



*International Civil Aviation Organization*

**THIRTIETH MEETING OF THE  
ASIA/PACIFIC AIR NAVIGATION PLANNING AND  
IMPLEMENTATION REGIONAL GROUP (APANPIRG/13)  
Bangkok, Thailand, 9-13 September 2002**

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**Agenda Item 4: Deficiencies in the Air Navigation Fields**

**DEFICIENCIES IN THE AIR NAVIGATION FIELD**

(Presented by the Secretariat)

**SUMMARY**

This working paper presents an updated List of Deficiencies for review and action by APANPIRG/13. It also discusses on the ways of further addressing the deficiencies by APANPIRG.

**1. Introduction**

- 1.1 The Uniform Methodology for the identification, assessment and reporting of air navigation shortcomings and deficiencies was prepared with the assistance of ICAO's planning and implementation regional groups (PIRGs) and approved by the ICAO Council on 23 June 1998 for the efficient identification, assessment, and clear reporting of air navigation deficiencies.
- 1.2 The ICAO Council approved on 30 November 2001 changes to the uniform methodology based on the introduction of a single definition of '*deficiency*'. This matter is discussed in detail in WP/18.
- 1.3 The lists of deficiencies in different air navigation fields have been discussed and revised accordingly during the APANPIRG Sub-groups meetings. The revised lists are provided as appendices to this paper for consideration by APANPIRG/13.
- 1.4 The paper also discusses on the ways and means of addressing and resolving the air navigation deficiencies in the ASIA/PAC Region.

## **2. Discussion**

### **2.1 *List of Deficiencies***

2.1.1 Since APANPIRG/12, a number of follow-up actions were taken to pursue the matters with the States concerned and as a result some of the outstanding deficiencies have been resolved.

2.1.2 Lists of Deficiencies in the various fields of air navigation, as developed by APANPIRG/12 and updated by the respective Sub-groups and by the Secretariat, are presented in Appendices A to D. In reviewing the Lists the Sub-groups and the Secretariat have taken into account the introduction of the new definition of 'deficiency' as well as other amendments to the Uniform Methodology. The format of the tables has been changed according to the revised Model Reporting Form as given in Appendix A to WP/18.

### **2.2 *Ways to deal with deficiencies in the future programme***

2.2.1 It may be recalled that at APANPIRG/12 meeting it was suggested that it would be opportune to look into the need for establishing a contributory body under the framework of APANPIRG to address issues pertaining to aerodrome matters including the List of Shortcomings and Deficiencies. The meeting whilst acknowledging in principle such a need felt that it would have to be considered in the light of resource constraints of States and the Regional Office and whether such issues could be addressed taking into account various modalities.

2.2.2 It is 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 is considered that this practice should be maintained for the future with a higher focus on prioritization and monitoring of the corrective actions taken by States and Organizations responsible.

2.2.3 In the light of the above the Group may wish to consider the need for improvement of the regional procedures in applying the Uniform Methodology for identification, assessment and reporting of air navigation deficiencies. 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 has been facing has evolved from the lack of precise procedures for validation and assessment of the reported deficiencies as well as for monitoring of the corrective actions.

2.2.4 In view of the foregoing, the Group may wish to consider setting up a Task Force to review the procedures applied to the deficiencies in the air navigation field and to propose improvements to these procedures in order to facilitate APANPIRG and the Secretariat in their future work on this subject. In this regard the meeting may wish to consider adopting of the following Decision:

**Decision 13/xx – Establishment of a Task Force to develop regional procedures for identification, assessment, reporting and monitoring of the status of air navigation deficiencies.**

That,

- a) an APANPIRG Task Force be established with Terms of Reference and composition shown in Appendix E
- 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 reports its results to APANPIRG/14.

**3. ACTION BY APANPIRG/13**

The meeting is invited to:

- a) review the attached Lists of Deficiencies in Appendices A to D and update them based on additional information provided at the meeting;
- b) consider the above draft Decision.

