

**AGENDA ITEM 4: DEFICIENCIES IN THE
AIR NAVIGATION FIELDS**

Agenda Item 4: Deficiencies in the Air Navigation Field

Single Definition and the Revised Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies

4.1 The meeting noted that during a recent review of Uniform Methodology by the ANC, it became evident that some parts of the methodology were being interpreted in different ways. It was recognized that the difficulties arose due to the use of two definitions.

4.2 APANPIRG/13 noted that the Commission developed a new single definition for Council consideration which along with consequential editorial changes to the Uniform Methodology was approved on 30 November 2001.

A *deficiency* is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation.

4.3 The meeting noted the above new definition and adopted the revised uniform methodology.

Resolution of Air Navigation Deficiencies

4.4 It was brought to the attention of the APANPIRG that, while discussing the ways and means of resolving the air navigation deficiencies, the Council, taking into account the comments of ANC, observed that many regional air navigation deficiencies continue to persist for a number of years thus causing concern. While recognizing that the non-availability of funds was one of the obstacles in eliminating the deficiencies by the States, the Council agreed that the States should be reminded of their responsibility under Article 28 of the Chicago Convention for providing safe air navigation services. Furthermore, States should increase their efforts in overcoming the delay in mitigating the air navigation deficiencies identified by Planning and Implementation Regional Groups (PIRGs) related to the safety issues covered by the Global Aviation Safety Plan (GASP), particularly in the field of maintenance of air navigation facilities and to accord priority to this matter through the allocation of adequate financial and human resources.

Ways to deal with deficiencies in future programme

4.5 The meeting recalled that the APANPIRG Sub-groups have been dealing with the deficiencies in their respective air navigation fields as a part of their TORs and Subject Tasks Lists. It was considered that this practice should be intensified in the future with a higher focus on prioritization and monitoring of the corrective actions taken by States and Organizations responsible.

4.6 A delegate expressed the view that APANPIRG being a high level aviation body, the reporting and review of deficiencies as noted by the Sub-groups at APANPIRG meetings should be undertaken with a focus on identification of regional trends and identifying helpful assistance for resolution of deficiencies since they are safety factors.

4.7 The meeting also recognized the need for Asia/Pacific Regions to develop a safety analysis that would result in allocation of appropriate priority in addressing deficiencies taking into account associated risk factors.

4.8 The meeting also considered the need for improvement of the regional procedures in applying the Uniform Methodology for Identification, Assessment and Reporting of Air Navigation Deficiencies. It was noted that the existing Methodology does not clearly specify what subjects or requirements, including SARPs, should be considered when PIRGs develop a list of deficiencies and this has been left at the discretion of the PIRGs. Another problem the APANPIRG had been facing was the lack of precise procedures for validation and assessment of the reported deficiencies as well as for monitoring of the corrective actions.

4.9 In view of the above, the meeting agreed to set up of a Task Force to assist APANPIRG and the Secretariat in their future work on this subject. In this regard the meeting formulated the following Decision:

Decision 13/46 – Establishment of a Task Force on Deficiencies in the Air Navigation Field

That,

- a) an APANPIRG Task Force be established with Terms of Reference and composition shown in Appendix A to the Report on Agenda Item 4;
- b) the Task Force develop detailed regional procedures for identification, assessment, reporting and monitoring of the status of air navigation deficiencies as a supplement to the Uniform Methodology; and
- c) the Task Force report its results to APANPIRG/14.

4.10 Australia, India, Japan, Malaysia, Mongolia, Philippines, Singapore, IATA, IFALPA and IFATCA had volunteered to be members of the proposed Task Force.

4.11 The meeting recognised the importance of expeditious resolution of deficiencies by the States in the region and requested the Secretariat to bring this issue to the urgent attention of the 39th DGCA Conference in Cebu, Philippines by way of presentation of a discussion paper.

4.12 The meeting was advised by some of the States attending the meeting of the actions taken by them with regard to the items in the list of deficiencies. The updated information is attached in the Appendix B to the Report on Agenda Item 4. Paragraphs below detail updates received during the meeting.

4.13 The meeting was advised that in the field of ATS/AIS/SAR, the following progress has been made since APANPIRG/12:

- i) five (5) entries related to ATS routes including the revised South China Sea route structure were removed from the previous list because they were implemented or requirements in the ANP were amended/added to/deleted;
- ii) three (3) States implemented the new AIP format and they were removed.

