

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

Agenda Item 4: Deficiencies in the Air Navigation Field

Report of the second meeting of the Deficiency Review Task Force (DRTF)

4.1 APANPIRG/15 was briefed on the second meeting of the Deficiency Review Task Force (DRTF/2) which was convened from 13 – 14 May 2004 and attended by ten (10) members from Australia, Hong Kong (China), Fiji, India, Malaysia, Singapore, IATA, IFALPA and IFATCA.

4.2 The meeting recalled that APANPIRG/14 adopted Conclusion 14/50 requesting that the draft ASIA/PAC Supplement to the Uniform Methodology be circulated to States in the Asia/Pacific region for comments. In addition to support from the States of the task force, a total of ten (10) responses from States were received which generally indicated no comments or agreement with the draft Supplement. IFALPA, in particular, expressed full agreement with the draft Supplement and offered to assist ICAO in identifying air navigation deficiencies and reporting when the deficiency is resolved.

4.3 It was further noted that the Supplement, in amplifying the procedures set forth in the ICAO Uniform Methodology, was to provide for a systematic approach to the management of deficiencies in the Asia/Pacific region by detailing the regional procedures to be followed by the Users, States and the ICAO Asia/Pacific Regional Office in implementing the Uniform Methodology. The deficiencies identified shall follow the **SMART** concept where the description of a deficiency shall be:

- **Specific** – clear task on what needs to be done
- **Measurable** – precise requirements
- **Achievable** – task sensible in scope
- **Realistic** – task has deadlines and completion requirements
- **Time-bounded** – sensible guide for completion and imposes a schedule

4.4 The meeting was grateful for the work done by the DRTF and commended the excellent guidance materials in the “Flow Chart to ASIA/PAC Supplement to the Uniform Methodology for Identification, Assessment and Reporting of Air Navigation Deficiencies” providing clear and concise procedures for the identification, assessment, prioritization and verification, validation and action plan, monitoring, rectification and removal from list of deficiencies. Recognizing the immense value of the ASIA/PAC Supplement, the meeting urged provider and user States and International Organizations as users of air navigation facilities to utilize the guidance materials and formulated the following conclusion:

Conclusion 15/54 – Adoption of ASIA/PAC Supplement to the Uniform Methodology

That, the ASIA/PAC Supplement to the Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies be adopted and circulated to States and International Organizations.

A copy of the ASIA/PAC Supplement is included as **Appendix A** to the Report on Agenda Item 4.

4.5 The meeting was of the opinion that a post-implementation review should be carried out to review the effectiveness and efficiency of resolving the deficiencies using the guidance materials in the ASIA/PAC Supplement. This included such issues as identification, collection and validation of information, safety assessment and prioritization, development of action plans, reporting and monitoring

of the corrective actions. The review is to be conducted post APANPIRG /16 and to be completed not later than 30 May 2006.

4.6 In response to a query from IFALPA pertaining to deficiencies identified during the USOAP, the meeting was advised that while the USOAP audits were essentially to reveal compliance with States' regulatory processes and consequently deficiencies identified during such audits which were of a structural and/or organizational nature, deficiencies identified by PIRGs were, on the other hand, urgent and operational in substance. Additionally, it was to be recognized that USOAP deficiency was a matter between ICAO and the Contracting State being audited with only an Executive Summary distributed to all Contracting States; whereas APANPIRG deficiencies, in a way, were public documents discussed during PIRG meetings.

Lists of deficiencies in the Air Navigation Field

4.7 During the meeting, some of the States attending the meeting advised actions taken by them with regard to the items on the List of Deficiencies. The updated information had been included in the Appendices to the Report on Agenda Item 4. The meeting requested States and users to provide regular updates to the Regional Office on the List of Deficiencies, including instances where actions had been taken by States for the resolution of deficiencies.

ATM/AIS/SAR deficiencies

4.8 The list of Deficiencies in the ATM/AIS/SAR fields is included as **Appendix B** to the Report on Agenda Item 4. The meeting noted that the following progress had been made since APANPIRG/14:

ATS routes

4.9 The Deficiency list records thirty (30) ATS route related entries, mainly as priority 'B' status. ANP amendment procedures had commenced for about half of these and the remainder had been allocated to the ATS Route Network Review Task Force (ARNR/TF) for review. The meeting was of the view that the deficiency status on the ATS routes be retained as currently reflected until the ARNR/TF had undertaken a suitable review.

4.10 In considering the list of ATS Route Deficiencies, the meeting noted that the first meeting of the ATS Route Network Review Task Force (ARNR/TF/1) was scheduled for the 6 – 10 September 2004. The ARNR/TF had been established by APANPIRG/14 (Conclusion 14/5) to conduct a review of the ATS route requirements in the region and to amend the APAC ANP as appropriate.

4.11 The meeting recognized the magnitude and consequent likely duration of the task to be undertaken by the ARNR/TF, noting that in many aspects it would be equivalent to a Regional Air Navigation (RAN) meeting. There would be a considerable volume of work, in particular the compilation and management of databases, charts and ANP amendments. States were encouraged to make suitable experts available for the Task Force.

4.12 The meeting acknowledged that a comprehensive ATS route review would assist with achieving positive environmental outcomes, primarily as a result of shortening routes whenever it was appropriate to do so. This would result in savings in emissions and reduced fuel requirements by virtue of shorter flight times. It was important that these savings be quantified and the Regional Office undertook to ensure that the work programme of the ARNR/TF would be developed to ensure that distances saved

by the realignment and shortening of routes would be recorded to facilitate subsequent calculation of environmental benefits.

WGS-84

4.13 There were ten (10) States listed as deficient under priority 'A', of which four (4) had partially implemented WGS-84 at main airports. The Regional Office had recently issued a letter to the ten (10) States involved, seeking an update to their respective WGS-84 status, however replies had not been received in time for the meeting. Of the six (6) States that had not implemented, the meeting noted that four (4) of these were small States that may not have suitable resources to undertake this work. It was important that the reasons behind the non-compliance be accurately established, in order that suitable assistance could be arranged if required.

4.14 IATA and IFALPA stressed the importance of WGS-84 compliance, noting that all FMS and GNSS based navigation was reliant on WGS-84 data, and requested that the meeting seek resolution to these remaining deficiencies quickly as they represented a fundamental safety problem. The meeting was unanimous in supporting this position.

4.15 Japan, in agreeing with the concerns raised, undertook to follow up with the Japan Civil Aviation Bureau with a view to assessing whether assistance would be available via current assistance programs sponsored by the Japanese government. Australia also agreed with the concerns expressed and advised that Australia had an effective relationship with the Pacific Aviation Safety Office (PASO). Australia undertook to coordinate with PASO to see if assistance could be provided.

4.16 Although China had filed a difference to Annex 15 in regard to WGS-84, a deficiency was still recorded in accordance with ICAO requirements. China advised the meeting that they were aware of the importance of full WGS-84 implementation and were very concerned because it would be more dangerous if two different geodetic systems were authorised for use in the same airspace. The Civil Aviation Authority of China (CAAC) were making every effort to implement WGS-84 and significant progress was being made. The meeting acknowledged the efforts of CAAC and recognized the difficulties expressed by China.

Type of ATS

4.17 One (1) State was listed as deficient under priority 'A' as not providing Area Control Service on international ATS routes. Equipment upgrades were taking place, with a HF radio upgrade expected to be completed by the end of 2004 and CPDLC by the end of 2005, thereby addressing the deficiencies.

Airspace classification

4.18 10 States were listed as deficient under priority 'A' as not having classified their airspace. Of these, 1 State has notified a difference and 2 States have advised the Regional Office that classification has been carried out but have not provided official confirmation. The remaining States had not updated the Regional Office.

