

## MINIMUM REPORTING AREAS

AERODROMES OPERATIONS (AOP)								
	ICAO Reference Document	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
AERODROME DESIGN								
1.	Annex 14 - Vol 1, Chapter 1 PANS- Aerodromes, Part 1, 2	<b>Aerodrome Master Plan</b>		The lack of airports master plans affect their short to medium term capacity enhancement projects; restricting their ability to fulfil capacity needs.				
2.	Annex 14 - Vol 1, Chapter 2, 3 PANS- Aerodromes, Part 1, 2 AFI ANP, Vol II - AOP	<b>Runways</b>		In view of the vital function of runways in providing for safe and efficient aircraft landings and take-offs, it is imperative that their design take into account the operational and physical characteristics of the aeroplanes expected to use the runway, as well as engineering considerations.				
3.	Annex 14 - Vol 1, Chapter 2, 3 PANS- Aerodromes, Part 1, 2	<b>Taxiways</b>		A properly designed taxiway system ensures a smooth, continuous flow of aircraft ground traffic, operating at the highest level of safety and efficiency and contributes to optimum aerodrome utilization				

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4.	Annex 14 - Vol 1, Chapter 2, 3  PANS- Aerodromes, Part 1, 2	<b>Aprons</b>		Apron design should take into account safety procedures for aircraft manoeuvring and contribute to a high degree of efficiency for aircraft movements and dispensing apron services.				
5.	Annex 14 - Vol 1, Chapter 2, 5, 6, 7  PANS- Aerodromes, Part 1  AFI ANP, Vol II - AOP	<b>Visual Aids</b>		Visual aids contribute to the safety and operational efficiency of aircraft and vehicle movements. Design and Good maintenance of these aids is essential to ensure that the cues that they provide are available in all circumstances.				
6.	Annex 10 - Vol 1, Chapter 3	<b>Radio Navigation Aids</b>		Radio Navigation Aids contribute to the safety and operational efficiency of aircrafts. Good maintenance of these aids is essential to ensure that the cues that they provide are available in all				

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7.	Annex 14 - Vol 1, Chapter 8  PANS- Aerodromes, Part 1  AFI ANP, Vol II - AOP	<b>Electrical Systems</b>		Electrical systems contribute to the safety and operational efficiency of aircraft and vehicle movements. Their design and good maintenance of these aids is essential to ensure that the cues that they provide are available in all circumstances				
8.	Annex 14 - Vol 1, Chapter 1	<b>Terminals</b>		Architectural and infrastructure-related requirements for the optimum implementation of international civil aviation security measures shall be integrated into the design and construction of new facilities and alterations to existing facilities at an aerodrome.				
9.	Annex 14 - Vol 1, Chapter 9  PANS- Aerodromes, Part 1	<b>Fencing</b>		Lack of fences on an aerodrome could lead to the entrance to the movement area of animals large enough to be a hazard to aircraft.				
<b>AERODROME OPERATIONS</b>								

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10.	Annex 14 - Vol 1, Chapter 2  PANS-Aerodromes, Part 1, 2  AFI ANP, Vol II - AOP	<b>Aerodrome Data</b>		Determination and reporting of aerodrome-related aeronautical data shall be in accordance with the accuracy and integrity classification required to meet the needs of the end-users of aeronautical data				
11.	Annex 14 - Vol 1, Chapter 9  PANS-Aerodromes, Part 1	<b>Emergency planning</b>		Lack of adequately effective emergency planning can seriously affect the effects of an emergency, particularly in respect of saving lives and maintaining aircraft operations.				
12.	Annex 14 - Vol 1, Chapter 2, 9  PANS-Aerodromes, Part 1  AFI ANP, Vol II – AOP	<b>Rescue and Firefighting</b>		Lack of adequately effective rescue and firefighting service can affect capabilities to save lives in the event of an aircraft accident or incident occurring at, or in the immediate vicinity				