4.14 In the CNS field, of the four (4) deficiencies identified in the list of deficiencies, States concerned had taken actions to correct one (1) deficiency and the remaining three (3) were expected to be corrected by the end of 2002.

4.15 In the MET field, of the seven (7) deficiencies identified in the list of deficiencies two were resolved and two other States have also taken corrective action since the last APANPIRG meeting. It was expected that the newly formed OPMET Exchange Task Force under the CNS/MET SG would assist in monitoring deficiencies related to the OPMET information and in determining of corrective actions on those deficiencies. The deficiencies related to the implementation of the IAVW were to be addressed by means of a Special Implementation Project planned for year 2003.

4.16 In the AOP field, the meeting was informed that despite a State letter and a reminder sent by the ICAO Regional Office to States for review, validation and comments, the responses received from States had generally been disappointing. States were advised to pay greater attention to this matter and to report the actions taken by them to the ICAO Regional Office. The meeting was apprised that forty-one (41) deficiencies were identified and reflected in the list of deficiencies. Based on additional information provided at the meeting and corrective actions taken by States concerned, six (6) deficiencies were identified as being completed.

4.17 The meeting requested States and users sources to provide regular updates on the list of deficiencies including instances where actions have been taken by States for the resolution of deficiencies.

APANPIRG/13
Appendix A
to the Report on Agenda Item 4

APANPIRG Task Force on deficiencies in the air navigation fields

1. Draft Terms of Reference

- a) Review the current practices relating to the identification, assessment and reporting of air navigation deficiencies in the Asia/Pacific Region based on the Uniform Methodology;
- b) Based on a) above, develop specific procedures related to various steps in dealing with deficiencies, such as: identification, collection and validation of information, safety assessment and prioritization, development of action plans, reporting and monitoring of the corrective actions; and
- c) Based on the results from b) above, develop concise guidelines to be used by all concerned involved in the resolution of the air navigation deficiencies.

2. Composition

It is proposed that a focused Task Force comprising of not more than 12 members, consisting of the Chairpersons of the three APANPIRG Sub-groups or their nominees, other members who are willing to participate and experts from IATA and IFALPA be established.

Note: The work of this Task Force is expected to be carried out primarily by correspondence with one or two meetings before APANPIRG/14 as necessary.

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

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
<u>ATS routes</u>								
A202	Hong Kong, China/Japan	Partially implemented	24/11/93	Hong Kong-Bangkok segment was implemented on 1 November 2001. Japan has proposed the deletion of the requirement for Chitose-Hong Kong segment in consultation with Hong Kong, China.	Japan- co-ordinate the deletion with IATA	Hong Kong, China/ Japan	HongKong-Bangkok segment 1/11/2001; Hong Kong-Chitose segment TBD	B
A203	China/Hong Kong, China	Not implemented	24/11/93		China - consider implementation	China/Hong Kong, China	TBD	B
A211	Indoensia	Partially implemented	24/11/93	ICAO has requested Malaysia to co-ordinate the early implementation of A211 with States concerned. Malaysia has advised at SEACG/10 of the implementation of the route within Malaysia on 29 November 2001.	Indonesia - implement the missing segment ICAO- coordinate the implementation with Indonesia	Indonesia ICAO	29/11/2001 (by Malaysia) TBD by Indoensia	B
A218	China/Russian Federation	Partially implemented	24/11/93	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	TBD	B

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Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
A223	Japan	Not implemented	24/11/93	Japan has advised that a domestic route network covers the route; thus will propose the deletion of the requirement.	Japan- co-ordinate the deletion with IATA	Japan	TBD	B
A335	China/Mongolia/Russian Federation	Not implemented	24/11/93	China and Mongolia advised that this segment is covered by other ATS routes properly; thus will propose its deletion from ANP.	China, Mongolia - propose ANP amendment	China/Mongolia	TBD	B
A341	Indonesia/Malaysia	Partially implemented	24/11/93	ICAO has requested Indonesia to co-ordinate implementation with Malaysia. Malaysia has advised that the existing route B584 fulfils sufficiently the requirement and would propose the deletion of the requirement for Syrabaya-Kota Kinabalu segment.	Indonesia/Malaysia - consider full implementation	Indonesia/Malaysia	12/2001	B
A450	Indonesia/United States	Partially implemented	24/6/94	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	TBD	B
A469	Viet Nam	Implemented as W9 before. As of 1 Nov 2001 implemented as L643.	19/8/94	ICAO has requested Viet Nam to implement as A469. Viet Nam advised that W9 was replaced with L643 on 1 November 2001.	Viet Nam - propose deletion of the requirement as A469 ICAO- process ANP amendment	Viet Nam ICAO	TBD	B