AIP format

4.19 Eight States were listed as deficient under priority 'A' as not having published their AIP in the ICAO format. Of these, 2 States advised the Regional Office that they have completed the format but have not provided official confirmation. The remaining States had not updated the Regional Office. A query was raised whether there could be more than one AIP published by a State. The Secretariat

informed the meeting that only one AIP should be published by the responsible authority approved by the State.

SAR capability

4.20 Three States were listed as deficient under priority 'U'. Of these, 1 State had provided written information that a SAR agreement was being developed. One (1) State advised the Regional Office that they provided SAR services and facilities, and SAR agreements with their neighbouring States were under development, and official confirmation would be provided. One State had not up-dated the Regional Office.

AOP deficiencies

4.21 In the AOP field, the meeting was informed on the good progress that had been achieved in the rectification of deficiencies. The meeting was apprised that twenty-two (22) 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, a total of eight (9) deficiencies representing forty percent (40%) of the deficiencies were identified as being completed. The list of Deficiencies in the AOP field is included as **Appendix C** to the Report on Agenda Item 4.

4.22 It was also noted that a number of deficiencies had recurred despite being reported as satisfactorily resolved. Whilst it is commendable that States had taken immediate ad-hoc actions with respect to deficiencies identified, it was vitally important to establish at an aerodrome a continuous and rigorous programme to maintain facilities in a condition that does not impair the safety, regularity or efficiency of air navigation.

CNS deficiencies

4.23 In the CNS field three (3) deficiencies were identified. The meeting was informed that Bangladesh and India had eliminated the AFS deficiency by implementing required services. The problem of lack of VHF coverage in Dhaka FIR had been resolved by delegating responsibility for the provision of ATS for the portion of the airspace outside VHF coverage to the adjacent ACC. An urgent need to overcome the air-ground communication deficiency in Yangon FIR was brought to the attention of the higher authorities in the State. This resulted in an action plan developed in consultation with Myanmar for implementation by the end of 2004. The list of Deficiencies in the CNS field is included as **Appendix D** to the Report on Agenda Item 4.

MET deficiencies

4.24 The List of MET deficiencies contained eight (8) items related to seventeen (17) States. Out of these only two items had not been progressed since APANPIRG/14. One deficiency had been fully resolved and two others had been partly resolved. Action plans and target dates had been specified by the States concerned. It should be noted, however, that the rectification of some of the deficiencies in the MET field in States like, Kiribati, Solomon Islands and Cambodia would be a long lasting task due to serious problems related to lack of trained meteorological personnel, lack of basic MET equipment, etc. Special emphasis has been given to the rectification of deficiencies related to the most safety related MET services, such as the issuance and dissemination of SIGMET. A new regional SIGMET guide was published and circulated to the States in the Region; a SIP on SIGMET for volcanic ash was conducted through visits to the States with active volcanoes in Asia/Pacific region and providing on-site assistance. As a result, the availability of SIGMET, including SIGMET for volcanic ash and tropical cyclones has

improved. The list of Deficiencies in the MET field is included as **Appendix E** to the Report on Agenda Item 4.

4.25 The meeting recognised that considerable progress had been made since APANPIRG/14 in addressing deficiencies and noted the further action that was in hand, including the role of the ATS Route Network Review Task Force in addressing route deficiencies. The meeting was advised that the Regional Office had recently sent letters to affected States seeking updates to the status of a number the deficiencies listed. A letter under the signature of the ICAO Secretary General had also been sent during July 2004 to the DGCA's of affected States, drawing their attention to published deficiencies and seeking their assistance. In accordance with the requirements of the Secretary General States were again reminded to up-date the Regional Office by 30 April each year and to provide official confirmation whenever deficiencies have been rectified.

IATA's Shortcoming and Deficiency Programme

4.26 IATA provided information on its Asia Pacific Shortcoming and Deficiency Programme, which was in its final stages of development and should be implemented later this year. IATA intended to complement ICAO's programme with additional perspective in areas of high concern to the airspace user. IATA would continue to offer its full support to the ICAO Deficiency Programme.

4.27 The meeting noted IATA's development of a systematic approach to users reporting shortcomings and deficiencies according to IATA's definition. ICAO recognized that IATA, along with IFALPA and IFATCA, were primary sources of information on operational and related occurrences that impacted on safety and welcomed this development that would compliment ICAO's programme. The meeting encouraged States' to fully cooperate with the user groups to take prompt action on reported occurrences in the interest of enhancing the safety of the air navigation system.

ASIA/PACIFIC SUPPLEMENT
TO THE
UNIFORM METHODOLOGY
FOR THE IDENTIFICATION, ASSESSMENT AND REPORTING OF
AIR NAVIGATION DEFICIENCIES

1. INTRODUCTION

1.1. Considerable attention is being given by ICAO to eradicate deficiencies in the air navigation field. At the thirteenth meeting of the Asia/Pacific Air Navigation Planning and Implementation Group (APANPIRG/13) held on September 2002, it was decided to establish a Deficiency Review Task Force to prepare an Asia/Pacific Supplement to the *Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies* (hereinafter referred to as “Uniform Methodology”) approved by the Council of ICAO on 30 November 2001. The Uniform Methodology was developed by ICAO for the efficient identification, assessment and clear reporting of air navigation deficiencies. The Asia/Pacific Supplement provides more detailed procedures and a management tool to assist the APANPIRG in applying the Uniform Methodology (a copy of the Uniform Methodology contained in the APANPIRG Procedural Handbook is available on the ICAO website: www.icao.int/apac under the heading “E-documents”).

1.2. The ICAO Council in 2001 approved the following unified definition of a deficiency within the context of the Uniform Methodology, which replaces the previous term “shortcomings and deficiencies:”

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 (SARPs), and which situation has a negative impact on safety, regularity and/or efficiency of international civil aviation.

1.3. The Asia/Pacific Air Navigation Plan (ASIA/PAC ANP, Doc 9763) has been revised in the new ICAO format for regional plans, which is in two documents: the Basic Air Navigation Plan (Basic ANP) and the Facilities and Services Implementation Document (FASID). The first edition (2001) of the revised ASIA/PAC ANP is expected to be published by 2005 (an electronic copy is available on the ICAO secured website: www.icao.int/icaonet)

1.4. It should be noted that in certain areas, there may be deficiencies related to the organization, management and institutional aspects which affect the operation of civil aviation organizations. This has could have a direct impact on the provision of air navigation facilities, services and procedures, which are elements listed in the ICAO Regional Plans.

2.0 BACKGROUND

2.1 States, in recognition of their responsibilities under Article 28 of the Convention on International Civil Aviation for the provision of safe air navigation services, undertake to increase their efforts in the rectification and elimination of air navigation deficiencies identified by the various Users.

2.2 As required by APANPIRG, the ICAO Asia/Pacific Regional Office maintains a list of deficiencies that exist in the Asia/Pacific region and adopts the necessary procedures for the collection of information in order to identify, evaluate and classify deficiencies and priorities in accordance with the Uniform Methodology.

2.3 The purpose of this list of deficiencies is to assist States to define their implementation priorities and to indicate remedial action required. This information is provided to APANPIRG meetings for review under its terms of reference, *inter alia*, make detailed assessment of the safety impact of the deficiencies as listed and propose remedial action required by States for subsequent review by the Air Navigation Commission and Council.

2.4 The format of reporting of resolution of deficiencies by provider States is in accordance with the Uniform Methodology. Under the Corrective Action column, States are required to provide to the Regional Office, in a timely manner, an action plan comprising a detailed description of the actions taken for the expeditious rectification of the listed deficiencies.