- END -

## REPORTING FORM ON 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	China/Hong Kong, China/Japan/Lao PDR/Thailand/Viet Nam	<b>Partially</b> implemented	24/11/93	<del>Co-ordination is in progress among States and ICAO through SCS/TF. Hong Kong-Bangkok segment will be was implemented on 1 November 2001.</del>	<del>ICAO continue on-going implementation co-ordination related to the Revised South China Sea route structure with States.</del> China/Hong Kong, China/Lao PDR/Thailand/Viet Nam implementation on 1 November 2001. Japan-propose deletion of Hong Kong-Chitose segment.	China/Hong Kong, China/Japan/Lao PDR/Thailand/Viet Nam	HongKong-Bangkok segment 1/11/2001; Hong Kong-Chitose segment	B
A203	China/Hong Kong, China	Not implemented	24/11/93		China - consider implementation	China/Hong Kong, China		B
A211	Indoensia <del>Malaysia</del>	<del>Not</del> Partially implemented	24/11/93	ICAO has requested Malaysia to co-ordinate the early implementation of A211 with States concerned, and awaits input from Malaysia. <b>Malaysia has advised at SEACG/10 of the implementation of the route within Malaysia on 29 November 2001.</b>	ICAO - co-ordinate with Malaysia and report the outcome to SEACG. Malaysia co-ordinating with Indonesia.	Indonesia <del>Malaysia</del> ICAO	<del>12/2001</del> <b>29/11/2001 by Malaysia</b>	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		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	<b>Japan has advised that a domestic route network covers the route; thus will propose the deletion.</b>	Japan - consider implementation	Japan		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		B
A341	Indonesia/Malaysia	Partially implemented	24/11/93	ICAO has requested Indonesia to co-ordinate implementation with Malaysia	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		B
A469	Viet Nam	Implemented as W9	19/8/94	ICAO has requested Viet Nam to implement as A469. Viet Nam advised that W9 will be replaced with L643 on 1 November 2001.	Viet Nam - propose deletion of the requirement as A469	Viet Nam	1/11/2001	B
<del>A470</del>	<del>China/Viet Nam</del>	<del>Partially implemented</del>	19/8/94	Co-ordination is in progress among States and ICAO through SCS/TF. Mersing-Hong Kong segment <del>will be</del> was deleted from the ANP requirement, and the rest <del>will be</del> was implemented on 1 November 2001.	<del>ICAO – continue on-going implementation co-ordination related to the Revised South China Sea route structure with States</del>	<del>China/Viet Nam</del>	1/11/2001	<del>B</del>

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Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
A473	India/Nepal	Not implemented	16/3/99	India has advised that realignment is being co-ordinated with Nepal.	India/Nepal- consider implementation	India/Nepal	10/2002	B
A581	<del>Lao PDR</del> /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. <del>Lao PDR</del> /Thailand - implement accordingly.	<del>Lao PDR</del> /Thailand		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		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		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		B
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		B
B213	China	Not implemented	24/11/93		China - consider implementation	China		B

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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		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		B
G211	Malaysia	Not implemented	24/11/93	ICAO has requested Malaysia to implement G221. Malaysia has advised that implementation co-ordination is on-going.	Malaysia - consider implementation	Malaysia	12/2001	B
<del>G348</del>	<del>India</del>	<b>Implemented</b>	2/3/99	Bhutan has advised that route segment in Bhutan airspace has been implemented. <b>India has advised that the missing segment was implemented on 27 December 2001.</b>	<del>India - implement the route</del>	<del>India</del>	<b>27/12/2001</b>	
G461	Indonesia	Implemented with different route specification	24/11/93	ICAO has taken action to co-ordinate with Indonesia to amend ANP requirement. APAC00/1-ATS to amend the requirement has been circulated.	ICAO - process APAC 00/1. APAC00/1 was approved on 15 January 2001. Indonesia-implement the requirement accordingly.	Indonesia ICAO		B
<del>G466</del>	<del>Malaysia</del>	<del>Partially implemented</del>	<del>22/7/97</del>	<del>Co-ordination is in progress among States and ICAO.</del> Route requirement <del>will be</del> was amended in relation to SCS route structure and <del>be</del> was implemented on 1 November 2001.	<del>ICAO - continue on-going implementation co-ordination related to the Revised South China Sea route structure with States</del> <del>Malaysia - consider implementation</del>	<del>Malaysia</del>	<del>1/11/2001</del>	<del>B</del>