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13.	Annex 14 - Vol 1, Chapter 2, 9 PANS-Aerodromes, Part 1	<b>Disable Aircraft Removal</b>		Disabled aircraft can interfere with normal activity of an aerodrome. In addition, runway and taxiway closures can substantially reduce the number of arrivals and departures and restrict movement around the aerodrome, resulting in the reduction of the aerodrome capacity.				
14.	Annex 14 - Vol 1, Chapter 9 PANS-Aerodromes, Part 1	<b>Wildlife Strike Hazard Reduction</b>		Lack of measures (successful bird/wildlife control programme) on an airport and in its vicinity to minimize the likelihood of collisions between wildlife and aircraft will increase the risk to aircraft operations				
15.	Annex 14 - Vol 1, Chapter 2, 9 PANS-Aerodromes, Part 1	<b>Operational Area Management</b>		Lack of appropriate airport operational services will affect the safety and efficiency of aircrafts operations.				

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16.	Annex 14 - Vol 1, Chapter 9	<b>Ground Servicing of Aircraft</b>		Lack of appropriate Ground Servicing of Aircraft will affect the safety and efficiency of aircrafts operations.				
17.	Annex 14 - Vol 1, Chapter 4, 6 PANS- Aerodromes, Part 1	<b>Control of obstacles</b>		The airspace around aerodromes shall be maintained free from obstacles so as to permit the intended aeroplane operations at the aerodromes to be conducted safely and to prevent the aerodromes from becoming unusable by the growth of obstacles around the aerodromes. This also applies to the surfaces that are meant to protect visual and radio aids in order for them to work as expected.				
18.	Annex 14 - Vol 1, Chapter 10 PANS- Aerodromes, Part 1	<b>Aerodrome Maintenance</b>		A maintenance programme, shall be established at an aerodrome to maintain facilities in a condition which does not impair the safety, regularity or efficiency of air navigation				

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19.	Annex 14 - Vol 1, Chapter 1  PANS-Aerodromes, Part 1	<b>Safety Management</b>		Implementation of SMS seeks to proactively mitigate safety risks before they result in aviation accidents/ incidents and improve operational efficiencies.				
<b>AERODROME CERTIFICATION</b>								
20.	Annex 14 - Vol 1, Chapter 1 to 10  PANS-Aerodromes, Part 1, 2	<b>Aerodrome Certification</b>		Lack of certification of an aerodrome means that aerodrome does not meet the specifications regarding the facility and its operation				
21.	PANS-Aerodromes, Part 1	<b>Safety assessments and Aerodrome Compatibility</b>		The compatibility between aeroplane operations and aerodrome infrastructure and operations when an aerodrome accommodates an aeroplane that exceeds the certificated characteristics of the aerodrome should be assessed				
<b>ASBU MODULES</b>								

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22.	[APIRG Conc. 19/06] AFI eANP	<b>B0-ACDM</b>		Airport operational improvements through the way operational partners at airports work together by means of an airport collaborative information sharing platform and procedures as a base for A-CDM implementation.				
23.	[APIRG Conc. 19/06] AFI eANP	<b>B1-ACDM</b>		Airport and ATM operational improvements through the way operational partners at airports work together. This entails implementing collaborative airport operations planning (AOP) and where needed an airport operations centre (APOC).				



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<b>CLASSIFICATION OF AIRSPACES [Annex 11, 2.6]</b>								
24.	[Annex 11 Para 2.3]  [AFI/7 Rec. 5/21]	<b>Lack of provision of area control service</b>		<b>Inefficient and unsafe provision of ATS</b>				
<b>PERFORMANCE-BASED NAVIGATION [Annex 11, 2.7] [A37 Resolution]</b>								
25.	[Annex 11, Para 2.7]  AFI/7 Rec. 6/9	<b>Lack of implementation of PBN</b>		Will not achieve targets set as part of Global PBN implementation goals				
26.	[A37 Resolution]  [AFI/7 Conc. 5/7]	<b>Lack of implementation of RNAV and RNP routes</b>		Insufficient number of RNAV/RNP routes				