2.5 The Regional Office submits the updated information to APANPIRG for further actions as deemed necessary, and coordinates with the provider States concerned on decisions taken by APANPIRG, the Council and Air Navigation Commission on the deficiencies.

2.6 APANPIRG and its respective Sub-Groups, as part of their TORs and Subject Tasks Lists, are intensifying their efforts in dealing with deficiencies with a higher focus on prioritization and monitoring of corrective action taken by States and other responsible bodies.

3.0 **OBJECTIVE**

3.1 The main objective of this Supplement to the Uniform Methodology is to provide for a systematic approach to the management of deficiencies in the Asia/Pacific region by detailing the procedures to be followed by the Users, States and the Asia/Pacific Regional Office in implementing the Uniform Methodology.

3.2 It is also the objective of this Supplement to provide clear definition of the responsibilities and obligations of the parties involved in the management of the deficiencies.

4.0 **REGIONAL PROCEDURES**

4.1 It has been recognized that the process of dealing with deficiencies involves a number of stages as follows:

- Identification
- Assessment, prioritization and verification against ICAO documents
- States' validation of deficiencies reported
- Development of action plans for rectification and elimination
- Monitoring of follow-up actions
- Rectification of deficiency and removal from list

4.2 The purpose of this section is to outline the procedures to be followed by the parties involved at each of the above stages to deal with the deficiencies. These procedures are presented in the form of a structured flow chart attached to this Supplement aimed at facilitating the actions required to eliminate the deficiencies.

Identification

4.3 In Appendix M to Assembly Resolution A33-14, Users of air navigation facilities and services are urged to report any serious problems encountered due to lack of implementation or unsatisfactory operation of air navigation facilities or services required by the air navigation plans. States should act on such reports to resolve the problem and when remedial action is not taken, Users should inform ICAO, through the medium of an international organization where appropriate.

Notification/Sources

- Users
- States
- Regional Office (information from missions, meetings, accident/incident reports)

4.4 The deficiencies identified shall follow the SMART concept where the description of a deficiency will be:

- Specific – clear task on what needs to be done
- Measurable – precise requirements
- Achievable – task sensible in scope
- Realistic – task has deadlines and completion requirements
- Time-bounded – sensible guide for completion and imposes a schedule

Assessment, Prioritization and Verification against ICAO documents

4.5 An assessment is made by the Regional Office to determine whether the reported deficiency is non-compliant with the ASIA/PAC ANP or SARPs. If a deficiency exists, it is evaluated as to its effect on safety, efficiency and regularity, and under the Uniform Methodology, prioritized as follows:

- U - Urgent requirements having a direct impact on safety and requiring immediate corrective actions
- A - Top priority requirements necessary for air navigation safety
- B - Intermediate requirements necessary for air navigation regularity and efficiency

4.6 To facilitate the prioritization process, the Regional Office is guided by the principal that a deficiency with respect to an ICAO Standard is accorded a “U” status, to a Recommended Practice an “A” and to PANS as “B”.

Validation by States

4.7 The Regional Office, on determining that a reported deficiency exists and after assessment and prioritization, will inform the State involved of the full details of the report and results of the assessment. The State involved will be requested to acknowledge and validate the deficiency, and be informed that the deficiency will be recorded in the APANPIRG List of Deficiencies. States will be requested to develop an Action Plan with timelines based on the prioritization of the deficiency determined by the Regional Office.

4.8 In the event of serious cases of deficiencies, the Regional Office will notify the Air Navigation Commission as a matter of priority.

Development of action plans

4.9 States are required to develop action plans to rectify deficiencies in consultation with appropriate bodies with defined target dates based on the prioritization determined by the Regional Office. The following factors should be taken into account:

- deficiencies with “U” priority must be dealt with on a high priority basis
- in developing the action plan, advice may be sought from the Regional Office
- on completion, the action plan to be submitted to the Regional Office for review and recording
- APANPIRG to be informed of the action plans which will be reviewed by the contributing bodies to APANPIRG

Monitoring of follow-up actions

4.10 States should keep the Regional Office informed on progress with action taken to rectify deficiencies. The Regional Office may request updates as necessary to keep APANPIRG and its contributory bodies informed. Periodic annual updates should be made to the Regional Office no later than April each year.

4.11 The Regional Office will maintain regular contact with States and before the holding of APANPIRG and Sub-Group meetings, updates will be requested. An agenda item on deficiencies will be included on the Agenda of APANPIRG Sub-Groups and afforded a high priority by the meetings.

4.12 Users who reported deficiencies will be kept informed of progress and contacted before APANPIRG and Sub-Group meetings to seek their views on the status of deficiencies and any changes in circumstances.

Rectification of Deficiency & Removal from List

4.13 States, on reporting that a deficiency recorded on the APANPIRG List of Deficiency has been rectified, will submit in writing an official report to the Regional Office providing full details of the action taken. On receipt of a report, the Regional Office will validate the action taken with the User who made the report. In the event that the User does not agree with the action taken, the deficiency will remain open until confirmation has been gained by all concerned. Once confirmation is made, APANPIRG will be informed, the status of the deficiency reviewed and removed from the List.

5.0 **RESPONSIBILITIES**

Regional Office

5.1 The Regional Office, as a primary party in the management of deficiencies, will keep under review and record the implementation by States of the requirements ASIA/PAC Basic ANP and FASID. This information will also be used to identify possible non-compliance that should be further assessed against the definition of deficiency. Records will also be kept on the differences to SARPs filed by States and follow-up actions taken as appropriate.

5.2 All mission reports should include a section on identification of new deficiencies, actions taken on and status of existing deficiencies.

5.3 One of the primary functions of the Regional Office is to assist States to which it is accredited to comply with SARPs and implement the requirements of the ASIA/PAC ANP. Where deficiencies exist, all possible assistance should be provided to States to assist them to take remedial actions to correct air navigation deficiencies. In this regard Regional Office will, to the extent practicable, establish regular correspondences with and perform regular visits/missions to States to assist in the implementation of action plans for the rectification of deficiencies. These visits/missions would be results-oriented, and also used to identify other deficiencies.

States

5.4 Once deficiencies have been identified, evaluated and prioritized, the Regional Office will commence coordination with States in order to allow States to establish an action plan for resolving the deficiency

5.5 Sufficient notification will be provided to States regarding the deficiencies as a first step towards establishing the corresponding coordinated action plan. This will be achieved primarily through such mechanisms as correspondences, review by APANPIRG sub-groups, working groups, task forces and other regional and sub-regional meetings.

5.6 States, upon receipt of the list of deficiencies, will review, validate and comment on, and where actions have already been taken, and provide the necessary details on the list of identified deficiencies, assessed and prioritized by the Regional Office for further action.

5.7 States are required to review and maintain their respective list of deficiencies and identify those that have not been resolved, formulate and forward an action plan to ICAO for review and allocate sufficient resources as required for elimination.

5.8 States are required to respond promptly to the list of deficiencies identified so that the necessary details can be provided to APANPIRG and its sub-groups, working groups and task forces for review and consideration of the necessary actions to be taken by States to eliminate the deficiencies. The final list of deficiencies will be presented as core material to every APANPIRG meeting in accordance with the Terms of Reference of APANPIRG.

5.9 Monitoring and reporting of corrective actions and progress towards the elimination of deficiencies forms an important part of the management of deficiencies. In this regard, it is vital that a reliable monitoring system exists to ensure a true reflection of those deficiencies that have been resolved.

5.10 States' action plans should include the corrective measures to be taken by the State and a date by which it is anticipated that the identified deficiencies will be eliminated. The information provided through this formal coordination process will include:

- a description of the deficiency
- risk assessment
- possible solutions
- time-lines
- responsible party including contact details of designated person/position
- financing source
- agreed action to be taken,
- report on actions already taken.