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Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
A470	China/Viet Nam	Partially implemented	19/8/94	Co-ordination is in progress among States and ICAO through SCS/TF. Missing Hong Kong segment was deleted from the ANP requirement, and the rest was implemented on 1 November 2001.	ICAO – continue on-going implementation co-ordination related to the revised South China Sea route structure with States	China/Viet Nam	1/11/2001 Completed	B
A473	India/Nepal	Not implemented	16/3/99	India and Nepal have advised that realignment is being co-ordinated and the route is to be implemented in Oct 2002.	India/Nepal- implement the route	India/Nepal	10/2002	B
A581	Thailand	Partially implemented	17/2/97	China, Lao PDR and Thailand proposed an amendment to ANP. ICAO processed APAC99/11 in co-ordination with China/Myanmar/Thailand. APAC99/1 was approved on 15 December 2000.	Thailand - implement accordingly.	Thailand	11/2002	B
A584	United States	Partially implemented	24/6/94	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.	ICAO - process an amendment in co-ordination with United States	United States ICAO	TBD	B
B201	Fiji/New Zealand	Not implemented	24/11/93	Fiji/New Zealand have advised that they agreed to delete the requirement, ICAO will process ANP amendment.	Fiji/New Zealand - propose an amendment to delete the requirement in ANP	Fiji/New Zealand ICAO	TBD	B
B204	Maldives	The requirements for this route are not detailed in ANP	24/1/96		Maldives - propose an amendment to ANP to add the route	Maldives	TBD	B

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Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
B212	Japan/Rep of Korea	Not implemented	24/11/93	Japan is considering implementation as a conditional route and will coordinate with Rep of Korea	Japan/Rep of Korea - consider implementation	Japan/Rep of Korea	TBD	B
B213	China	Not implemented	24/11/93		China - consider implementation	China	TBD	B
B456	Papua New Guinea	Partially implemented	24/11/93	Papua New Guinea has advised that they will formally propose ANP amendment for deletion of the missing segment.	Papua New Guinea - propose an amendment to ANP. ICAO-process ANP amendment.	Papua New Guinea ICAO	TBD	B
B591	China	Partially implemented	22/7/97	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	TBD	B
G211	Malaysia	Not implemented	24/11/93	ICAO has requested Malaysia to implement G221. Malaysia has advised that G211 would be replaced with EMARSSH routes; thus would propose the deletion of the requirement when an ANP amendment relating to EMARSSH is prepared.	Malaysia - propose deletion ICAO- process ANP amendment	Malaysia ICAO	28/11/2002	B
G348	India	Implemented	2/3/99	Bhutan has advised that route segment in Bhutan airspace has been implemented. India has advised that the missing segment was implemented on 27 December 2001.	India—implement the route	India	27/12/2001 Completed	B

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Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
G461	Indonesia	Implemented with different route specification	24/11/93	ICAO co-ordinated with Indonesia to amend ANP requirement. APAC00/1-ATS was approved on 15 January 2001.	Indonesia-implement the requirement accordingly.	Indonesia	TBD	B
G466	Malaysia	Partially implemented	22/7/97	Co-ordination is in progress among States and ICAO. Route requirement was amended in relation to SCS route structure and was implemented on 1 November 2001.	ICAO - continue on-going implementation co-ordination related to the Revised South China Sea route structure with States Malaysia consider implementation	Malaysia	1/11/2001 Completed	B
G473	Cambodia /Philippines Thailand/Viet Nam	Partially implemented	24/11/93	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 /Philippines Thailand/Viet Nam	TBD	B
G589	DPR Korea/ Rep of Korea	Not implemented	24/11/93		DPR Korea/ Rep of Korea - consider implementation	DPR Korea/ Rep of Korea	TBD	B
R207	Lao PDR	Partially implemented as W29	24/11/93	Lao PDR promulgated the missing segment as R207 in April 2002	Lao PDR consider promulgation of the route with route designator R207	Lao PDR	25/4/2002 Completed	B
R216	China/Kazakhstan	Not implemented	24/11/93		ICAO - co-ordinate with States for implementation and report the outcome to EAAR	China/Kazakhstan	TBD	B