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27.	[A37 Resolution]	<b>Implementation of approach procedures with vertical guidance (APV)</b>		Insufficient implementation of RNP approaches with/without vertical guidance				
				Inefficient implementation of RNAV/RNP terminal routes (CCO/CDO)				
<b>ATM ASBU MODULES</b>								
28.	AFI ASBU Plan/ APIRG/19	<b>ASBU Block BO-APTA</b>		Lack of Optimization of Approach Procedures including vertical guidance				
29.	AFI ASBU Plan/ APIRG/19	<b>ASBU Block BO-FRTO</b>		Improved Operations through Enhanced En-Route Trajectories				
30.	AFI ASBU Plan/ APIRG/19	<b>ASBU BO- TBO, CDO, and CCO</b>		Improved Flexibility and Efficiency in Descent Profiles (CDO) and Continuous Climb Operations (CCO)				

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31.	AFI ASBU Plan/ APIRG/19	<b>ASBU BO- SNET</b>		Lake of Increased Effectiveness of Ground-Based Safety Nets				
32.	AFI ASBU Plan/ APIRG/19	<b>ASBU BO-RSEQ and WAKE</b>		Lack of efficient AMAN/DMAN				
33.	AFI ASBU Plan/ APIRG/19	<b>ASBU BO- ASEP</b>		Lack of Air Traffic Situational Awareness (ATSA)				
34.	AFI ASBU Plan/ APIRG/19	<b>ASBU BO- OPFL</b>		Improved access to Optimum Flight Levels through Climb/Descent Procedures using ADS-B				
35.	AFI ASBU Plan/ APIRG/19	<b>ASBU BO- TBO</b>		Lack of Improved Safety and Efficiency through the initial application of Data Link En-Route				
<b>ATM OVERSIGHT FUNCTION</b>								

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36.	PANS - ATM	<b>Implementation of PANSOPS oversight office</b>		Inefficient implementation of PANSOPS oversight structures within CAAs				
37.	[ICAO PBCS DOC 9869]	<b>State database of RSP 180/RCP 240 approval/ withdrawal status</b>		Exclusion from PBCS implemented airspace, no reduced separation applied.	States to complete new amended F2 and F3 forms which include RSP 180 and RCP 240(PBCS) Approvals			
38.	[Annex 11, 2.27.1]	<b>States Safety Plan (SSP)</b>						
39.	[Annex 11, 2.27.3] [PANS-ATM, Chapter 2]	<b>Safety management system (SMS)</b>		Cannot achieve or guarantee acceptable level of safety in the provision of ATS				
<b>LANGUAGE PROFICIENCY [Annex 11, 2.29]</b>								
40.	[Annex 1 Annex 11] [A37-10 Resolution] [AFI/7 RAN]	<b>Language proficiency</b>		Can result in mis-communication leading to risk on flight safety				

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41.	[PANS-ATM Chapter 12]	<b>Non use of appropriate language for ATS provision</b>		Can result in confusion and misinterpretation of instructions which can impact on safety of air navigation				
AIRSPACE MANAGEMENT (ASM)								
42.	[AFI/7, Rec. 5/1] GPI-7	<b>Cooperative approach to airspace management</b>		Lack of safe, orderly and expeditious flow of air traffic  Lack of efficiency in upper airspace management				
43.	[Annex 11 Para 2.12]	<b>Non standard use of ATS Route designators</b>		Confusion/misinterpretation of ATC requirements for position reports that can affect situation awareness and lead to provision of non standard separation minima by ATC Units.				
44.	[PANS-ATM Chapter 2]	<b>Uncoordinated use of waypoints (SLNCs)</b>		Conflicting waypoints (having same name but different coordinates)  Similar pronunciation of waypoints located within close proximity				