5.11 In accordance with the 11th Air Navigation Conference Recommendation 4/8, States are urged to identify areas of air navigation facilities and services where the establishment of multinational agreements or informal coordination groups may contribute to the resolution of

deficiencies. This may be especially applicable to deficiencies which are region wide in nature and affecting a group of States thus lending themselves to general resolution at a regional or wider level.

Users

5.12 Appropriate international organizations, in their capacity as Users of air navigation facilities, should provide and update a list of deficiencies on a regular basis to the Regional Office for validation and action in accordance with Assembly Resolution A33-14 Appendix M. In addition to this, the Users should notify the Regional Office as soon as a new deficiency is identified.

5.13 International Organizations, as one of the user sources in highlighting deficiencies, should provide assistance in the independent verification of remedial actions taken by State(s). The 11th Air Navigation Conference Recommendation 4/8 encouraged Users of air navigation facilities and services to report to the Regional Office once they note that the remedial action on the deficiency they had reported has been taken.

APANPIRG

5.14 APANPIRG, as the only coordinating body in the Asia/Pacific Region for all activities conducted within ICAO concerning the air navigation systems, meets at regular intervals. Its terms of reference includes *inter alia*, to identify specific problems in the air navigation field and propose in appropriate form, actions aimed at solving these problems. The List of Deficiencies in the air navigation field form part of the core material reviewed by APANPIRG meetings and recommendations for remedial actions are developed.

5.15 In order to ensure that a support mechanism is in place to deal with deficiencies, States must be fully committed to taking follow-up actions on the outcome of APANPIRG meetings. A person or position should be nominated to with sufficient decision-making authority to coordinate and oversee the States' action plan for the elimination of deficiencies.

6 OTHER MECHANISMS

6.1 The Regional Office, in coordination with States, will utilize other mechanisms for establishing measures for the resolution of deficiencies.

6.2 The various APANPIRG sub-groups, working groups, task forces and other regional and sub-regional meetings and special implementation projects (SIPs) will be utilized to discuss the implementation of ICAO SARPs and the requirements of the ASIA/PAC ANP in order to eliminate deficiencies.

6.3 The Annual Conference of Directors General of Civil Aviation, are attended by State representatives in civil aviation at the highest level. Every opportunity should be taken at these conferences to address the need for political will to instill awareness and allocate appropriate and sufficient resources through effective plans of action that will eliminate deficiencies in a timely manner.

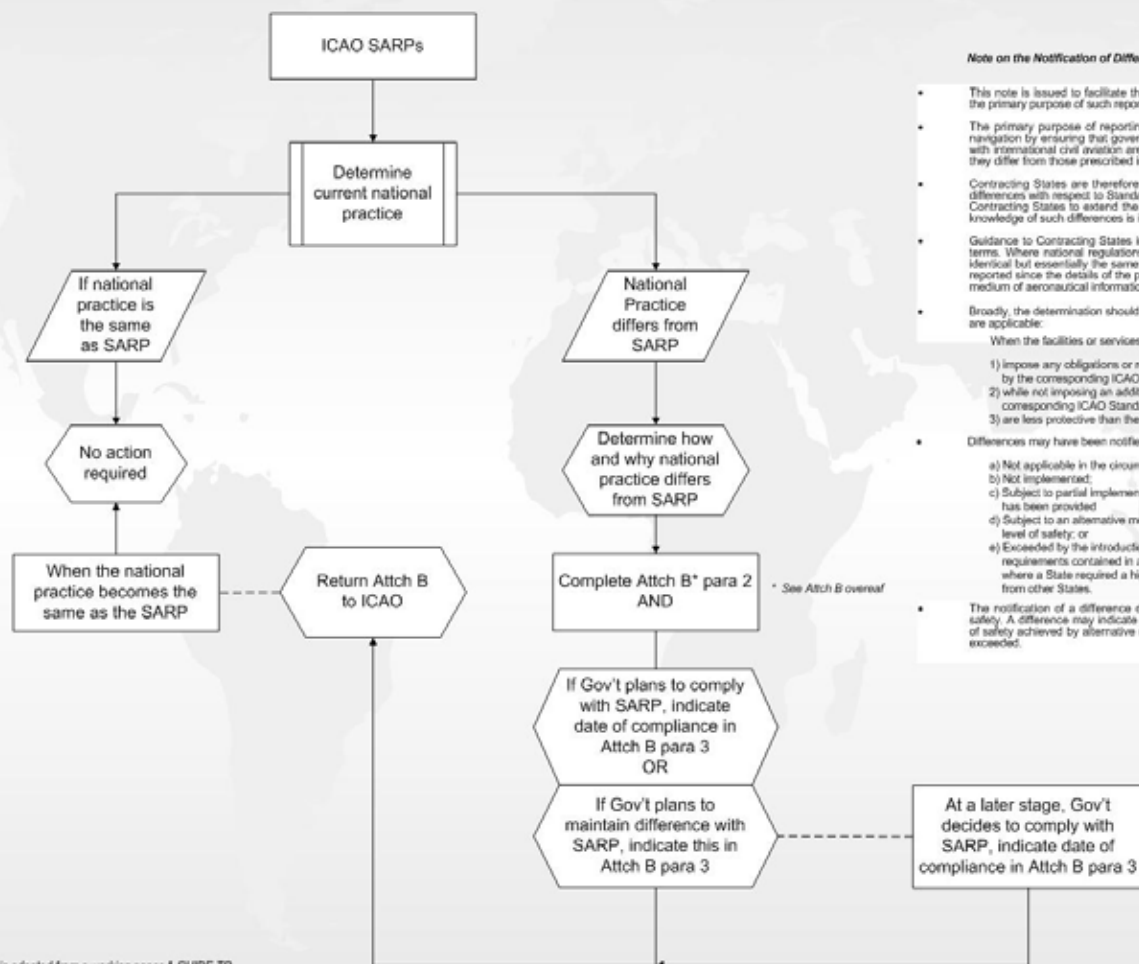
6.4 The International Financial Facility for Aviation Safety (IFFAS) has recently been established by the ICAO Council to assist States in financing aviation safety-related projects identified primarily through the ICAO Universal Safety Oversight Audit Programme (USOAP). The purpose of IFFAS is to provide financial assistance to States that need to apply corrective measures flowing from the USOAP audits but are unable to obtain the necessary funding through traditional means of financing. IFFAS will be operated in complete independence from ICAO's programme budget and is to be funded through voluntary contributions. The IFFAS mechanism will complement existing ICAO fund-raising mechanisms.

6.5 Other ICAO tools that may be used to address deficiencies include ICAO technical cooperation programmes, special implementation projects, seminars, workshops and training programmes.

6.6 Deficiencies identified during the USOAP audits will be dealt with under a separate programme in accordance with the Memorandum of Understanding between the Contracting State and ICAO. Until such time an appropriate mechanism is developed for the management of such deficiencies by the planning body, they shall not be included in this procedure.