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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**
G473	<del>Lao PDR</del> /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	<del>Lao PDR</del> /Cambodia /Philippines Thailand/Viet Nam		B
G589	DPR Korea/ Rep of Korea	Not implemented	24/11/93		DPR Korea/ Rep of Korea - consider implementation	DPR Korea/ Rep of Korea		B
<del>R207</del>	<del>Lao PDR</del>	Partially implemented as W29	24/11/93	<b>Lao PDR promulgated the missing segment as R207</b>	<del>Lao PDR – consider promulgation of the route with route designator R207</del>	<del>Lao PDR</del>		<del>B</del>
R216	China/Kazakhstan	Not implemented	24/11/93		ICAO - co-ordinate with States for implementation and report the outcome to EAAR	China/Kazakhstan		B
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		A
R333	China	Not implemented	24/11/93	China is considering future implementation	China - consider implementation	China		B
R335	China/Hong Kong, China	Not implemented	24/11/93		China - consider implementation	China/Hong Kong, China		B
R345	Cambodia/Lao PDR/Thailand	Not 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/Lao PDR/ Thailand		B



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<del>R455</del>	Indonesia Malaysia	<del>Not Partially implemented</del>	24/11/93	ICAO has requested Malaysia to co-ordinate the implementation of R455 with States concerned. <b>Malaysia has advised that R455 was implemented within Malaysia on 29 November 2001.</b>	Indonesia/ Malaysia - consider implementation	Indonesia Malaysia	<del>12/2001</del> <b>29/11/2001 (by Malaysia)</b>	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		B
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		A
R579	Indonesia/Malaysia	Not implemented	24/11/93	ICAO has requested Malaysia to co-ordinate with Indonesia for implementation. Indonesia 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 - consider implementation ICAO - co-ordinate with Oman for implementation and report the outcome to SWACG	India/Oman (SWACG) ICAO		B
<del>Revised South China Sea Route Structure</del>	<del>Cambodia/China/ Hong Kong, China/Malaysia Philippines/Singapore/ Thailand/Viet Nam</del>	<del>Implemented</del>	<del>22/7/97</del>	<del>Co-ordination is in progress among States and ICAO. States concerned agreed to implement SCS route structure on 1 November 2001.</del>	<del>ICAO - continue on-going implementation co-ordination related to the Revised South China Sea route structure with States through SCS/TF.</del>	<del>Cambodia/China/ Hong Kong, China/Malaysia/ Philippines/Singapore/ Thailand/Viet Nam</del>	<del>1/11/2001</del>	

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Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
<u>WGS-84</u>								
WGS-84	Bhutan	Not implemented	2/7/1999	Data conversion completed, but not published		Bhutan		A
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

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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	Solomon Islands	Not implemented				Solomon Islands	1999	A
WGS-84	Vanuatu	Implemented at main airports	2/7/1999			Vanuatu	1999	A
<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

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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	Republic of Korea	Not implemented	7/7/99			Republic of Korea		A
Airspace Classification	Samoa	Not implemented	7/7/99			Samoa		A
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
<del>AIP Format</del>	<del>India</del>	<del>Not implemented</del>	<del>7/7/99</del>	<b>5th edition of AIP India was published in the new Annex 15 format</b>		<del>India</del>	<b>Jan 2002</b>	<del>A</del>
<del>AIP Format</del>	<del>Indonesia</del>	<del>Not implemented</del>	<del>7/7/99</del>	<b>7th edition of AIP Indonesia was published in the new Annex 15 format</b>	Implementation in progress	<del>Indonesia</del>	<b>Jan 2002</b>	<del>A</del>
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

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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
AIP Format	Papua New Guinea	Not implemented	7/7/99	under development		Papua New Guinea	TBA	A
<del>AIP Format</del>	<del>Philippines</del>	Implemented	7/7/99	<b>7th edition of AIP Philippines was published in the new Annex 15 format</b>		<del>Philippines</del>	<del>Aug Oct 2001</del>	<del>A</del>
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