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45.	[AFI/7, Rec. 5/3]  [Annex 11 Para 2.17, 2.30]	<b>Civil/military coordination</b>		Lack of effective civil/military coordination resulting in unsafe and inefficient use of airspace				
46.	[Annex 11 Para 2.12]	<b>Non implementation of Table of ATS 1</b>		Lack of route continuity across the region  Inefficient use of airspace				
47.	[AFI/7, Rec. 5/2]  [Annex 11]	<b>Contingency planning</b>		Uncoordinated and unsafe operation of aircraft during disruption of ATS within affected airspace(s).				
48.	[LIM AFI, Rec. 2/1]	<b>Plane of division between the lower and upper airspace</b>		Non applicability of uniform division between lower and upper airspace across FIRs and ICAO Regions				

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49.	[AFI/7, Rec. 5/5]	<b>Publication of interception of civil aircraft information in aeronautical information publications</b>		Lack of clear procedures applicable for interception of civil aircraft				
50.	[AFI/7, Rec. 5/10] [Annex 11] [Doc 9426]	<b>Establishment of standard departure and arrival routes</b>		Lack of safe, orderly and expeditious flow of air traffic				
51.	[AFI/7, Rec. 5/4]	<b>Ratification of Article 3 bis of the Convention on International Civil Aviation</b>		Lack of adequate procedures to handle aircraft under interception leading to risk to flight safety				
<b>AIR TRAFFIC SERVICES (ATS)</b>								
52.	[Annex 11 Chapter 3,4&5]	<b>Implementation of ATS provisions</b>		Unsafe provisions of ATS				

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53.	[Annex 11 Para 2.3] [AFI/RAN Rec 5/21]	<b>Lack of provision of area control service</b>		Inefficient and unsafe provision of ATS				
54.	[AFI/7 RAN Rec 14/7] [Annex 1]	<b>Lack of trained and competent personnel in the provision of ATS</b>		Unsafe provision of ATS				
55.	[PANS ATM Chapter 10]	<b>Operational Letters of Agreements between ATS units</b>		Unsafe operation of traffic due to outdated LOAs  Unsafe operation of traffic due to lack of LOAs				
56.	[AFI/7, Rec. 5/6]	<b>Operational Letter of Agreement between ATS and military units</b>		Lack of uniformity in application of ICAO standards relating to interception of civil aircraft				
57.	[PANS-ATM Chapter 4]	<b>Poor ATC proficiency and lack of proper ATC procedures</b>		Inconsistent and unsafe provision of ATS				



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58.	[AFI/7, Rec. 5/22]	<b>Repetitive flight plans</b>		Lack of operational safety and efficiency.  Missing flight plans and possible overload of flight planning in the ATM system				
59.	[AFI/7, Rec. 5/26]	<b>Reporting and investigation of ATS incidents</b>		Lack of effective SMS implementation.  Continuous occurrence of similar incidents leading to high probability of aircraft accident				
60.	Doc. 4.4.1.4 (b)	<b>RVSM approvals and monitoring</b>		Lack of updated information on RVSM approved aircraft leading to risk to flight operations in the RVSM airspace				
61.	[APIRG Conc.17/43]	<b>Application of strategic lateral offset procedures (SLOP)</b>		Lack of direct routings.  Lack of efficiency in aircraft operations  Increased potential to aircraft collision				

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62.	[PANS-ATM] [Doc 7030]	<b>RVSM flight levels restriction</b>		Non-efficient use of RVSM airspace				
63.	[AFI/6, Rec. 7/11]	<b>Compliance with standard radiotelephony phraseologies and procedures</b>		Lack of applicability of standard radiotelephony phraseologies and procedures can create confusion and impact on safety of air navigation				
64.	[PANS-ATM Chapter 5]	<b>Use of non- standard separation minima</b>		Increased potential for air traffic incidents including accidents				
65.	[Doc 9574] [Annex 11 Para 3.3.5.1]	<b>Reports for Large Height Deviation (LHD)</b>		Unsafe trends and hotspots cannot be determined if reports are not submitted, information is also used to calculate the total TLS in the annual collision risk assessment.	States are to ask ACC's to address reports submitted that are in regards to their operations, investigate and find corrective action.			
66.	[Annex 11 Chapter 7]	<b>Non provision of Met information at ATS units</b>		Lack of provision of timely and accurate MET information to pilots can affect operational decisions and safety of operations				

