International Civil Aviation Organization

Fifteenth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group (ATM/AIS/SAR/SG/15)

Bangkok, Thailand, 25 – 29 July 2005

Agenda Item 8: Deficiencies in the Air Navigation field

LIST OF AIR NAVIGATION DEFICIENCIES IN THE ATM/AIS/SAR FIELDS

(Presented by the Secretariat)

SUMMARY

This paper presents a list of air navigation deficiencies in the ATM/AIS/SAR fields for review and action by the meeting. The list is based on the uniform methodology for the identification, assessment and reporting of such deficiencies as described in Part V of the APANPIRG Procedural Handbook. A supplement to the Uniform Methodology adopted by APANPIRG/15 is presented to facilitate the review and updating of the list.

1. INTRODUCTION

1.1 The ICAO Council, at the 164th Session on 30 November 2001, approved the definition of a deficiency as follows:

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

1.2 The 11th Air Navigation Conference (22 September – 4 October 2003, Montreal) recalled efforts by ICAO, PIRGs and States in pursuing the elimination of deficiencies in the air navigation field and the implementation of all regional air navigation plans to further improve the existing levels of safety. The Conference noted that many deficiencies had continued to persist for a number of years, thus causing concern. Furthermore, the Conference noted that States should increase their efforts to overcome the delay in mitigating the air navigation deficiencies identified by the respective PIRG and resolve cases of non-implementation of regional plans.

1.3 Under the Terms of Reference of APANPIRG, one of the primary objectives of the Group is to "*identify and address specific deficiencies in the air navigation field*". In meeting this objective, APANPIRG shall *"facilitate the development and implementation of action plans by States to resolve identified deficiencies, where necessary"*. Consequently APANPIRG regularly reviews deficiencies, including those in the fields of ATM/AIS/SAR in the Asia Pacific Region, and develops recommendations for remedial actions.

2. DISCUSSION

Reporting of information on deficiencies

2.1 In order to enable APANPIRG and its Sub-Groups to make detailed assessments of deficiencies, States and appropriate organizations (including IATA, IFALPA and IFATCA) are expected to provide formal notification of such deficiencies to the ICAO Asia/Pacific Regional Office for action as appropriate, including action at APANPIRG and Sub-Group meetings. The reporting and assessment of deficiencies should be undertaken in accordance with the requirements of the Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies (the "Uniform Methodology") described in the APANPIRG Procedural Handbook.

2.2 The information provided through this formal notification process, should at least include:

a) description of the deficiency;
b) risk assessment;
c) possible solution;
d) time-lines;
e) responsible party;
f) agreed actions to be taken, and
g) report on actions already taken.

2.3 Similarly, States and appropriate organizations should provide formal notification of the implementation/rectification of a deficiency to the Regional Office, to enable the list of air navigation deficiencies to be updated and maintained as an accurate record within APANPIRG.

The Asia/Pacific Supplement to the Uniform Methodology

2.4 The APANPIRG/13 meeting (9-13 September 2002) considered the need for improvement of the regional procedures in applying the Uniform Methodology. The meeting noted that the existing Uniform Methodology did not clearly specify what subjects or requirements, including SARPs, should be considered when PIRGs develop a list of deficiencies and that this has been left to the discretion of the PIRGs. Another problem that APANPIRG had been facing was the lack of precise procedures for validation and assessment of the reported deficiencies as well as for monitoring of the corrective actions.

2.5 In view of the above, APANPIRG/13 set up the Deficiencies Review Task Force (DRTF) to assist APANPIRG and the Secretariat in their future work on this subject. The DRTF was tasked with developing detailed regional procedures as a supplement to the Uniform Methodology for the identification, assessment, reporting and monitoring of the status of air navigation deficiencies.

2.6 The DRTF/2 (13-14 May 2004) finalized the draft Asia/Pacific Supplement to the Uniform Methodology which was presented for consideration by APANPIRG/15. The supplement was adopted by APANPIRG/15 under Conclusion 15/54 and is presented as **Appendix A** to this paper. APANPIRG/15 dissolved the DRTF.

List of air navigation deficiencies in the ATM/AIS/SAR fields

2.7 Based on information currently available at the Regional Office, a list of air navigation deficiencies in the ATM/AIS/SAR fields has been prepared as shown in **Appendix B** to this paper.