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

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
<b>RAN 3 Rec. 4/10</b>	<b>Bangladesh</b>							
	Dhaka	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.				"A"
<b>RAN 3 Rec. 4/10</b>	<b>PR China</b>							
	Guangzhou	Taxi-way lighting inadequate.	1999	Improve taxi-way lighting system.				"A"
		Poor markings.		All markings on paved areas should be inspected and a schedule of painting be established.				"A"
<b>Annex 14 § 3.1.9</b>	<b>Fiji</b>							
	Suva Nausori	Rwy width only 30m.	1999	All markings on paved areas should be inspected and a schedule of painting be established.  Width of rwy should not be less than 45m.				"A"

## Appendix B

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Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
<b>Annex 14 § 5.3.4</b>	<b>India</b>  Madras/Chennai	No approach lighting on either rwy.	1999	Where physically practicable, approach lighting system shall be provided.				“U”
<b>Annex 14 § 8.1 &amp; § 8.2</b>		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.				“A”
<b>Annex 14 § 5.3.4</b>		No approach lighting available.	2001	Where physically practicable, approach lighting system shall be provided.				“U”
<b>Annex 14 § 5.3.1.2</b>		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.				“U”
<b>Annex 14 § 3.8.3</b>		Taxiway Bravo is unusable for aircraft with a wing span exceeding 36 metres.		Twy clearance should be provided to permit safe movement of aircraft.				“A”



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<b>Annex 14 § 9.5</b>	<b>Indonesia</b>			This information needs to be promulgated in the AIP and Jeppesen Manuals.				
	Bali	PAPIs on RWY 09 not calibrated.	2001	Calibration required.				“U”
<b>Annex 14 § 9.1.14 &amp; 9.2.2</b>	<b>Japan</b>	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.				“A”
<b>Annex 14 § 9.1.14 &amp; 9.2.2</b>	Okinawa/Naha	No adequate RFF facilities for over water areas.	1999	AEP and specialist RFFS to be provided in difficult environment.				“A”
<b>Annex 14 § 9.1.14 &amp; 9.2.2</b>	Osaka/Itami	No adequate RFF facilities for over water areas.	1999	AEP and specialist RFFS to be provided in difficult environment.				“A”
<b>Annex 14 § 9.1.14 &amp; 9.2.2</b>	Osaka/Kansai	No adequate RFF facilities for over water areas.	1999	AEP and specialist RFFS to be provided in difficult environment.				“A”

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Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
<b>Annex 14</b> <b>§ 9.1.14 &amp; 9.2.2</b>	Nagoya/Nagoya    <b>Maldives</b>   Male	Inadequate RFF equipment for water area.	1999	AEP and specialist RFFS to be provided in difficult environment.				"A"
<b>RAN 3</b> <b>Rec. 4/5</b>		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.				"A"
		No adequate RFF facilities for over water areas.		All markings on paved areas should be inspected and a schedule of painting be established.				"A"
<b>RAN 3</b> <b>Rec. 4/10</b>		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.				"A"
<b>RAN 3</b> <b>Rec. 4/10</b>		Apron markings hardly discernible.	1996	All markings on paved areas should be inspected and a schedule of painting be established.				"A"
<b>Annex 14</b> <b>§5.3.4</b>		No approach lighting rwy 18.	1999	Where physical practicable, approach lighting system should be established.				"A"

## Appendix B

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
<b>Annex 14 § 5.3.4</b>	<b>Myanmar</b>  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”
<b>Annex 14 § 3.1.6</b>		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”
<b>RAN/3 Rec. 4.10</b>		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”
<b>RAN 3 Rec. 4/10</b>		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”
<b>AN 3 Rec. 4/10</b>	<b>New Zealand</b>  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”