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Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
R221	Russian Federation	R221 was implemented on 19 April 2001 in Malaysia in accordance with the requirement in ASIA/PAC ANP. The same route designator in use in Russian Federation	24/11/93	ICAO has requested Russian Federation to delete R221 and promulgate the route as R466 in AIP. Input from Russia is being awaited.	ICAO - co-ordinate with Russian Federation to redesignate the route as R466 as already assigned as a matter of priority	Russian Federation	TBD	A
R333	China	Not implemented	24/11/93	China is considering future implementation	China - consider implementation	China	TBD	B
R335	China/Hong Kong, China	Not implemented	24/11/93		China - consider implementation	China/Hong Kong, China	TBD	B
R345	Cambodia/Lao PDR/Thailand	Not implemented	24/11/93	Cambodia has advised that the requirement is no longer valid and will propose the deletion of requirement in consultation with Lao PDR and Thailand.	ICAO - continue ongoing implementation co-ordination related to the Revised South China Sea route structure with States Camodia- coordinate the deletion with IATA as well as Lao PDR and Thailand	Cambodia/Lao PDR/Thailand	TBD	B
R455	Indonesia	Partially implemented	24/11/93	ICAO has requested Malaysia to co-ordinate the implementation of R455 with States concerned. Malaysia has advised that R455 was implemented within Malaysia on 29 November 2001.	Indoensia - implement the requirement	Indonesia	29/11/2001 (by Malaysia) TBD by Indoensia	B
R459	Indonesia	Implemented as W51 and W36	24/11/93	ICAO has requested Indonesia to implement as R459	Indonesia - consider promulgation of the route with designator R459 in AIP	Indonesia	TBD	B

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Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
R466	Russian Federation	Implemented as R221 in Russian Federation. Route requirement is listed in EUR/NAT ANP	24/11/93	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 ICAO	TBD	A
R579	Indonesia/Malaysia	Not implemented	24/11/93	ICAO has requested Malaysia to co-ordinate with Indonesia for implementation. Malaysia considered there was no longer requirement due to a low traffic movement; thus will propose the deletion.	Indonesia/Malaysia - consider implementation	Indonesia/Malaysia	12/2001	B
R593	India/Oman	Not implemented	24/11/93	India has advised that the implementation of R593 is being considered in conjunction with the implementation of RVSM in November 2003.	India - consider implementation ICAO - co-ordinate with Oman for implementation and report the outcome to SWACG	India/Oman (SWACG) ICAO	11/2003	B
Revised South-China Sea Route Structure	Cambodia/China/Hong Kong, China/Malaysia/Philippines/Singapore/Thailand/Viet Nam	Implemented	22/7/97	Co-ordination is in progress among States and ICAO. States concerned agreed to implement SCS route structure on 1 November 2001.	ICAO - continue on-going implementation co-ordination related to the Revised South-China Sea route structure with States through SCS/TF.	Cambodia/China/Hong Kong, China/Malaysia/Philippines/Singapore/Thailand/Viet Nam	1/11/2001 Completed	
<u>WGS-84</u>								
WGS-84	Bhutan	Not implemented	2/7/1999	Data conversion completed, but not published		Bhutan		A