3. ACTION BY THE MEETING

3.1 The meeting is invited to

a) note the formal notification processes required under the uniform methodology for the reporting of air navigation deficiencies;

b) note that an Asia/Pacific Supplement to the Uniform Methodology has been adopted by APANPIR/15;

c) review the appended list of air navigation deficiencies in the ATM/AIS/SAR fields and update with target dates/actions as appropriate in light of discussions at this meeting, so that the list can be presented to the APAPNIRG/16 for action, and

d) remind States that formal notification to the Asia Pacific Regional Office is required when a deficiency has been identified or rectified, to enable the list of air navigation deficiencies to be updated and maintained.

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 exits, 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 in formed 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.

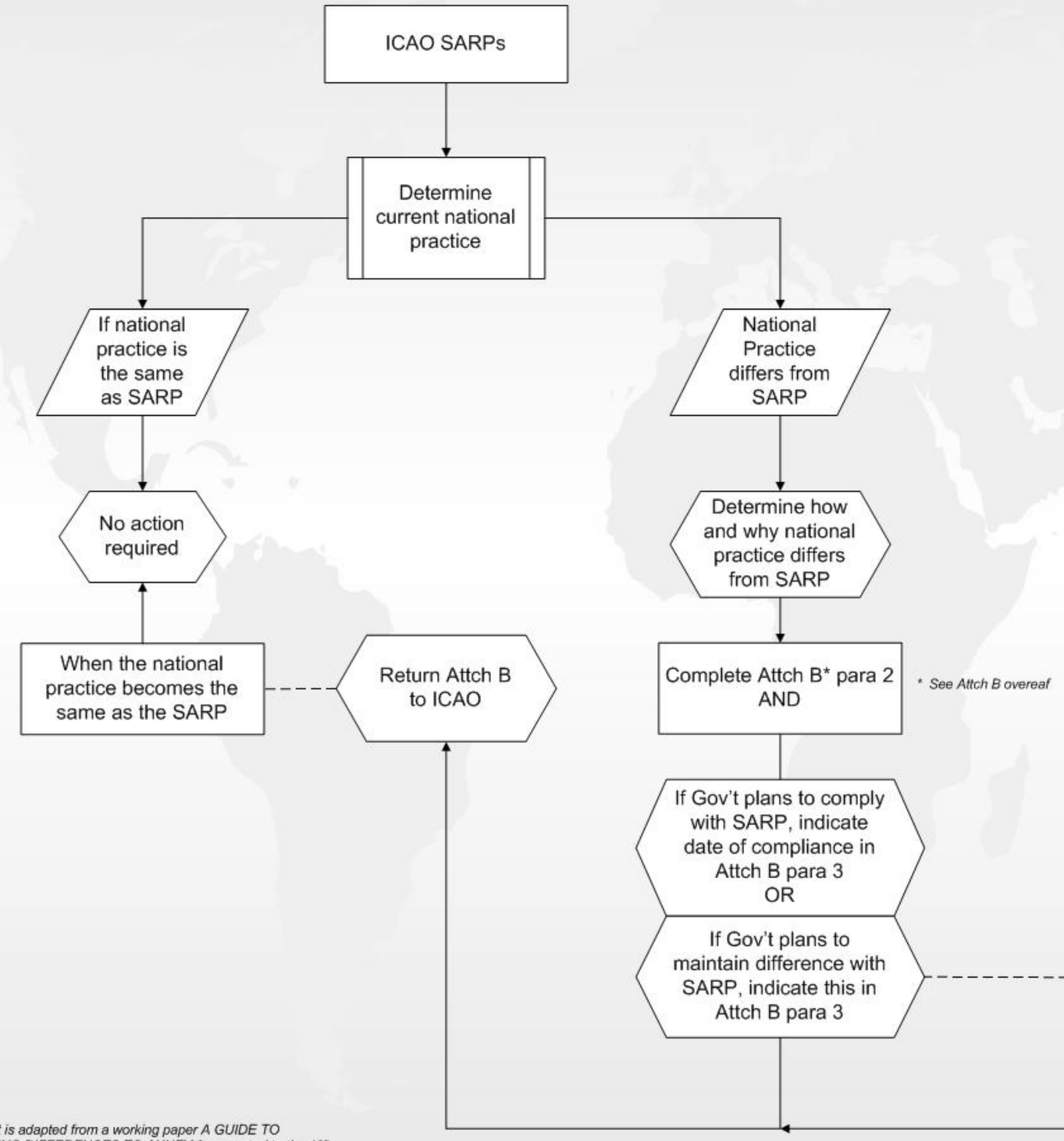
6.4 The International Financial Facility for Aviation Safety (IFFAS) has recently been established by the ICAO Council to assist States in financing aviation safety-related projects identified primarily through the ICAO Universal Safety Oversight Audit Programme (USOAP). The

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.

