



Agenda Item 2: Air navigation deficiencies in the CAR/SAM Regions with high risk (“U” priority)

**ADDRESSING REGIONAL AIR NAVIGATION DEFICIENCIES –
TRANSITION FROM FIVE REGIONAL DATABASES INTO A CENTRAL DATABASE**

(Presented by the Secretariat)

SUMMARY

The Planning and Implementation Regional Groups (PIRGs), have adopted the Council approved uniform methodology for the identification, reporting and assessment of regional air navigation deficiencies. This methodology is being supported by the deficiency database developed separately by each region. Noting that these databases are region specific, this working paper recommends for adopting a centralized database in ICAO Headquarters that would result in significant benefits to this process.

Action by GREPECAS PPRC/1 is contained in paragraph 4.

1. Introduction

1.1 The uniform methodology for the identification, assessment and reporting of air navigation shortcomings and deficiencies (henceforth referred to as Uniform Methodology) was prepared with the assistance of the planning and implementation regional groups (PIRGs) of ICAO and approved by the ICAO Council on 23 June 1998 for the efficient identification, assessment and clear reporting of air navigation deficiencies.

1.2 In 2001, in order to avoid any ambiguity, ALLPIRG proposed, in Conclusion ALLPIRG 4/11 that the definition for a shortcoming or a deficiency as contained in the Uniform Methodology be replaced with a single definition for both situations. In response to this, the Council on 30 November 2001 approved the single definition by retaining the word *deficiency* in the new single definition, as the negative connotation associated with the word had political and financial leverage to assist with the corrective action required. The amended version of the Uniform Methodology (Appendix A refers) has been consistently implemented by all PIRGs.

1.3 To support the implementation of the Uniform Methodology, every PIRG has developed its own unique deficiency database as a means of sharing safety information related to air navigation systems and viewed/used by that respective region(s) only. The sharing of safety information will become increasingly beneficial with the continued maturation of Safety Risk Management (SRM) and Safety

Assurance (SA) processes contained within State Safety Programmes as well as Safety Management Systems. In either case, data aggregation will enhance identification of emerging safety issues, the monitoring of safety trends and benchmarking of safety performance among peer organizations. To maximize their effectiveness, information sharing efforts should exercise the appropriate degree of transparency as necessary to ensure proactive resolution of air navigation safety issues without jeopardizing the voluntary exchange of information that is critical to the process. To extend this sharing safety information related to air navigation systems from regionally to globally, this working paper discusses an approach to transition from current regionally managed deficiency databases to one consolidated and centrally managed deficiency database.

2. Air navigation deficiency databases – current regional approach

2.1 Currently the APANPIRG (ASIA/PAC Air Navigation Planning and Implementation Regional Group), APIRG (Africa-Indian Ocean Planning and Implementation Regional Group), EANPG (European Air Navigation Planning Group), GREPECAS (CAR/SAM Planning and Implementation Regional Group) and MIDANPIRG (Middle East Air Navigation Planning and Implementation Regional Group) have developed, established and maintaining their respective regional air navigation deficiency databases to support the implementation of the Uniform Methodology. Each of these regional deficiency databases has its workflow, architecture, protocols and access rights. In view of region specific databases, they are not available for worldwide viewing and usage. Although this approach is satisfactory from regional perspective, it needs to be extended globally in order to be consistent with the principles of sharing safety information worldwide leading to complete transparency.

3. Air navigation deficiency databases – proposed global approach

3.1 Building on the current Planning and Implementation Regional Group (PIRG)/regional efforts, ICAO has developed a prototype system for the management of air navigation deficiencies at the global level which has been incorporated in the integrated Safety Trend Analysis and Reporting System (iSTARS) framework (Appendix B refers). Access to iSTARS is through the ICAO Secure Portal <https://portal.icao.int>. iSTARS is a web-based system which groups together different safety related datasets and allows for effective integrated safety analysis. The establishment of a centralized database for regional air navigation deficiencies on iSTARS would result in significant benefits through the harmonization of data structure and content, as well as by providing uniform access to the respective Regional Offices, Member States and other authorized users. The objective is to consolidate different regional air navigation deficiency databases, have all regions/States reporting in single database, provide consistent reporting across all regions and allow viewing of deficiencies of all States thus leading to improved information sharing and complete transparency.