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Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
WGS-84	Cambodia		28/6/2001	Cambodia has previously informed ICAO that their WGS-84 conversion had been completed. Cambodia has now informed ICAO of flaws in their conversion and their intention to start all over again.		Cambodia		A
WGS-84	China	Not implemented * implemented in the Sanya AOR as of 1 Nov 2001	2/7/1999	Differences to Annex 15 - <i>Aeronautical Information Services</i> are notified		China		A
WGS-84	DPR Korea	Not implemented				DPR Korea		A
WGS-84	French Polynesia	Implemented at main airports		in progress		French Polynesia	2003	A
WGS-84	Kiribati	Not implemented				Kiribati		A
WGS-84	Lao PDR	Partially implemented				Lao PDR	TBD	A
WGS-84	Malaysia	Partially implemented		in progress		Malaysia	December 2002	A
WGS-84	Nauru	Not implemented		Conferring with consultant		Nauru		A
WGS-84	Philippines	Implemented at main airports		on-going		Philippines	2003	A
WGS-84	Solomon Islands	Not implemented				Solomon Islands	1999	A
WGS-84	Vanuatu	Implemented at main airports	2/7/1999			Vanuatu	1999	A

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Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
<u>Type of ATS</u>								
Area Control Services	India	Some ATS route segments in part of Mumbai FIR are subject to Advisory Services	24/11/93	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	Co-ordination in progress through BBACG	Sri Lanka - implement Area Control Services	Sri Lanka		A
<u>Airspace Classification</u>								
Airspace Classification	China	Not implemented	7/7/99			China		A
Airspace Classification	Cook Islands	Not implemented	7/7/99			Cook Islands		A
Airspace Classification	DPR Korea	Not implemented	7/7/99			DPR Korea		A
Airspace Classification	Japan	Not implemented	7/7/99		Implementation in progress	Japan		A
Airspace Classification	Kiribati	Not implemented	7/7/99			Kiribati		A
Airspace Classification	Lao PDR	Not implemented	7/7/99			Lao PDR		A
Airspace Classification	Nauru	Not implemented	7/7/99			Nauru		A
Airspace Classification	Papua New Guinea	Not implemented	7/7/99			Papua New Guinea	mid 2001	A
Airspace Classification	Republic of Korea	Not implemented	7/7/99			Republic of Korea		A
Airspace Classification	Samoa	Not implemented	7/7/99			Samoa		A

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Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
Airspace Classification	Solomon Islands	Not implemented	7/7/99			Solomon Islands		A
Airspace Classification	Sri Lanka	Not implemented	7/7/99			Sri Lanka		A
Airspace Classification	Tonga	Not implemented	7/7/99			Tonga		A
Airspace Classification	Viet Nam	Not implemented	7/7/99			Viet Nam		A
<u>AIP Format</u>								
AIP Format	China	Not implemented	7/7/99	Implementation in progress		China	March 2002	A
AIP Format	Cook Islands	Not implemented	7/7/99			Cook Islands		A
AIP Format	Fiji	Not implemented	7/7/99			Fiji	Sep 2002	A
AIP Format	India	Not implemented	7/7/99	5th edition of AIP India was published in the new Annex 15-format		India	Jan 2002 Completed	A
AIP Format	Indonesia	Not implemented	7/7/99	7th edition of AIP Indonesia was published in the new Annex 15-format	Implementation in progress	Indonesia	Jan 2002 Completed	A
AIP Format	Kiribati	Not implemented	7/7/99			Kiribati		A
AIP Format	Lao PDR	Not implemented	7/7/99			Lao PDR		A
AIP Format	Myanmar	Not implemented	7/7/99			Myanmar		A
AIP Format	Nauru	Not implemented	7/7/99			Nauru		A
AIP Format	New Zealand	Not implemented	7/7/99	Differences to Annex 15 - <i>Aeronautical Information Services</i> are notified		New Zealand		A

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

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
AIP Format	Papua New Guinea	Not implemented	7/7/99	under development		Papua New Guinea	TBA	A
AIP Format	Philippines	Not implemented	7/7/99	7th edition of AIP Philippines was published in the new Annex-15 format		Philippines	Oct 2001 Completed	A
AIP Format	Samoa	Not implemented	7/7/99			Samoa		A
AIP Format	Sri Lanka	Not implemented	7/7/99			Sri Lanka		A
AIP Format	Tonga	Not implemented	7/7/99			Tonga		A
<u>SAR capability</u>								
SARPs in Annex 12	Cambodia	Annex 12 requirements not implemented. No agreements with adjacent States.	20/2/97		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		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		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

