



International Civil Aviation Organization

**FIFTEENTH MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/15)
Bangkok, Thailand, 23 – 27 August 2004**

Agenda Item 4: Deficiencies in the Air Navigation Fields

DEFICIENCIES IN THE AIR NAVIGATION FIELD

(Presented by the Secretariat)

SUMMARY

This working paper presents a List of Deficiencies, updated during the APANPIRG Sub-Group Meetings, for review and action by APANPIRG/15. References are made to the discussions in WP/16 “Report of 2nd Meeting of Deficiency Review Task Force”.

1. Introduction

- 1.1 The Uniform Methodology for the identification, assessment and reporting of air navigation shortcomings and deficiencies was prepared with the assistance of ICAO’s planning and implementation regional groups (PIRGs) and approved by the ICAO Council on 23 June 1998 for the efficient identification, assessment, and clear reporting of air navigation deficiencies.
- 1.2 The ICAO Council approved on 30 November 2001 changes to the uniform methodology based on the introduction of a single definition of ‘*deficiency*’.
- 1.3 The lists of deficiencies in different air navigation fields have been discussed and updated accordingly during the APANPIRG Sub-groups meetings and through other means. The updated lists are provided as appendices to this paper for consideration by APANPIRG/15.

2. Discussion

- 2.1 It may be recalled that APANPIRG/13 considered the need for improvement of the regional procedures in applying the Uniform Methodology for Identification, Assessment and Reporting of Air Navigation Deficiencies and agreed to the formation of a dedicated Task Force.
- 2.2 The Deficiency Review Task Force (DRTF) conducted its first meeting from 22 – 23 July 2003 and developed a draft Asia Pacific Supplement to the Uniform Methodology.
- 2.3 A second meeting of DRTF was held from 13 – 14 May 2004 to finalize the procedures and develop further guidelines to be included in the Asia Pacific Supplement, taking into account comments that were received from States and Organizations concerned
- 2.4 The Report of the 2nd meeting of the DRTF is contained in working paper WP/16 to APANPIRG/15.
- 2.5 As a follow-up to the ICAO Secretary General's personalized State Letter addressed to the Directors General of Civil Aviation ref M6/1-02/79 dated 27 September 2002 and in response to Council's decision to initiate a follow-up in view of the fact that only a few States had responded, a second letter ref M6/1-04-040 dated 15 July 2004 had been sent by the Secretary General to twenty-one (21) States in the Asia/Pacific region experiencing air navigation deficiencies. States upon receiving the letter are requested to provide appropriate responses on the deficiencies identified to the Secretary General with a copy to the Regional Office, as requested.
- 2.6 A lists of deficiencies in the various fields of air navigation, as developed by APANPIRG/14 and updated by the respective Sub-groups and by the Secretariat, are presented in Appendices A to D.

3. ACTION BY APANPIRG/15

The meeting is invited to:

- a) review the attached Lists of Deficiencies in Appendices A to D and update them based on additional information provided at the meeting;
- b) urge States to provide timely responses to the letter from the Secretary General with regards to air navigation deficiencies identified
- c) utilise the guidance materials provided in the Asia/Pacific Supplement to the Uniform Methodology in the management of air navigation deficiencies.

- END -

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

(Updated by ATM/AIS/SAR/SG/14 and changes shown in strikeout and underlining)								
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

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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**
	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 Review by ARNR/TF	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 Review by ARNR/TF	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 has 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

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	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

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	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

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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	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

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	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

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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.	Indonesia - implement the requirement	Indonesia	29/11/2001 (by Malaysia) TBD by Indonesia	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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	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
WGS-84								
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	WGS-84 - <u>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

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	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>								

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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 by the end of 2005	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

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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	<u>New Zealand is preparing AIP</u>		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	<u>Sep 2003+H6</u>	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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	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

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Annex 14 Vol. I § 5.3.21.1 Annex 14 Vol. I § 5.3.5 Annex 14 Vol. I § 5.3.1.1 Annex 14 Vol. I Table 3-1	India							
	Delhi	Apron lighting inadequate.	2002	Improve apron lighting system-				“A”
	Madras/ Chennai	Problem in distinguishing the colours for PAPIs on RWY 25.	2003	Flight check and ground inspections shall be performed regularly.				“U”
		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.				“U”
		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.				“A”

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Annex 14 Vol. I § 3.1.22 Annex 14 Vol. I Amendment 6 § 10.1 § 10.2 Annex 14 Vol. I § 5.3.4	Myanmar Yangon/ Mingaladon	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 maintenance programme should be established to maintain facilities in a condition which does not impair safety of air navigation.				“U” “A” “A”
		No approach Lighting RWY 03	1994	PAPI installed in 2002. Approach lights to be installed when funds available.				

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Annex 14 Vol. I § 5.2.7.1	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.				“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”
Annex 14 Vol. I § 4.2		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.				“U”

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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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					<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.</p> <p>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</p>			

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					<p>operators of smaller aircraft operating 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</p>			

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Requirements	State/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
					mitigation against takeoff and landing overrun, in both the aerodrome operating and flight operations Rules.			
RAN/3 Rec. 4/10 Annex 14 Vol. I § 5.2.1.7	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. Pavement markings should be made with reflective materials designed to enhance visibility of markings at night.	Runway & Taxiway markings schedule has been developed for the period July 04 to June 05. A programme has been forwarded to the Regional Office. Next painting shall be carried out as scheduled.	CAA Pakistan	On-going	“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 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
Annex 14 Vol. 1 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.				“A”

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Identification		Deficiencies			Corrective Action			
Requirements	State/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
Annex 14 Vol. I § 3.1.21 Annex 14 Vol. I Amendment 6 § 9.10.1 § 9.10.2	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”
		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 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.		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	Ho Chi Minh/ Tan Son Nhat	RWY 25L Slippery when wet.	2003	Runway surface to provide good friction characteristics when wet.	Upgraded runway 25L 07R has been put into operation from 29 August 2003.	Southern Airport Authority	August 2003	Completed
Annex 14 Vol. I Amendment 6 § 10.1 § 10.2				A maintenance programme shall be established to maintain facilities in a condition that does not impair safety of air navigation.				“A”
RAN/3 Rec. 4/10		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”
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”

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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 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	A
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 a new location.</p>	DCA Myanmar	Revised target date is end of 2003-2004	A

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. OPMET/E TF to carry out survey	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 LAO to be signed between and PHIVOLCS	PAGASA, ATO Philippines <i>Note: ICAO Regional Office to monitor</i>		

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. <i>Note: ICAO SIP carried out in 2003</i>	a) State's Met authorities b) ICAO to implement the SIP. c) ICAO Regional Office to co- ordinate and monitor.	2005	U
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

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 *
a) TAF for VDPP (ASIA/PAC FASID Table MET 1A)	Cambodia	TAF is not issued for VDPP	1992	Lack of trained forecasters for regular TAF service. Serious problems for all airlines flying to VDPP	Action plan proposed by ICAO MET mission 2003	SSCA, Cambodia	TBD	U
b) MWO for Phnom Penh FIR and SIGMET (Annex 3, Chapter 7; ASIA/PAC FASID Table MET 1B)		Requirements for meteorological watch office (MWO) to be established at Phnom-Penh international airport have not been met.	ICAO MET mission 2003	MWO not established due to lack of trained personnel and technical facilities. No SIGMET service for Phnom Penh FIR – serious safety issue.	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.			
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 to enquire action plans with fixed target dates from the listed States</i>	2005	U

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 *
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	2004	A