--- END ---

A GUIDE TO SUBMITTING DIFFERENCES TO ANNEXES



Note on the Notification of Differences

- This note is issued to facilitate the determination and reporting of such differences and state the primary purpose of such reporting.
- The primary purpose of reporting of differences is to promote safety and efficiency in air navigation by ensuring that governmental and other agencies, including operators, concerned with international civil aviation are made aware of all national rules and practices in so far as they differ from those prescribed in the ICAO Standards.
- Contracting States are therefore requested to give particular attention to the notification of differences with respect to Standards in the various Annexes. The Council has also invited Contracting States to extend the above consideration to Recommended Practices when the knowledge of such differences is important for the safety of air navigation.
- Guidance to Contracting States in reporting of differences can only be given in very general terms. Where national regulations of States call for compliance with procedures that are not identical but essentially the same as those contained in the Annexes, no difference should be reported since the details of the procedures existing are the subject of notification through the medium of aeronautical information publications.
- Broadly, the determination should be based on, *inter alia*, the following criteria in so far as they are applicable:
When the facilities or services provided by a State for international air navigation:
 - 1) impose any obligations or requirements for safety additional to any that may be imposed by the corresponding ICAO Standard;
 - 2) while not imposing an additional obligation, differ in principle, type or system from the corresponding ICAO Standard;
 - 3) are less protective than the corresponding ICAO Standard
- Differences may have been notified because the associated Standards were:
 - a) Not applicable in the circumstances of the State concerned;
 - b) Not implemented;
 - c) Subject to partial implementation, where a lower level of requirement has been provided
 - d) Subject to an alternative means of achieving the same intent and level of safety; or
 - e) Exceeded by the introduction of more stringent State rules than the requirements contained in an ICAO Standard. This is of particular importance where a State required a higher standard and sought to govern operators from other States.
- The notification of a difference does not necessarily indicate operation to a lesser level of safety. A difference may indicate inapplicability of the particular Standard, an equivalent level of safety achieved by alternative means, or that the level of safety implied by the Standard is exceeded.

PHASES

ROLES

IDENTIFICATION

International Org.
Users
Provider States
Regional OfficeASSESSMENT
PRIORITIZATION & VERIFICATION

Regional Office

VALIDATION & ACTION PLAN

State

MONITORING

International Org.
Users
Provider States
Regional OfficeRECTIFICATION &
REMOVAL FROM LISTStates
International Org.
Users
Provider States
Regional OfficeNOTIFY
DEFICIENCY

A33-14 APPENDIX M

Does not comply
with Council-
approved ANPsDoes not
comply with
ICAO SARPsHave we impact on
safety, regularity,
efficiency?

No

CLOSED OUT

Serious cases to be notified
immediately to Air Navigation
Commission and CouncilPerform Safety Priority Rating &
Risk Assessment

Uniform Methodology:

(U) = Urgent requirements having direct impact on safety,
requiring immediate corrective actions
A = Top priority requirements necessary for air navigation
safety
B = Intermediate requirements necessary for air navigation
regularity and efficiency

Submit
deficiency to
State for review
& validationComply with National
Practices?

No

Is National Practice
same as ICAO SARPs?

Yes

Determine how
why differ from
SARPsIf a
difference
has not
been filed,
see Atch 4
Note on the
Notification
of difference

See ANC Notes

Have a net
impact on
safety,
regularity &
efficiency?State develop action plan in
consultation with Regional Office with
indication of corrective action &
completion dateDeficiency lists
discussed as part
of Sub-Groups,
Task Force,
Working-Grp
TCRsState report action(s) taken
to Regional OfficeRegional Office validates
action(s) taken11th Air Navigation Conf - Rec 4/6

Deficiency list updated

APANPRG reviews lists

Deficiency removed from list

CLOSED OUT

A FLOW CHART TO ASIA PACIFIC SUPPLEMENT TO UNIFORM METHODOLOGY FOR IDENTIFICATION, ASSESSMENT & REPORTING OF AIR NAVIGATION DEFICIENCIES

Listing of Deficiency with respect to a difference filed

ANC Notes:

a) Deficiencies regarding compliance with particular
Standards should be listed even if the State would
have filed a related difference
b) Even if a State is under obligation to promptly notify
ICAO of differences from SARPs, the lack of
implementation should not be considered or listed
as a deficiency when there is no negative impact
on safety, regularity and/or efficiency as assessed
by a planning and implementation group (PIRG)

(Excerpts from a paper presented to the Air
Navigation Commission AN-WP/568 dated 9/11/00)

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/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**
Requirements								
Requirements of Part V.III, Table ATS 1 of the air navigation plan	Hong Kong, China/Japan	A202 - Partially implemented	24/11/93	Hong Kong-Bangkok segment was implemented on 1 November 2001. Japan considering implementation as a conditional route	Japan - co-ordinate Hong Kong, China	Hong Kong, China/ Japan	HongKong-Bangkok segment 1/11/2001; Hong Kong-Chitose segment TBD <u>Review by ARNR/TF</u>	B
	China/Hong Kong, China	A203 - Not implemented	24/11/93	China advises no international flight requirements.	China requested deletion and amendment to ANP	China/Hong Kong, China	Subject to ANP amendment	B
	Indonesia	A211 - 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 Indonesia <u>Review by ARNR/TF</u>	B

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/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**
	China/Russian Federation	A218 - Partially implemented in <u>Russia and Alaska</u>	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. CAAC subsequently advises (14 Apr 03) that current route G212 meets the requirements and the proposed A218 is no longer required.	China requested deletion and amendment to ANP	China/Russian Federation ICAO	Subject to ANP amendment <u>Review by ARNR/TF</u>	B
	Japan	A223 - Not implemented	24/11/93	Japan has advised that a domestic route network covers the route.	Japan - consider implementation as a conditional route	Japan	TBD <u>Review by ARNR/TF</u>	B
	China/Mongolia/Russian Federation	A335 - <u>Partially</u> implemented	24/11/93	China and Mongolia advised that this segment is covered by other ATS routes properly; thus will <i>has</i> proposed its deletion from ANP. <u>China reported to APANPIRG/14 the portion between HOHHOH - TUMURTAI was implemented.</u>	China, Mongolia - propose ANP amendment	China/Mongolia	Deletion of A335 notified 9 Oct 01 Subject to ANP amendment	B

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

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Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
	Indonesia/Malaysia	A341 - 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 <u>Review by ARNR/TF</u>	B
	Indonesia/United States	A450 - 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 <u>Review by ARNR/TF</u>	B
	Viet Nam	A469 - 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	Subject to ANP amendment	B
	India/Nepal	A473 - Not implemented	16/3/99	India and Nepal have advised that realignment is being co-ordinated and the route is to be implemented. A new proposal was submitted in mid 2003 by Nepal. This is being coordinated by AAI with defense authorities.	India/Nepal- implement the route	India/Nepal	Sep 2003 -TBD <u>Review by ARNR/TF</u>	B

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/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**
	Thailand	A581 - 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 <u>Review by ARNR/TF</u>	B
	United States	A584 - 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	Subject to ANP amendment	B
	Fiji/New Zealand	B201 - Not implemented	24/11/93	Fiji/New Zealand have advised that they agreed to delete the requirement. ICAO will process ANP amendment as this was covered by routes B575, G457 and R327.	Fiji/New Zealand - propose an amendment to delete the requirement in ANP	Fiji/New Zealand ICAO	Subject to ANP amendment	B
	Maldives	B204 - The requirements for this route are not detailed in ANP	24/1/96		Maldives - propose an amendment to ANP to add the route	Maldives ICAO	Subject to ANP amendment	B
	Japan/Rep of Korea	B212 - 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	12/2005 <u>Review by ARNR/TF</u>	B
	China	B213 - Not implemented	24/11/93	CAAC advises no international flight requirements - route H12 is available.	China - propose deletion and amendment to ANP	China, ICAO	Subject to ANP amendment	B

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/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**
	Papua New Guinea	B456 - 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	Subject to ANP amendment	B
	China	B591 - 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 <u>Review by ARNR/TF</u>	B
	Malaysia	G211 - 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 deleted by APAC 04/3	Malaysia ICAO	28/11/2002 Subject to ANP amendment	B
	Indonesia	G461 - 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 <u>Review by ARNR/TF</u>	B
	Cambodia /Philippines Thailand/Viet Nam	G473 - 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 <u>Review by ARNR/TF</u>	B
	DPR Korea/ Rep of Korea	G589 - Not implemented	24/11/93		B467 established instead of G589 April 1998	DPR Korea/ Rep of Korea	April 1998 Completed <u>Review requirement for G589 by ARNR/TF</u>	B