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

Identification		Deficiencies			Corrective Action			
Requirements	State/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
RAN 3 Rec. 4/10	Bangladesh	Rwy Twy and apron markings and marker boards faded.	1999	All markings on paved areas should be inspected and a schedule of painting be established.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	"A"
	PR China	Taxi-way lighting inadequate.	1999	Improve taxi-way lighting system.	Inspection carried out by CAAC and found to be in compliance with ICAO requirements	CAAC	Sept 2002	Completed
RAN 3 Rec. 4/10	PR China	Poor markings.	1999	All markings on paved areas should be inspected and a schedule of painting be established.	Actions will be taken and report will be provided to ICAO Regional Office	CAAC	30 Nov 2002	"A"
		Directional markings inadequate.		All markings on paved areas should be inspected and a schedule of painting be established.	Inspection carried out by CAAC and found to be in compliance with ICAO requirements	CAAC	Sept 2002	Completed
Annex 14 § 3.1.9	Fiji	Rwy width only 30m.	1999	Width of rwy should not be less than 45m.	Rwy can only be extended after Control Tower and Terminal Bldgs relocated. Risk assessment carried out, res-trictions apply eg. acft type & when X-wind exceeds certain limits.	Airports Fiji Ltd	To be determined	"A"

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Requirements	State/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
Annex 14 § 5.3.4	India Madras/Chennai	No approach lighting on either rwy.	1999	Where physically practicable, approach lighting system shall be provided.	Due to constraints on land access and availability, this will not be implemented in near future. GPS approaches planned.	Airports Fiji Ltd.	To be determined	“U”
Annex 14 § 8.1 & § 8.2		There are frequent power outages affecting the airport lighting and instrument systems.	1999	A secondary power supply should be provided capable of providing power requirements.	New standby plants installed, problem rectified	Airports Fiji Ltd	Completed	
Annex 14 § 5.3.4		No approach lighting available.	2001	Where physically practicable, approach lighting system shall be provided.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	“U”
Annex 14 § 5.3.1.2		Runway 25, potential hazard as runway lighting blends with existing road lights and is difficult to differentiate.	2001	Action to be taken to extinguish, screen or modify the lights to prevent confusion.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	“U”
Annex 14 § 3.8.3		Taxiway Bravo is unusable for aircraft with a wing span exceeding 36 metres.		<p>Twy clearance should be provided to permit safe movement of aircraft.</p> <p>This information needs to be promulgated in the AIP and Jeppesen Manuals.</p>	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	“A”

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Requirements	State/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
Annex 14 § 9.5	Indonesia							
	Bali	PAPIs on RWY 09 not calibrated.	2001	Calibration required.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	“U”
Annex 14 § 9.1.14 & 9.2.2		Excessive bird activity on the airport with no bird control programme available.	2001	Action to be taken to decrease the number of birds constituting potential hazard to aircraft operations.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	“A”
	Japan							
	Okinawa/Naha	No adequate RFF facilities for over water areas.	1999	AEP and specialist RFFS to be provided in difficult environment.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	“A”
	Osaka/Itami	No adequate RFF facilities for over water areas.	1999	AEP and specialist RFFS to be provided in difficult environment.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	“A”
	Osaka/Kansai	No adequate RFF facilities for over water areas.	1999	AEP and specialist RFFS to be provided in difficult environment.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	“A”
		Inadequate RFF equipment for water area.	1999	AEP and specialist RFFS to be provided in difficult environment.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	“A”

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Requirements	State/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
RAN 3 Rec. 4/5	Nagoya/Nagoya	Parking areas and bay numbers are not properly marked.	1999	All markings on paved areas should be inspected and a schedule of painting be established.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	"A"
	Maldives	No adequate RFF facilities for over water areas.		AEP and specialist RFFS to be provided in difficult environment.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	"A"
RAN 3 Rec. 4/10	Male	Rwy often wet or sandy as a result of sea pray/strong winds. Touchdown rwy 18 has subsidence filled sand.	1996	Surface irregularities may adversely affect the take-off or landing of aircraft.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	"A"
RAN 3 Rec. 4/10		Apron markings hardly discernible.	1996	All markings on paved areas should be inspected and a schedule of painting be established.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	"A"
Annex 14 §5.3.4		No approach lighting rwy 18.	1999	Where physical practicable, approach lighting system should be established.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	"A"

