAO has taken action to co-ordinate with India to amend ANP. APAC 99/4-ATS to amend the requirement is under preparation.	India - propose an amendment to ANP to reflect current situation			B
R331	India/Sri Lanka	Not implemented	24/11/93	S	India has proposed to delete the requirement. APAC 99/4-ATS to delete the requirement is under preparation.	India/Sri Lanka - consider implementation	India/Sri Lanka		B
R333	China	Not implemented	24/11/93	S	China is considering future implementation	China - consider implementation	China		B
R335	China/Hong Kong, China	Not implemented	24/11/93	S		China - consider implementation	China/Hong Kong, China		B
<del>R338</del>	<del>United States</del>	<del>Implemented as W460</del>	24/2/99	<del>S</del>	ICAO has requested United States to implement the route as R338. United States has designated the route as R338.	United States - consider promulgation of the route with designator R338	<del>United States</del>		<del>B</del>
<del>R344</del>	<del>United States</del>	<del>Not implemented</del>	24/2/99	<del>S</del>	United States has advised that the route has been implemented in accordance with ANP.	United States - consider implementation	<del>United States</del>		<del>B</del>
R345	Cambodia/Lao PDR/Thailand	Not implemented	24/11/93	S	Co-ordination is in progress among States and ICAO	ICAO - continue ongoing implementation co-ordination related to the Revised South China Sea route structure with States	Cambodia/Lao PDR/Thailand		B
R455	Malaysia	Not implemented	24/11/93	S	ICAO has requested Malaysia to co-ordinate the implementation of R455 with States concerned.	Malaysia - consider implementation	Malaysia		B
R458	<del>Indonesia/United States</del>	<del>Partially implemented</del>	24/11/93	<del>S</del>	ICAO has requested United States to co-ordinate implementation with Indonesia. APAC99/8-ATS to delete the requirement was approved on 5/4/00.	Indonesia/United States - consider implementation	<del>Indonesia/United States</del>		<del>B</del>
R459	Indonesia	Implemented as W51 and W36	24/11/93	S	ICAO has requested Indonesia to implement as R459	Indonesia - consider promulgation of the route with designator R459 in AIP	Indonesia		B
R466	Russian Federation	Implemented as R221 in Russian Federation. Route requirement is listed in EUR/NAT ANP	24/11/93	S	ICAO has requested Russian Federation to delete R221 and promulgate the route as R466 in AIP, and awaits input from Russia.	ICAO - co-ordinate with Russian Federation to redesignate the route as R466 as already assigned as a matter of priority	Russian Federation		A
R579	Indonesia/Malaysia	Not implemented	24/11/93	S	ICAO has requested Malaysia to co-ordinate with Indonesia for implementation.	Indonesia/Malaysia - consider implementation	Indonesia/Malaysia		B

# AIR NAVIGATION SHORTCOMINGS AND DEFICIENCIES IN THE ATS/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Shortcomings and Deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Date of completion	Priority for action**
R583	Japan	Partially implemented	11/9/98	S	Japan proposed to amend the requirement. APAC98/15-ATS/COM to amend the requirement was approved on 25/6/00.		Japan		B
R593	India/Oman	Not implemented	24/11/93	S		India - consider implementation ICAO - co-ordinate with Oman for implementation and report the outcome to SWACG	India/Oman (SWACG)		B
R598	Bhutan/India	Partially implemented	24/11/93	S	ICAO requested Bhutan to implement R598. Bhutan has advised that the missing segment has been implemented since 7/10/99.	Bhutan - consider implementation of the missing segment	Bhutan		B
Revised South China Sea Route Structure	Cambodia/China/Hong Kong, China/Malaysia Philippines/Singapore/Thailand/Viet Nam	Not implemented	22/7/97	S	Co-ordination is in progress among States and ICAO	ICAO - continue on-going implementation co-ordination related to the Revised South China Sea route structure with States	Cambodia/China/Hong Kong(China)/Malaysia/Philippines/Singapore/Thailand/Viet Nam		B
WGS-84									
WGS-84	Bangladesh	Not implemented		D	Completed 12/8/99		Bangladesh	1999	A
WGS-84	Bhutan	Not implemented		D	Data conversion completed, but not published		Bhutan		A
WGS-84	China	Not implemented		D	Differences to Annex 15 - <i>Aeronautical Information Services</i> are notified		China		A
WGS-84	DPR Korea	Not implemented		D			DPR Korea		A
WGS-84	French Polynesia	Implemented at main airports		D			French Polynesia		A
WGS-84	Kiribati	Not implemented		D			Kiribati		A
WGS-84	Lao PDR	Partially implemented		D			Lao PDR	1999	A
WGS-84	Malaysia	Partially implemented		D			Malaysia	June, 2001	A
WGS-84	Marshall Islands	Not implemented		D	Completed		Marshall Islands		A
WGS-84	Micronesia	Not implemented		D	Completed		Micronesia		A
WGS-84	Nauru	Not implemented		D	Conferring with consultant		Nauru		A
WGS-84	New Caledonia	Not implemented		D			New Caledonia		A
WGS-84	Papua New Guinea	Not implemented		D	Completed 18/5/00		Papua New Guinea	1999	A