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/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**
	China/Kazakhstan	R216 - Not implemented	24/11/93	CAAC advises current routes B215 KUQA, A460 REVKI to Alma Ata meets the requirements for traffic from Urumqi to Alma Ata and requests deletion of R216 from ANP (14 Apr 03)	CAAC proposed deletion	China/Kazakhstan ICAO	Subject to ANP amendment Review by ARNR/TF	B
	Russian Federation	R221 – 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
	China	R333 - Not implemented	24/11/93	China is considering future implementation	China co-ordinating with Hong Kong CAA	China	TBD Review by ARNR/TF	B
	China/Hong Kong, China	R335 - Not implemented	24/11/93	CAAC advises no international flight requirements and requests deletion from ANP (14 Apr 03)	China proposed deletion and amendment to ANP	China/Hong Kong, China ICAO	Subject to ANP amendment	B
	Cambodia/Lao PDR/Thailand	R345 - 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 Review by ARNR/TF	B

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/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**
	Indonesia	R455 - Partially impl	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
	Indonesia	R459 - 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 Review by ARNR/TF	B
	Russian Federation	R466 - Implemented as R221 R446 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. Implemented as R446.	ICAO - co-ordinate with Russian Federation to redesignate the route as R466 - as already assigned as a matter of priority	Russian Federation ICAO	TBD - Coordination with the Paris Office to amend ANP	A
	Indonesia/Malaysia	R579 - Not implemen	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 Review by ARNR/TF	B

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Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
	India/Oman	R593 - Not implemented	24/11/93	<u>India advised ATM/AIS/SAR/SG/14 that India and Oman had agreed to delete.</u>	India-Oman are of the view that the proposed route is not considered as a requirements in view of availability of new ATS routes under EMARSSH project which provide connectivity from Mumbai and Oman. India and Oman suggested deletion of this item. India proposed deletion and amendment to ANP	India/Oman (SWACG) ICAO	Subject to ANP amendment	B
<u>WGS-84</u>								
Requirements of Paragraph 3.6.4 of Annex	Bhutan	WGS-84 - Not implemented	2/7/1999	Data conversion completed, but not published		Bhutan	TBD	A
	Cambodia	<u>WGS-84 - Partially implemented</u>	28/6/2001	<u>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 reported ICAO on 22 June 2004 that the WGS-84 coordinates has been implemented in international airports, airspace and international routing.</u>		Cambodia	TBD	A

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/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**
	China	WGS-84 - 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
	DPR Korea	WGS-84 - Not implemented				DPR Korea	TBD <u>2004</u>	A
	French Polynesia	WGS-84 - Implemented at main airports		in progress		French Polynesia	2003	A
	Kiribati	WGS-84 - Not implemented				Kiribati	TBD	A
	Lao PDR	WGS-84 - Partially implemented		<u>Notified by letter No.650 dated 29 June 2004</u>		Lao PDR	TBD	A
	Malaysia	WGS-84 - Partially implemented		In progress. Updated information received. Confirmation of completion date required.		Malaysia	December 2002	A
	Nauru	WGS-84 - Not implemented		Conferring with consultant		Nauru	TBD	A
	Philippines	WGS-84 - Implemented at main airports		on-going		Philippines	2003 <u>2004</u>	A
	Solomon Islands	WGS-84 - Not implemented				Solomon Islands	1999	A
	Vanuatu	WGS-84 - Implemented at main airports	2/7/1999			Vanuatu	1999	A
<u>Type of ATS</u>								

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/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**
Requirements of Part II, Table ATS 3D of the air navigation plan	India	Some ATS route segments in part of Mumbai FIR are subject to Advisory Services	24/11/93	Co-ordination in progress through BBACG. HF radio being modernized and datalink being installed by December-2003.	India - implement Area Control Services	India	<u>Modernization of HF radio by the end of 2004</u> CPDLC <u>by the end of 2005</u>	A
<u>Airspace Classification</u>								
Requirements of Paragraph 2.6 of Annex 11	China	Airspace Classification - Not implemented	7/7/99		Difference to Annex 11 is published in AIP, China.	China		A
	Cook Islands	Airspace Classification - Not implemented	7/7/99			Cook Islands	TBD	A
	DPR Korea	Airspace Classification - Not implemented	7/7/99			DPR Korea	TBD 2005	A
	Japan	Airspace Classification - Not Partially implemented	7/7/1999 19/02/04		Implementation in oceanic airspace in progress, domestic airspace complete	Japan	2003-TBD Official confirmation pending	A
	Kiribati	Airspace Classification - Not implemented	7/7/99			Kiribati	TBD	A
	Lao PDR	Airspace Classification - Not implemented	7/7/99		Area, Approach and Tower control services est. 1 Nov-2001	Lao PDR	Completed Official confirmation required	A
	Nauru	Airspace Classification - Not implemented	7/7/99			Nauru	TBD	A
	Papua New Guinea	Airspace Classification - Not implemented	7/7/99			Papua New Guinea	mid 2001 Official confirmation pending	A
	Samoa	Airspace Classification - Not implemented	7/7/99		CTR C and D Samoa Sector Class G	Samoa	Completed Official confirmation required	A

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/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**
	Solomon Islands	Airspace Classification - Not implemented	7/7/99			Solomon Islands	TBD	A
	Tonga	Airspace Classification - Not implemented	7/7/99	Notified by letter dated 9 July 2004		Tonga	Completed, Official confirmation required.	A
	Viet Nam	Airspace Classificatio - Not implemented	7/7/99			Viet Nam	2003/2004	A
<u>AIP Format</u>								
Requirements of Chapter 4 of	Cook Islands	AIP Format - Not implemented	7/7/99			Cook Islands	TBD	A
	Fiji	AIP Format - Not implemented	7/7/99	New Zealand is preparing AIP	Civil Aviation Authority of the Fiji Islands (CAAFI) - authorised compliant AIP - dated 10 June 2004	Fiji	Sep 2002 - (to be confirmed) 2004	A
	Kiribati	AIP Format - Not implemented	7/7/99			Kiribati		A
	Lao PDR	AIP Format - Not implemented	7/7/99			Lao PDR	Sep 2003+H6	A
	Myanmar	AIP Format - Not implemented	7/7/99			Myanmar	Completed 2003 (To be published)	A
	Nauru	AIP Format - Not implemented	7/7/99			Nauru	TBD	A
	New Zealand	AIP Format - Not implemented	7/7/99	Differences to Annex 15 - Aeronautical Information Services are notified		New Zealand	Revised format being prepared in line with ICAO requirements - effective 4 Sep 03	A
	Papua New Guinea	AIP Format - Not implemented	7/7/99	under development		Papua New Guinea	TBA	A
	Samoa	AIP Format - Not implemented	7/7/99			Samoa	5/15/2003 (to be confirmed)	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**
	Tonga	AIP Format - Not implemented	7/7/99		Under preparation	Tonga	2004	A
SAR capability								
Requirements of 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	TBD	U
	Cook Islands	Annex 12 requirements not implemented. No agreements with adjacent States.	31/1/95	SAR agreement with New Zealand under development	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	2004	U
	Maldives	Annex 12 requirements not implemented. No agreements with adjacent States.	24/4/1997	SAR services and facilities provided (details to be confirmed). SAR agreements with neighbouring States under development	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	2004	U