A GUIDE TO SUBMITTING DIFFERENCES TO ANNEXES



(This chart is adapted from a working paper A GUIDE TO SUBMITTING DIFFERENCES TO ANNEX 9 presented to the 12th Session of the ICAO Facilitation Division)

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 Standardards 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.

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

PHASES | **ROLES**

IDENTIFI-CATION — International Orgs, User/Provider States, Regional Office

NOTIFY DEFICIENCY — *A33-14 APPENDIX M*

Does not comply with Council-approved ANPs

Does not comply with ICAO SARPs

Have -ve impact on safety, regularity, efficiency

No → CLOSED OUT

Definition

Deficiency : 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 the safety, regularity and/or efficiency of international civil aviation

ICAO Council
30 November 2001

ASSESSMENT PRIORITIZATION & VERIFICATION — Regional Office

Serious cases to be notified immediately to Air Navigation Commission and Council

Perform 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 & validation

Comply with National Practices? — Yes / No

Is National Practices same as ICAO SARPs? — No / Yes

If a difference has not been filed, see Attch 4: Note on the Notification of difference

Determine how/ why differ from SARPs

See ANC Notes

Have a -ve impact on safety, regularity & efficiency

VALIDATION & ACTION PLAN — State

State develop action plan in consultation with Regional Office with indication of corrective action & completion date

Deficiency lists discussed as part of Sub-Groups, Task Force, Working Grp TORs

MONITORING — International Orgs, Users, Regional Office

State report action(s) taken to Regional Office

Regional Office validates action(s) taken — *11th Air Navigation Conf - Rec 4/8*

Deficiency list updated

APANPIRG reviews lists

RECTIFICATION & REMOVAL FROM LIST — States, International Orgs. Users, Regional Office

Deficiency removed from list

CLOSED OUT

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/7568 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 Review by ARNR/TF	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 segement ICAO- coordinate the implementation with Indonesia	Indonesia ICAO	29/11/2001 (by Malaysia) TBD by Indonesia 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****
	China/Russian Federation	A218 - Partially implemented in Russia and Alaska	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 - Partially 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. China reported to APANPIRG/14 the portion between HOHHOH - TUMURTAI was implemented.	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

Identification		Deficiencies			Corrective action			
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 Review by ARNR/TF	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 Review by ARNR/TF	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 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****
	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 Review by ARNR/TF	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-ordiantion 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 implemen	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 Review by ARNR/TF	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 Review by ARNR/TF	B
	~~Malaysia~~	~~G211 - Not implemen~~	~~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 Review by ARNR/TF	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 Review by ARNR/TF	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 Review requirement for G589 by ARNR/TF	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/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 imple~~	~~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 implemen	24/11/93	India advised ATM/AIS/SAR/SG/14 that India and Oman had agreed to delete.	~~India Oman are of the view that the proposed route isnot considered as a requirments in vew 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 - Partially implemeted	28/6/2001	~~Cambodia has previously informed ICAO that their WGS-84 conversion had been completed. Cambodia has now informed ICAO of flaws in their conversion and their intention to start all over again.~~ Cambodia reported ICAO on 22 June 2004 that the WGS-84 coordinates has been implemented in international airports, airspace and international routing.		Cambodia	TBD	A

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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 - *Aeronautical Information Services* are notified		China		A
	DPR Korea	WGS-84 - Not implemented				DPR Korea	~~TBD~~ 2004	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~~		Notified by letter No.650 dated 29 June 2004		~~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~~ 2004	A
	Solomon Islands	WGS-84 - Not implemented				Solomon Islands	1999	A
	Vanuatu	WGS-84 - Implemented at main airports	2/7/1999			Vanuatu	1999	A
Type of ATS								

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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	Modernization of HF radio by the end of 2004 CPDLC by the end of 2005	A
Airspace Classification								
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 Classifcation - Not implemented	7/7/99			Kiribati	TBD	A
	~~Lao PDR~~	~~Airspace Classication - 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 Offical 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
AIP Format								
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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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 facilites 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