# AIR NAVIGATION SHORTCOMINGS AND DEFICIENCIES IN THE ATS/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Shortcomings and Deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Date of completion	Priority for action**
WGS-84	Philippines	Partially implemented		D			Philippines		A
WGS-84	Samoa	Not implemented		D	Completed /12/99		Samoa		A
WGS-84	Solomon Islands	Not implemented		D			Solomon Islands	1999	A
WGS-84	Vanuatu	Implemented at main airports		D			Vanuatu	1999	A
<u>Type of ATS</u>									
Area Control Services	Bangladesh	Several ATS route segments are subject to Advisory Services	24/11/93	D	Co-ordination in progress through BBACG	Bangladesh - implement Area Control Services	Bangladesh		A
Area Control Services	India	Several ATS route segments are subject to Advisory Services	24/11/93	D	Co-ordination in progress through BBACG	India - implement Area Control Services	India		A
Area Control Services	Sri Lanka	Several ATS route segments are subject to Advisory Services	24/11/93	D	Co-ordination in progress through BBACG	Sri Lanka - implement Area Control Services	Sri Lanka		A
<u>Airspace Classification</u>									
Airspace Classification	Brunei Darussalam	Not implemented	/6/99	D			Brunei Darussalam		A
Airspace Classification	Cambodia	Not implemented	/6/99	D			Cambodia		A
Airspace Classification	China	Not implemented	/6/99	D			China		A
Airspace Classification	Cook Islands	Not implemented	/6/99	D			Cook Islands		A
Airspace Classification	DPR Korea	Not implemented	/6/99	D			DPR Korea		A
Airspace Classification	Fiji	Not implemented	/6/99	D			Fiji		A
Airspace Classification	Indonesia	Not implemented	/6/99	D			Indonesia		A
Airspace Classification	Japan	Not implemented	/6/99	D		Implementation in progress	Japan		A
Airspace Classification	Kiribati	Not implemented	/6/99	D			Kiribati		A
Airspace Classification	Lao PDR	Not implemented	/6/99	D			Lao PDR		A
Airspace Classification	Myanmar	Not implemented	/6/99	D			Myanmar		A
Airspace Classification	Nauru	Not implemented	/6/99	D			Nauru		A
Airspace Classification	Papua New Guinea	Not implemented	/6/99	D			Papua New Guinea	mid 2001	A
Airspace Classification	Philippines	Not implemented	/6/99	D			Philippines		A
Airspace Classification	Republic of Korea	Not implemented	/6/99	D			Republic of Korea		A

# AIR NAVIGATION SHORTCOMINGS AND DEFICIENCIES IN THE ATS/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Shortcomings and Deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Date of completion	Priority for action**
Airspace Classification	Samoa	Not implemented	/6/99	D			Samoa		A
Airspace Classification	Solomon Islands	Not implemented	/6/99	D			Solomon Islands		A
Airspace Classification	Sri Lanka	Not implemented	/6/99	D			Sri Lanka		A
Airspace Classification	Tonga	Not implemented	/6/99	D			Tonga		A
Airspace Classification	Viet Nam	Not implemented	/6/99	D			Viet Nam		A
<u>AIP Format</u>									
AIP Format	China	Not implemented	/6/99	D			China		A
AIP Format	Cook Islands	Not implemented	/6/99	D			Cook Islands		A
AIP Format	DPR Korea	Not implemented	/6/99	D			DPR Korea		A
AIP Format	Fiji	Not implemented	/6/99	D			Fiji		A
AIP Format	India	Not implemented	/6/99	D			India	Oct, 2001	A
AIP Format	Indonesia	Not implemented	/6/99	D		Implementation in progress	Indonesia		A
AIP Format	Kiribati	Not implemented	/6/99	D			Kiribati		A
AIP Format	Lao PDR	Not implemented	/6/99	D			Lao PDR		A
AIP Format	Myanmar	Not implemented	/6/99	D			Myanmar		A
AIP Format	Nauru	Not implemented	/6/99	D			Nauru		A
AIP Format	New Zealand	Not implemented	/6/99	D	Differences to Annex 15 - <i>Aeronautical Information Services</i> are notified		New Zealand		A
AIP Format	Papua New Guinea	Not implemented	/6/99	D			Papua New Guinea	mid 2001	A
AIP Format	Philippines	Not implemented	/6/99	D			Philippines		A
AIP Format	Samoa	Not implemented	/6/99	D			Samoa		A
<del>AIP Format</del>	<del>Solomon Islands</del>	<del>Not implemented</del>	<del>/6/99</del>	<del>D</del>			<del>Solomon Islands</del>		<del>A</del>
AIP Format	Sri Lanka	Not implemented	/6/99	D			Sri Lanka		A
AIP Format	Tonga	Not implemented	/6/99	D			Tonga		A

# **AIR NAVIGATION SHORTCOMINGS AND DEFICIENCIES IN THE ATS/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION**

Identification		Shortcomings and Deficiencies				Corrective action			
Requirements	States/facilities	Description	Date first reported	Implementation status (S, D)*	Remarks	Description	Executing body	Date of completion	Priority for action**
AIP Format	Viet Nam	Not implemented	/6/99	D			Viet Nam	Dec, 2000	A
<u>SAR capability</u>									
SARPs in Annex 12	Cambodia	Annex 12 requirements not implemented. No agreements with adjacent States.	20/2/97	D		Cambodia - implement Annex 12 requirements and co-ordinate LOA with adjacent States ICAO - assist to develop SAR capability and to co-ordinate with adjacent States	Cambodia		U
SARPs in Annex 12	Cook Islands	Annex 12 requirements not implemented. No agreements with adjacent States.	31/1/95	D		Cook Islands - implement Annex 12 requirements and co-ordinate LOA with adjacent States ICAO - assist to develop SAR capability and to co-ordinate with adjacent States	Cook Islands		U
SARPs in Annex 12	Maldives	Annex 12 requirements not implemented. No agreements with adjacent States.	24/4/1997	D		Maldives - implement Annex 12 requirements and co-ordinate LOA with adjacent States ICAO - assist to develop SAR capability and to co-ordinate with adjacent States	Maldives		U