APANPIRG/15

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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 Vol. I § 5.3.21.1 Annex 14 Vol. I § 5.3.5 Annex 14 Vol. I § 5.3.1.1	India							
	Delhi	Apron lighting inadequate.	2002	Improve apron lighting system.	All the apron at Delhi airport have been provided with lighting systems in accordance with ICAO specifications.	AAI	Completed	Completed
	Madras/ Chennai	Problem in distinguishing the colours for PAPIs on RWY 25.	2003	Flight check and ground inspections shall be performed regularly.	New PAPI for RWY 07/25 provided. Ground inspection carried out regularly. Pilots' report indicates PAPI RWY 07/25 working satisfactorily.	AAI	Completed	Completed
		Runway 25, potential hazard as runway lighting blends with existing road lights and is difficult to differentiate.	2003	Action has been reported to disconnect electric supply to markings along highway NOTAM action required.	The matter is sub-judice, being taken up separately.	AAI	On-going	"U"

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Requirements	State/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
Annex 14 Vol. I Table 3-1	Myanmar Yangon/ Mingaladon	Taxiway Bravo is unusable for aircraft with a wing span exceeding 36 metres.	2003	TWY clearance should be provided to permit safe movement of aircraft. This information needs to be promulgated in the AIP and Jeppesen Manuals.	Taxiway 'B' available for aircraft having wingspan 65m or less.	AAI	Effective 1 st Aug. 04. (Chennai NOTAM A1047/04	Completed
Annex 14 Vol. I § 3.1.22		New runway surface slippery when wet.	2003	Surface of a paved runway shall be so constructed as to provide good friction characteristics when runway is wet.				"A"
Annex 14 Vol. I Amendment 6 § 10.1 § 10.2				A maintenance programme should be established to maintain facilities in a condition which does not impair safety of air navigation.				"A"
Annex 14 Vol. I § 5.3.4		No approach Lighting RWY 03	1994	PAPI installed in 2002. Approach lights to be installed when funds available.				"A"

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Requirements	State/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
Annex 14 Vol. I § 5.2.7.1 Annex 14 Vol. I Amendment 6 § 10.1 Annex 14 Vol. I § 4.2	Nepal Kathmandu	No side-stripe markings.	2002	Side-stripe marking shall be provided between the thresholds of a paved RWY where there is a lack of contrast between RWY edge and the shoulders or surrounding terrain.	Side Stripe marking has already been provided as required.	CAAN	Completed	Completed
				A maintenance programme should be established to maintain facilities in a condition that does not impair safety of air navigation.	A maintenance programme for the stripe marking as required above is already in place for two years and programme for other facilities is in progress.	CAAN	Completed	Completed
		High ground in the vicinity of aerodrome.	2003	Airspace around aerodromes to be free from obstacles as defined by the obstacle limitation surfaces for safe aircraft operation.	The manoeuvring area is faraway from the obstacles (a small hillock) and a temple being there which is bit sentimental. However, verbal negotiations with the stake holders for dismantling the temple subject to replacement to other place has been made.	CAAN	Apr. 2005	“U”

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Requirements	State/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
Annex 14 Vol. I § 3.4	New Zealand							
	Wellington	Runway-end safety areas RWY 16/34 inadequate.	2000	RESA shall be provided and shall extend from the end of a runway strip for a distance of at least 90 m.	On 2 July 2004 New Zealand issued a Notice of Proposed Rule Making (NPRM 04-03) to implement the ICAO Annex 14 standards and recommended practices for RESA at New Zealand aerodromes where:- (a) there are regular air transport services operating internationally; or (b) there are runway development proposals including- • new runways • upgrading a runway to instrument approach status • significant extensions to an existing runway	Civil Aviation Authority	February 2005	“U”

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Requirements	State/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
					<ul style="list-style-type: none"> • a runway is being re-commissioned • an aerodrome is first certificated after the date the proposals are implemented. <p>The proposal also establishes requirements for New Zealand air operators conducting regular air transport services internationally to introduce limitations on aircraft performance calculations where, at offshore aerodromes, RESA are shorter than the ICAO standard length. Included with the requirements for aircraft operators are requirements to ensure that where there are regular air transport services operated internationally, foreign operators operating in New Zealand, and operators of smaller aircraft operating</p>			

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Requirements	State/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
					<p>internationally, meet the same requirements as New Zealand Part 121 operators, or in the case of foreign Part 129 operators, the aerodromes they operate from have, for RESA, the physical characteristics and requirements of Part 139. This will give foreign and smaller high performance aircraft operators the same level of risk reduction in undershoot and overrun incidents when operating in New Zealand as that achieved by New Zealand Part 121 operators.</p> <p>The proposal will prescribe requirements and physical characteristics for RESA, and will require a similar level of risk mitigation against takeoff and landing overrun, in both the aerodrome operating and flight operations Rules.</p>			

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Requirements	State/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
RAN/3 Rec. 4/10	Pakistan Karachi	Runway and Taxiway markings inadequate and are not clearly visible at night.	2003	All markings on paved areas should be inspected and a schedule of painting be establish.	Runway & Taxiway markings schedule has been developed for the period July 04 to June 05. A programme has been forwarded to the Regional Office.	CAA Pakistan	On-going	“A”
Annex 14 Vol. I § 5.2.1.7				Pavement markings should be made with reflective materials designed to enhance visibility of markings at night.	Next painting shall be carried out as scheduled.	CAA Pakistan	On-going	“A”
Annex 14 Vol. I Amendment 6 § 10.1				A maintenance programme should be established to maintain facilities in a condition that does not impair safety of air navigation.	A Maintenance programme has been provided to the Regional Office.	CAA Pakistan	2004	Completed

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Requirements	State/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
Annex 14 Vol. I Amendment 6 § 9.10.1 § 9.10.2	Philippines							
	Manila	Airport security lax, allowing livestock to stray on to active runways.	2004	Improved airport perimeter fencing and general security within the perimeter of the airport required.	ICAO security survey in Feb 2004 indicated meeting the requirements of ICAO Doc 8973 6 th Edition checklist.	ATO	Completed	Completed
Annex 14 Vol. I § 3.1.21	Viet Nam							
	Hanoi/Noibai	RWY surface is rough.	2003	Surface of runway shall be constructed without irregularities that would result in friction loss or adversely affect take-off and landing.	New main runway 11R/29L (RWY 1B) is planned to be put into operation in IV Quarter 2004. After that, the existing RWY will be closed for upgrading.	Northern Airport Authority	IV Quarter 2004	“U”
Annex 14 Vol. I Amendment 6 § 9.10.1 § 9.10.2		Apron congested. Poor security with no proper perimeter fencing.	2003	Improved airport perimeter fencing and general security within the perimeter of the airport required.	Currently the apron is able to hold 17-19 aircraft. The re-design for aircraft stands is being carried out. Perimeter fence was set up: a permanent fence in the East area and a temporary fence in the West area of		First Quarter of 2005	“A”

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REPORTING FORM ON 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
Annex 14 Vol. I § 3.1.22 Annex 14 Vol. I Amendment 6 § 10.1 § 10.2 RAN/3 Rec. 4/10	Ho Chi Minh/ Tan Son Nhat	RWY 25L Slippery when wet.	2003	Runway surface to provide good friction characteristics when wet. A maintenance programme shall be established to maintain facilities in a condition that does not impair safety of air navigation.	airport. This will be replaced by permanent fence as runway 11R/29L on operation. Safeguard is carried out on 24/24h basis. The security is maintained in good conditions. Upgraded runway 25L-07R has been put into operation from 29 August 2003.	Southern Airport Authority	August 2003	Completed
		Taxiway markings not clear. Bay markings also not clear.	2003	All markings on paved areas should be inspected and a schedule of painting be established.	Taxiway and bay markings have been repainted by schedule.		On-going	"A"