3.2. This centralized system initiated in November 2011 was populated with data provided by all regions and fully supports the Uniform Methodology. The data integration process revealed instances of corrective actions that were either incomplete or inconsistent or showed incorrect completion dates. It has also been noted that for many deficiencies, the expected corrective action completion date is well passed the deadline without any indication of the deficiency being resolved. In order to be able to use the collected air navigation deficiencies for integrated safety analysis purposes, all Regional Offices were requested to review and update all respective regional deficiencies that are available on iSTARS by February 2012. On the basis of regional coordination and the feedback received, ICAO has further improved the centralized database on iSTARS and is now ready for evaluation by States. Further to comments that will be received by PIRGs/States, ICAO will mature the system for worldwide use. The attached user guide at Appendix C will assist in accessing the data from iSTARS. The complete transition from the current five regional air navigation databases to single centralized database on iSTARS is scheduled for December 2012.

4. ACTION BY GREPECAS PPRC/1

4.1 The meeting is invited to:

- a) note the approach to transfer five regional air navigation deficiency databases into a single centralized database on iSTARS platform by December 2012; and
- b) request States and International Organizations:
 - 1) to test the centralized database on iSTARS platform using the guidance in Appendix C;
 - 2) Update the data as necessary in coordination with ICAO NACC or SAM Regional Office as corresponds; and
 - 3) provide feedback to ICAO NACC or SAM Regional Office as corresponds by 31 August 2012.

APPENDIX A

UNIFORM METHODOLOGY FOR THE IDENTIFICATION, ASSESSMENT AND REPORTING OF AIR NAVIGATION DEFICIENCIES

(Approved by the Council on 30 November 2001)

1. INTRODUCTION

1.1 Based on the information resulting from the assessment carried out by ICAO on the input received from various regions regarding deficiencies in the air navigation field, it became evident that improvements were necessary in the following areas:

- a) collection of information;
- b) safety assessment of reported problems;
- c) identification of suitable corrective actions (technical/operational/financial/organizational), both short-term and long-term; and
- d) method of reporting in the reports of ICAO planning and implementation regional groups (PIRGs).

1.2 This methodology is therefore prepared with the assistance of ICAO PIRGs and is approved by the ICAO Council for the efficient identification, assessment and clear reporting of air navigation deficiencies. It may be further updated by the Air Navigation Commission in the light of the experience gained in its utilization.

1.3 For the purpose of this methodology, the definition of deficiency is 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.

2. COLLECTION OF INFORMATION

2.1 Regional office sources

2.1.1 As a routine function, the regional offices should maintain a list of specific deficiencies, if any, in their regions. To ensure that this list is as clear and as complete as possible, it is understood that the regional offices take the following steps:

- a) compare the status of implementation of the air navigation facilities and services with the regional air navigation plan documents and identify facilities, services and procedures not implemented;
- b) review mission reports with a view to detecting deficiencies that affect safety, regularity and efficiency of international civil aviation;
- c) make a systematic analysis of the differences with ICAO Standards and Recommended Practices filed by States to determine the reason for their existence and their impact, if any, on safety, regularity and efficiency of international civil aviation;
- d) review aircraft accident and incident reports with a view to detect possible systems or procedures deficiencies;
- e) review inputs, provided to the regional office by the users of air navigation services on the basis of Assembly Resolution A33-14, Appendix M;
- f) assess and prioritize the result of a) to e) according to paragraph 4;
- g) report the outcome to the State(s) concerned for resolution; and
- h) report the result of g) above to the related PIRG for further examination, advice and report to the ICAO Council, as appropriate through PIRG reports.

2.2 States' sources

2.2.1 To collect information from all sources, States should, in addition to complying with the Assembly Resolution A31-10, establish reporting systems in accordance with the requirements in Annex 13, paragraph 7.3. These reporting systems should be non-punitive in order to capture the maximum number of deficiencies.