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Identification		Deficiencies			Corrective Action			
Requirements	State/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
Annex 14 § 5.3.4	Myanmar Yangon	Rwy 03 – no approach light.	1994	Where physically practical, a simple approach lighting system shall be provided.	PAPI was already installed in 2002. PALS for Rwy 03 included under on-going JBIC loan project.	DCA	PALS will be installed when funds are made available by JBIC.	“A”
Annex 14 § 3.1.6		Rwy length inadequate.	1999	Rwy length should be adequate to meet operational requirements of aeroplanes for which the Rwy is intended.	Present length is sufficient for B767/A300. Extension of Rwy length to 3400 m included under on-going JBIC loan project.	DCA	Rwy will be extended when funds are made available by JBIC.	“A”
RAN/3 Rec. 4.10		RFF Category inadequate.	1996	Level of RFF protection shall be appropriate to the aerodrome category.	To increase RFF level according to ICAO recommendation.	DCA	Not fixed yet.	“A”
RAN 3 Rec. 4/10		Emergency plan to be updated.	1996	Emergency exercises to be carried out and AEP updated.	To carry out emergency exercises and to update AEP.	DCA	Not fixed yet.	“A”
AN 3 Rec. 4/10	New Zealand Wellington	Rwy-end safety area-rwy 16/34 inadequate.	2000	RESA shall be provided and shall extend from the end of a rwy strip to a distance of at least 90 m.	NPRM expected to be issued in July 2002 with rule effective in June 2003.	CAANZ	June 2003	“A”
RAN 3 Rec. 4/10	Pakistan Karachi	Rwy and Taxiway markings inadequate and are not clearly visible at night.	1999	All markings on paved areas should be inspected and a schedule of painting be established.	Action taken.	CAA	Aug 2002	Completed

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Identification		Deficiencies			Corrective Action			
Requirements	State/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
RAN 3 Rec. 4/10	Papua New Guinea Vanimo	No Rwy lights.	1999	Where physically practicable, a simple approach lighting system should be provided.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	"A"
RAN 3 Rec. 4/10		No RFF facilities.	1999	Level of RFF protection shall be appropriate to the aerodrome category.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	"A"
RAN 3 Rec. 4/1, 4/2	Philippines Manila	Rwy 06/24 surface rough Heavy rubber deposits and very slippery when wet.	1998	Rwy surface to provide good friction characteristics when wet. Rwy friction values to be taken regularly.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	"U"
RAN 3 Rec. 3/1		No approach lights on rwy 06.	1995	Where physically practicable, a PA1 approach lighting system to be provided.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	"A"
Annex 14 § 8.4.1 & § 8.4.2		Airport security lax, allowing livestock to stray on to active runways.	1999	Improved airport perimeter fencing and general security within the perimeter of the airport required.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	"A"

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Identification		Deficiencies			Corrective Action			
Requirements	State/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
RAN 3 Rec. 4/2	Republic of Korea Kimpo	Rwy slippery when wet.	1999	Rwy surface to provide good friction characteristics when wet.	- Rwy 14L/R grooved	KMOCT/ KAC	Sep, 2002	"A"
					- Rubbers on the rwy removed regularly (three times a year) since 2001 after calibration test.		May 2001	On-going
		Taxiways N1, N2, N3 and N4 as break offs from P5 are not clearly marked and have no proper signage. It is only seen after completing the turn off.	1999	A system of marking and signages to be provided.	- Taxiway P5 signages installed. - Taxiway P5 marking installed.	KMOCT/ KAC	Dec, 1999	Completed
							Feb, 2001	Completed
Annex 14 § 3.8.3		Taxiway P5 has insufficient wing tip clearances.	1999	To comply with Annex requirements.	Width of taxiway P5 Extended.	KMOCT/ KAC	Oct, 2003	"A"
Annex 14 § 5.2		Ramp areas N1, N2, N3 and N4 signage does not conform to ICAO marking standards.	1999	To comply with Annex requirements.	Ramp area N1, N2, N3 and N4 signages' 1 letter size (1.5m-4.0 m), location and direction changed.	KMOCT/ KAC	Feb, 2001	Completed