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Requirements	State/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
Annex 14 Vol. I Amendment 6 § 10.1.1				A maintenance programme should be established to maintain facilities in a condition that does not impair safety of air navigation.				"A"
Annex 14 Vol. I Amendment 6 § 9.10.1 § 9.10.2		Security is poor near the main taxiway where access to the whole airport poses a risk.	2003	Improved airport perimeter fencing and general security within the perimeter of the airport required.	Safeguard is 24/24h. The security is maintained in good conditions.		2004	Completed

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS 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**
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	Relevant sector of ATS routes has been delegated to adjacent ACC.	An action item was developed by a COM coordination meeting held in June 03 to expedite implementation of RCAGs included in a Project. An interim arrangement has been made for implementation of one RCAG site in the southern part of Dhaka FIR.	Civil Aviation Authority of Bangladesh	Target date is set by end of 2003–2006 for implementation of RCAG. There is neither operational problem nor any impact on flight safety as ATS is provided in the delegated airspace by adjacent ACC. This arrangement will continue until full VHF coverage is provided by Bangladesh.	A Upon receipt of an official notification of the current arrangement this deficiency will be deleted from the list.
Reliable AFS communications between Kolkata and Dhaka FIRs.	Bangladesh and India	HF RTT AFTN circuit had been operating 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 was required to be 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.	HF RTT circuit was withdrawn. Alternate routing was established via Bangkok/Mumbai/Kolkata for AFTN traffic between Dhaka and Kolkata. In accordance with action agreed at a COM coordination meeting held in June 03 implementation of A 64 Kbps data circuit was implemented to support AFTN and a hotline IDD implemented for ATS DSC. Agartala/Dhaka, Dhaka/Guwahati and Dhaka/Kolkata ATS DSCs implemented on IDD hotlines.	CAA Bangladesh and Airports Authority of India	November 2003 for upgrading AFTN circuit; and December 2003 for establishment of DSC between Dhaka/Kolkata The 64 Kbps link was used to re-established Dhaka/Kolkata AFTN circuit effective 2 January 2004. A hotline IDD is used for ATS direct speech circuit. The deficiencies have been corrected.	A Official notification of Implementation received and verified through performance report.

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS 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**
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.	<p>Action should be taken to provide reliable links between the RCAG stations and Yangon ACC. Power supply to the RCAG sites needs improvement.</p> <p>High-level ICAO mission was conducted.</p> <p>An action plan was developed to upgrade equipment at RCAG stations, provide VSAT link at all RCAG stations, to improve power supply system and to shift ACC to the new location.</p>	DCA Myanmar	Revised target date is end of 2003 2004	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. (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. <i>Note: OPMET/M TF to carry out survey</i>	TBD	A
Meteorological observations and reports. (Annex 3, Chapter 4)	Kiribati	METAR from Kiribati not available on regular basis.	1998	Reported by airlines	State's MET authority to consider urgent action to be taken for providing regular observations and reports	Directorate of Civil Aviation, Kiribati. <i>Note: OPMET/M TF to carry out survey</i>	TBD	A
Reporting of information on volcanic eruptions to civil aviation units. (Annex 3 p. 4.14 (recom.))	Indonesia	Information on volcanic activity not provided regularly to ATS units and MWOs.	1995 ICAO SIP mission Dec 2003	a) Observed by States concerned. b) Reported at the WMO/ICAO Workshop on Volcanic Ash Hazards (Darwin, 1995)	Three-party LOA to be signed between the MGA, DGCA and DVGHM	DGCA, MGA Indonesia <i>Note: ICAO Regional Office to monitor</i>	2004	A
	Philippines		1995 ICAO-SIP mission May 2003		Three-party LOA to be signed between the ATO, PAGASA and PHIVOLCS	PAGASA, ATO Philippines <i>Note: ICAO Regional Office to monitor</i>		

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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 *
	Papua New Guinea		1995 ICAO SIP mission Dec 2003		Procedures to be set up for exchange of data between NWS, ATS and Rabaul Observatory and a LOA to be signed	NWS, ATS Papua New Guinea <i>Note: ICAO Regional Office to monitor</i>		
Provision of SIGMET information including SIGMETs for volcanic ash (Annex 3, Chapter 7; ASIA/PAC FASID Table MET 1B)	Indonesia Philippines Papua New Guinea	Requirements for issuance and proper dissemination of SIGMET, including SIGMET for volcanic ash, have not been fully implemented	2000	a) Reported by airlines b) Noted by Volcanic Ash Advisory Centres	a) ICAO to carry out a Special Implementation Project (SIP) with the primary objective to improve implementation of SIGMET procedures, especially for VA. b) State to take urgent actions to implement the SIGMET procedures.	a) State's Met authorities b) ICAO to implement the SIP. c) ICAO Regional Office to co-ordinate and monitor. <i>Note: ICAO SIP carried out in 2003; progress in issuance of SIGMET for VA is noted; the outstanding problems to be resolved within 1-year time</i>	2005	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 *
a) Service for operators and flight crew members. (Annex 3, Chapter 9). b) WAFS products for flight documentation. (ASIA/PAC FASID Table MET 1A).	Cambodia Myanmar	Briefing and flight documentation not provided as required. WAFS products not available	1999	Airlines do not receive the required flight documentation including WAFS forecasts.	States consider urgent action to be taken for installation of SADIS VSAT for receiving WAFS products and OPMET information. Action plan proposed by ICAO MET mission 2003	State's MET authorities	TBD	A
a) TAF for VDPP (ASIA/PAC FASID Table MET 1A) b) MWO for Phnom Penh FIR and SIGMET (Annex 3, Chapter 7; ASIA/PAC FASID Table MET 1B)	Cambodia	TAF not issued for VDPP Requirements for meteorological watch office (MWO) to be established at Phnom-Penh international airport have not been met.	1992 ICAO MET mission 2003	Lack of trained forecasters for regular TAF service. Serious problems for all airlines flying to VDPP MWO not established due to lack of trained personnel and technical facilities. No SIGMET service for Phnom Penh FIR – serious safety issue.	Action plan proposed by ICAO MET mission 2003 Training of forecasters for issuing TAF urgently required Establishment of MWO currently not feasible. Urgent need for bi-lateral agreement for SIGMET service by a neighboring State.	SSCA, Cambodia <i>Note: Initial 2-week training for two forecasters from SSCA carried out at the Thai MET Department in coordination with the ICAO regional Office</i>	TBD	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 *
Provision of SIGMET information (Annex 3, Chapter 7; ASIA/PAC FASID Table MET 1B)	Bangladesh India Lao PDR Myanmar Nepal	Requirements for issuance and proper dissemination of SIGMET have not been fully implemented.	2000	SIGMET frequently not available Reported by airlines	State's MET authority to take urgent actions to implement the SIGMET procedures. ICAO issued new version of ASIA/PAC Regional SIGMET Guide in September 2003	State's MET authorities <i>Note: ICAO Regional Office to enquire action plans with fixed target dates from the listed States</i>	2005	U
a) Annex 3 provisions for Tropical Cyclone Advisory Centres (TCAC) and for the format of tropical cyclone advisories for aviation b) ASIA/PAC Basic ANP (p.6.2) and FASID Table MET 3A	India	TCAC New Delhi does not issue tropical cyclone advisories for aviation	2003	Reported by airlines and identified during ICAO attendance to ESCAP/WMO Panel on Tropical Cyclones, 2002 and 2003	The Authority concerned to take urgent actions to meet requirements of Annex 3 and ASIA/PAC BANP and FASID for provision of tropical cyclone advisory for aviation.	India Directorate General of Civil Aviation; India Meteorological Department <i>Note: TC Advisory Service has been implemented by IMD since the beginning of 2004</i>	2004	A