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<b>REDUCED VERTICAL SEPARATION MINIMA (RVSM)</b>								
67.	SP AFI/RAN Rec. 5/21	<b>No submission of monthly RVSM safety data returns</b>		No contribution to CRA	CAAs/ACCs to periodically submit data to ARMA			
68.	APIRG/22	<b>Investigation of RVSM LHD, Coordination Failures and submission of reports to ARMA</b>						
69.	Annex 6	<b>No records of RVSM Approvals/ Withdrawals</b>		RVSM safety reduction in separation	RVSM Approvals/Withdrawals to be submitted to ARMA (F2, F3)			
70.	Annex 6	<b>Long term height monitoring(LTHM) requirements</b>		No operations accepted in global RVSM airspace	CAAs to comply with Height Monitoring Plan.  Encourage Operators to comply with LTHM requirements.			
<b>FLIGHT INFORMATION SERVICE (FIS)</b>								
71.	[AFI/6, Rec. 6/12]	<b>Provision of Aerodrome Flight Information Service (AFIS)</b>		Lack of AFIS can impact on safety of air navigation				

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72.	[AFI/7, Rec. 5/12]	<b>Implementation of VHF radio coverage</b>		Non availability of two-way communication between ATS units and aircraft				
73.	[AFI/6, Rec. 6/15]	<b>Air Traffic Advisory Service (ADS)</b>		Lack of ADS can impact on safety of air navigation				
<b>ATS REQUIREMENTS FOR AERONAUTICAL FIXED SERVICE COMMUNICATIONS</b>								
74.	[LIM AFI, Rec. 10/36]	<b>Implementation of ATS direct speech circuits</b>		Lack of timely coordination of traffic information leading to inefficient of air traffic management				
75.	[AFI/7, Rec. 5/24]	<b>Improvement of communications</b>		Outdate communication systems leading to lack of interoperability/integration				
<b>ATS REQUIREMENT FOR OPERATIONAL FLIGHT INFORMATION</b>								
76.	[AFI/7, Rec. 5/14]	<b>HF and VHF VOLMET broadcasts</b>		Inadequate communication between ATSU and Aircraft leading to risk to flight safety.				

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77.	[APIRG Conc. 21/26]	<b>Implementation of AIDC</b>						
78.	[APIRG Conc.17/25]	<b>Implementation of controller-pilot data link communications (CPDLC)</b>						
<b>ATS OPERATIONAL REQUIREMENTS FOR SURVEILLANCE</b>								
79.	[PANS-ATM Chapter 8]	<b>Lack of essential surveillance facilities to support the provisions of ATS</b>		May lead to Loss of situational awareness; increase potential of collision				
<b>SEARCH &amp; RESCUE (SAR)</b>								
80.	[Annex 12, Chapter 3] AFI/7 Rec. 6/3	<b>Lack of Search and Rescue Agreements between neighbouring States</b>		Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries.				

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81.	[Annex 12, Section 4.3]	<b>Search and rescue units</b>		Lack of adequately equipped and trained search and rescue units and adequate survival and medical supplies can seriously affect the conduct and outcome of SAR operation				
82.	AFI/7 Rec. 6/5	<b>Search and Rescue Training</b>		Lack of formal training for SAR personnel can hinder the effectiveness of SAR operation				
83.	[Annex 12, Section 4.4]	<b>Search and rescue exercises</b>		Lack of regular training of search and rescue personnel and conduct of regular search and rescue exercises can prevent achievement of maximum efficiency in search and rescue operation.				
84.	AFI/7 Rec. 6/1 AFI/7 Rec. 6/2	<b>Satellite aided search and rescue</b>		Lack of implementation will result in difficulty in detection, identification and location of activated 406 Mhz ELTs and loss of valuable time for SAR				

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**Note:** ICAO Council definition of a Deficiency:

*'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'.*