2.3 Users' sources

2.3.1 Appropriate international organizations, including the International Air Transport Association (IATA) and the International Federation of Air Line Pilots' Associations (IFALPA), are valuable sources of information on deficiencies, especially those that are safety related. In their capacity as users of air navigation facilities they should identify facilities, services and procedures that are not implemented or are unserviceable for prolonged periods or are not fully operational. In this context it should be noted that Assembly Resolution A33-14, Appendix M and several decisions of the Council obligate users of air navigation facilities and services to report any serious problems encountered due to the lack of implementation of air navigation facilities or services required by regional plans. It is emphasized that this procedure, together with the terms of reference of the PIRGs should form a solid basis for the identification, reporting and assisting in the resolution of non-implementation matters.

3. REPORTING OF INFORMATION ON DEFICIENCIES

3.1 In order to enable the ICAO PIRGs to make detailed assessments of deficiencies, States and appropriate international organizations including IATA and IFALPA, are expected to provide the information they have to the ICAO regional office for action as appropriate, including action at PIRG meetings.

3.2 The information should at least include: description of the deficiency, risk assessment, possible solution, time-lines, responsible party, agreed action to be taken and action already taken.

3.3 The agenda of each PIRG meeting should include an item on air navigation deficiencies, including information reported by States, IATA and IFALPA in addition to those identified by the regional office according to paragraph 2.1 above. Review of the deficiencies should be a top priority for each meeting. The PIRGs, in reviewing lists of deficiencies, should make an assessment of the safety impact for subsequent review by the ICAO Air Navigation Commission.

3.4 In line with the above, and keeping in mind the need to eventually make use of this information in the planning and implementation process, it is necessary that once a deficiency has been identified and validated, the following fields of information should be provided in the reports on deficiencies in the air navigation systems. These fields are as follows and are set out in the reporting form attached hereto.

a) Identification of the requirements

As per ICAO procedures, Regional Air Navigation Plans detail *inter alia* air navigation requirements including facilities, services and procedures required to support international civil aviation operations in a given region. Therefore, deficiencies would relate to a requirement identified in the regional air navigation plan documents. As a first item in the deficiency list, the requirements along with the name of the meeting and the related recommendation number should be included. In addition, the name of the State or States involved and/or the name of the facilities such as name of airport, FIR, ACC, TWR, etc. should be included.

b) Identification of the deficiency

This item identifies the deficiency and would be composed of the following elements:

- i) a brief description of the deficiency;
- ii) date deficiency was first reported;
- iii) appropriate important references (meetings, reports, missions, etc)

c) Identification of the corrective actions

In the identification of the corrective actions, this item would be composed of:

- i) a brief description of the corrective actions to be undertaken;
- ii) identification of the executing body;

- iii) expected completion date of the corrective action^{*}; and
- iv) when appropriate or available, an indication of the cost involved.

4. ASSESSMENT AND PRIORITIZATION

4.1 A general guideline would be to have three levels of priority organized on the basis of safety, regularity and efficiency assessment as follows:

“U” priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions.

Urgent requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required for air navigation safety.

“A” priority = Top priority requirements necessary for air navigation safety.

Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

“B” priority = Intermediate requirements necessary for air navigation regularity and efficiency.

Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.

5. MODEL REPORTING TABLE FOR USE IN THE REPORTS OF PIRGS

5.1 Taking the foregoing into account, the model table at the Appendix is for use by PIRGs for the identification, assessment, prioritization etc. of deficiencies. It might be preferred that a different table would be produced for each of the different topics i.e. AGA, ATM, SAR, CNS, AIS/MAP, MET. However, all tables should be uniform.

6. ACTION BY THE REGIONAL OFFICES

6.1 Before each PIRG meeting, the regional office concerned will provide advance documentation concerning the latest status of deficiencies.

6.2 It is noted that the regional offices should document serious cases of deficiencies to the Air Navigation Commission (through ICAO Headquarters) as a matter of priority, rather than waiting to

^{*} It should be noted that a longer implementation period could be assigned in those cases in which the expansion or development of a facility was aimed at serving less frequent operations or entailed excessive expenditures.

report the matter to the next PIRG meeting, and that the Air Navigation Commission will report to the Council.