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Requirements	State/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
Annex 14 § 3.1.21 Annex 14 § 3.1.22 Annex 14 § 5.3.4 & § 5.3.5 RAN/3 Rec. 4.10 Annex 14 § 8.4.1 & § 8.4.2	Thailand	Parallel taxiway is very rough and almost unusable even at low taxi speeds (5kts).	1999	Despite the completion of the resurfacing the taxiway surface remains undulated.	Parallel taxiway C had already been repaired and now AAT is proceeding to repair parallel taxiway A which has the surface friction.	AAT	June 2001 Beginning of 2003	"A"
	Viet Nam							
	Ho Chi Minh	Rwy 25L slippery when wet.	1998	Runway surface to provide good friction characteristics when wet.	Upgraded and expanded.	Southern Airport Authority.	2003	"A"
		Rwy 07R, 25L- no PAPIs, no approach lighting.	1996	Where physically practicable, approach light system shall be provided. PAPI/VASI to be provided to serve the approach to Rwy.	To be advised	Southern Airport Authority.	2003	"A"
		Taxiway markings not clear.		All markings on paved areas should be inspected and a schedule of painting be established.	(ICAO letter and reminder had been sent to State)	Southern Airport Authority.	2003	"A"
		Security is poor near the main taxiway where access to the whole airport poses a risk.		Improved airport perimeter fencing and general security within the perimeter of the airport required.	(ICAO letter and reminder had been sent to State)		(To be advised earliest)	"A"

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AIR NAVIGATION DEFICIENCIES IN THE CNS FIELD IN THE ASIA/PAC REGION

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date 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	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 end of 2002.	A
Reliable AFS communications between Kolkata and Dhaka FIRs.	Bangladesh and India	Performance of the Kolkata/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	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 Kolkata 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 yet to be commissioned. Dhaka/Guwahati and Dhaka/Kolkata ATS DSCs. implemented on IDD. India is ready to upgrade the HF RTT circuit to LTT.	CAA Bangladesh and Airports Authority of India	End of 2002	A

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Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
Adequate and reliable VHF COM	Myanmar	Quality and reliability of RCAG VHF inadequate and unavailability of required coverage	1998	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 end of 2002	A

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REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	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	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. OPMET/E TF to carry out survey	2003	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 Kiribati not regularly provided by MET Centre of Fiji. b) MET observations from Kiribati not available on regular basis.	1998	Reported by the National Weather Service concerned during introduction of the new flight operations.	The TAFs for Tarawa, Kiribati has been provided regularly without any more problems.	Directorate of Civil Aviation, Kiribati. Civil Aviation Authority, Fiji CNS/MET SG OPMET/E TF to carry out survey	Already implemented	A
a) Reporting of information on volcanic eruptions to civil aviation units. Provision of Annex 3. 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	a) Observed by States concerned. b) Reported at the WMO/ICAO Workshop on Volcanic Ash Hazards (Darwin, 1995)	a) MOU will be signed between Department of Transportation and Department of Mining and Energy, Indonesia b) Volcano observations and warnings will be made available on the Internet by Department of Mining and Energy.	a) Volcanic Ash Warning Study Group (VAWSG) to develop proposal. b) ICAO Regional Office to monitor developments on this subject.	To be determined	A

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Identification		Deficiencies			Corrective action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action *
					c) It is expected that MOU between Air Transportation Office and the Philippines Institute of Volcanology and Seismology will be considered.			
a) Service for operators and flight crew members Provision of Annex 3, Chapter 9. b) Requirements for WAFS products for flight documentation. ASIA/PAC ANP, Table MET 1A.	Cambodia Myanmar	VSATs for reception of the ISCS and SADIS satellite broadcasts not installed.	1999	Expected lack of products for flight documentation due to forthcoming implementation of the final phase of WAFS and cease of RAFCs operations.	States consider urgent action to be taken for implementation of the ISCS and/or SADIS to install VSATs.	Civil Aviation Administrations in co-ordination with Met. Authorities of the States concerned. CNS/MET SG to monitor and coordinate.	To be determined	A
a) Aerodrome meteorological Office meteorological watch office Provisions of Annex 3, Chapter 3. 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 (MWO) to be established at Phnom-Penh international airport have not been met.	1992	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

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Identification		Deficiencies			Corrective action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	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 India Indonesia Lao PDR 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) 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 Task Force to assist Secretariat with development of SIP and its implementation d) CNS/MET SG to monitor.	2003 by means of a SIP (Malaysia notified deficiency was resolved, 2002)	A