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Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
RAN 3 Rec. 4/10	<b>Pakistan</b>							
	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.	Corrective action taken.			
	<b>Papua New Guinea</b>							
	Vanimo	No Rwy lights.	1999	Where physically practicable, a simple approach lighting system should be provided.				"A"
		No RFF facilities.	1999	Level of RFF protection shall be appropriate to the aerodrome category.				"A"
RAN 3 Rec. 4/1, 4/2	<b>Philippines</b>							
	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.				"U"
RAN 3 Rec. 3/1		No approach lights on rwy 06.	1995	Where physically practicable, a PA1 approach lighting system to be provided.				"A"

Appendix B

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
<b>Annex 14</b> <b>§ 8.4.1 &amp;</b> <b>§ 8.4.2</b>	<b>Republic of Korea</b>  Kimpo	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.				"A"
<b>RAN 3</b> <b>Rec. 4/2</b>		Rwy slippery when wet.	1999	Rwy surface to provide good friction characteristics when wet.	- Rwy 14L/R grooved  - Rubbers on the rwy removed regularly (three times a year) since 2001 after calibration test.	KMOCT/ KAC	Sep, 2002  May 2001	"A"  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 Feb, 2001	Completed Completed
<b>Annex 14</b> <b>§ 3.8.3</b>		Taxiway P5 has insufficient wing tip clearances.	1999	To comply with Annex requirements.	Width of taxiway P5 Extended.	KMOCT/ KAC	Oct, 2003	"A"

Appendix B

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
<b>Annex 14 § 5.2</b>	<b>Thailand</b>  Bangkok    <b>Viet Nam</b>  Ho Chi Minh	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
<b>Annex 14 § 3.1.21</b>		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"
<b>Annex 14 § 3.1.22</b>		Rwy 25L slippery when wet.	1998	Runway surface to provide good friction characteristics when wet.	Upgraded and expanded.	Southern Airport Authority.	2003	"A"
<b>Annex 14 § 5.3.4 &amp; § 5.3.5</b>		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.		Southern Airport Authority.	2003	"A"

Appendix B

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
<b>RAN/3 Rec. 4.10</b>		Taxiway markings not clear.		All markings on paved areas should be inspected and a schedule of painting be established.		Southern Airport Authority.	2003	"A"
<b>Annex 14 § 8.4.1 &amp; § 8.4.2</b>		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.				"A"

Appendix C

**REPORTING FORM ON 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 June 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	10/01 06/02	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**
Reliable HF/VHF and ATS direct speech circuits in India FIRs	India	RCAG VHF not reliable. HF congested. Some of the ATS DSCs use IDD and operational requirement is not met.	1999	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.	VSAT progressively introduced for RCAG VHF stations. RCAG VHF stations at Porbandar and Agatti controlled from Mumbai is established in October 2001. RCAG VHF station at Vishakhapatanna controlled by both Chennai and Kolkata is established on 10 Oct. 2000. IDD Hotlines have been introduced for ATS-DSC communication, satisfying requirements in most cases. HF congestion reduced due to enhancement in IDD communication and also to some extent due to the use of CPDLC.	Airports Authority of India	Implemented	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

Appendix D

**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.	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	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. c) Fiji issues TAFs for Kiribati on a regular basis. d) MET observations in Kiribati in process of implementation.	Directorate of Civil Aviation, Kiribati. Civil Aviation Authority, Fiji CNS/MET SG	To be determined	A

Appendix D

Identification		Deficiencies			Corrective action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action *
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. c) It is expected that MOU between Air Transportation Office and the Philippines Institute of Volcanology and Seismology will be considered.  Office and the Philippines Institute of Volcanology and Seismology will be considered.	a) Volcanic Ash Warning Study Group (VAWSG) to develop proposal. b) ICAO Regional Office to monitor developments on this subject.	To be determined	A
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 <del>Papua New Guinea</del> <del>PAC States</del>	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

Appendix D

Identification		Deficiencies			Corrective action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action *
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
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 <del>Malaysia</del> 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	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 *
METAR/TAF Provision of Annex 3, Chapters 4 and 6.	Nauru Solomon I. Papua New Guinea	Routine reports and aerodrome forecasts are issued using old WMO codes.	2001	Reported by airlines	a) Arrangements to be made for use of the new WMO codes. b) Training to be provided to staff as required.	Civil Aviation Administration in coordination with MET Services	To be determined	A

## **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.*