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE FIELD IN THE REGION

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action*
Requirement of Part ..., paragraph (table) .. of the air navigation plan	Terra X Terra Y	Speech circuits not implemented Villa X - Villa Y	12 Dec. 2..X	Coordination meeting between Terra X and Terra Y on 16 July 2..X to finalize arrangements to implementation circuit via satellite	Implementation of direct speech circuit via satellite	Terra X	20 Aug. 2..X	A

* Priority for action to remedy a deficiency is based on the following safety assessments:

“U” priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions.

Urgent requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required for air navigation safety.


“A” priority = Top priority requirements necessary for air navigation safety.

Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

“B” priority = Intermediate requirements necessary for air navigation regularity and efficiency.

Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.

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International Civil Aviation Organization
[ICAO Secure Portal](#) [Public Site](#)

ICAO Secure Portal

ICAO Secure Portal

Welcome.


You have access to the group(s) listed below.

You may also access your profile to perform the following tasks : Edit your personal information, change your password and request subscription to other groups.

Secure Sites

ICAO-NET	ICAO-NET Secure Site
ANDEF	Global Air Navigation Deficiency Database
DBRAT	Data Bank Related to Air Transport
ISTARS	Integrated Safety Trend Analysis and Reporting System

ICAO





Air Navigation

[Report a problem](#)

Air Navigation Deficiencies

Description

The list below shows all air navigation deficiencies currently managed by your region.

Region or State

Belize [Clear filters](#)

Print View

Open a new window with a print friendly view.

Select an area: **AIM**

Group by: **Tracking status**

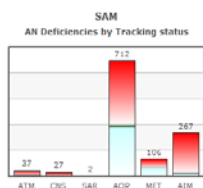
Document reference to be included

[Export Data](#)

[Help Documentation](#)

[Add Deficiencies](#)

Status charts



Total	DefId	State	Description	Date Reported	Priority	Status	Corrective action	Target Impl. Date	CAP Status	Tracking
1151										
1	AIM-SAM	Chile	Need to issue the AIP document under a restructured format. It is required that Enroute chart be included in AIP/ENR 6 section; and that all aeronautical charts related with the international airports, be also included in section AIP/AD 2.24.	1990-01-01	A	CAP Accepted	Implementation Plan (2006) AIP English version 25% 24 Jun 2010. Through Note DGAC-04/3113/2255 it was informed that the restructured AIP format is applied. Difference published in AIP Vol. I (CEN 1.7-13), Chapter 4, AIP 4.1.3 points out "availability of aeronautical charts in AIP is not applied." Observation: Aeronautical charts are published in AIP Volume II". Aeronautical Information points out	2011-03-31	25%	Overdue



ICAO

Air Navigation Deficiencies

ANDEF

User Guide

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ANDEF- Access

Click on ANDEF Link on the right hand side on iStars home page



The screenshot shows the iStars home page. On the left, there is a logo for 'ICAO INTEGRATED SAFETY iStars TREND ANALYSIS AND REPORTING SYSTEM'. Below the logo is a section titled 'iSTARS Usability Survey' with a request to participate in an online survey. At the bottom left is a 'News' table. In the center, the words 'Occurrences', 'Compliance', and 'Risks' are displayed in large, light blue font, with 'Risks' having a blue vertical bar to its left. On the right side, there is a vertical list of menu items. A blue arrow points from the text above to the 'SECURE - ANDEF' dropdown menu at the top right of this list.

News	
Title	Date
Accident and incident reporting	05/11/2011

Occurrences

Compliance

Risks

SECURE - ANDEF

Name

ANDEF

Accident and Incidents Reporting

Trends

Statistics

Implementation (LEI)

USOAP Questions

Action plans

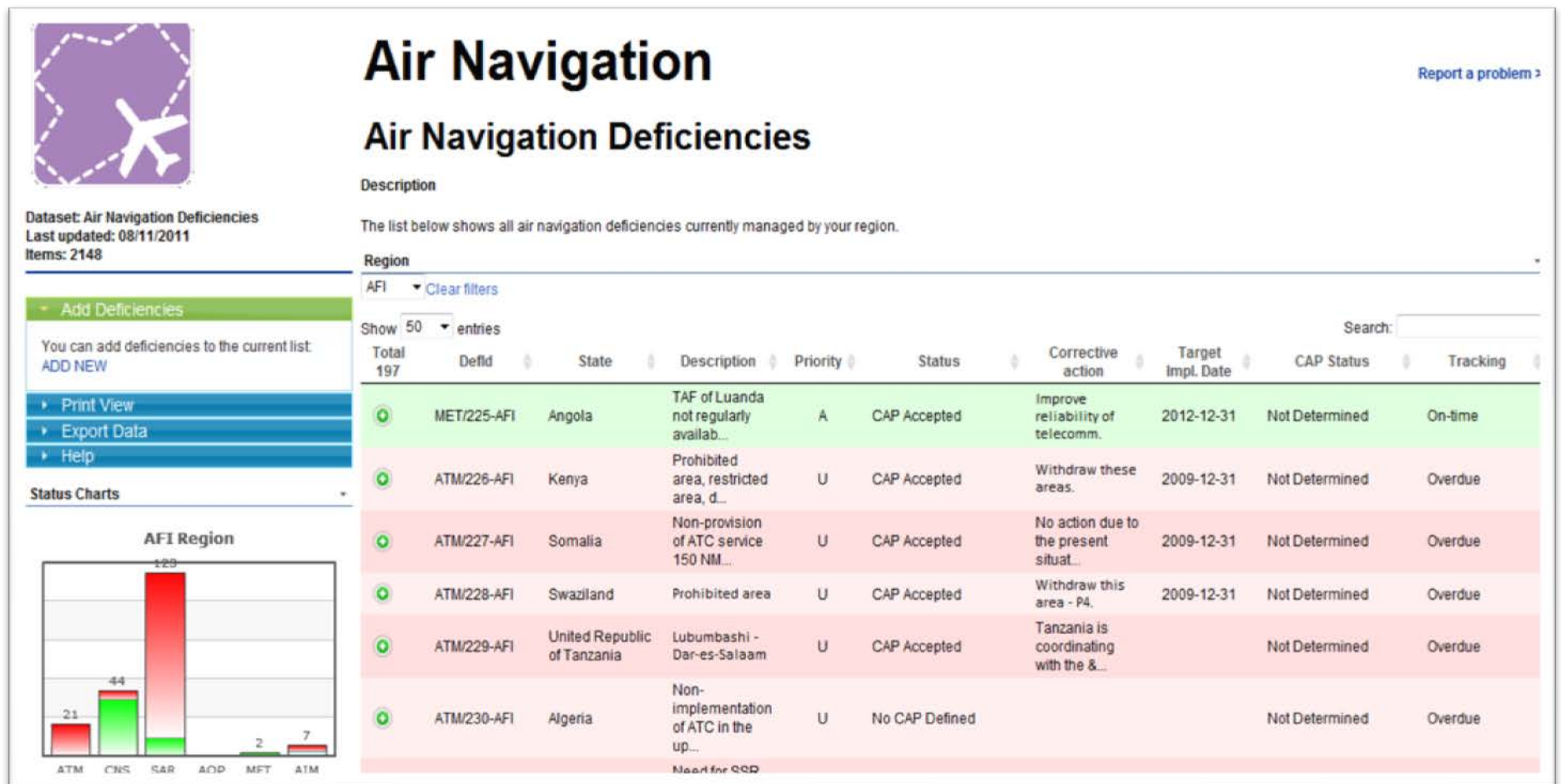
Traffic

Integrated analysis

Geographical distributions

ANDEF- Initial View

When you login to ANDEF this is your home page. By default the deficiencies listed will be for the AFI Region...



ANDEF- Select Region View

To select a different region, use the dropdown menu and choose the region you want:



▼ Add Deficiencies

You can add deficiencies to the current list
[ADD NEW](#)

► Print View

► Export Data

► Help

Status Charts

MID Region

Category	Count
ATM	48
CNS	21
SAR	12
AOP	25
MET	3
AIM	45

Region

MID ▼

Clear filters

▼ entries

Defid

State

Description

Priority

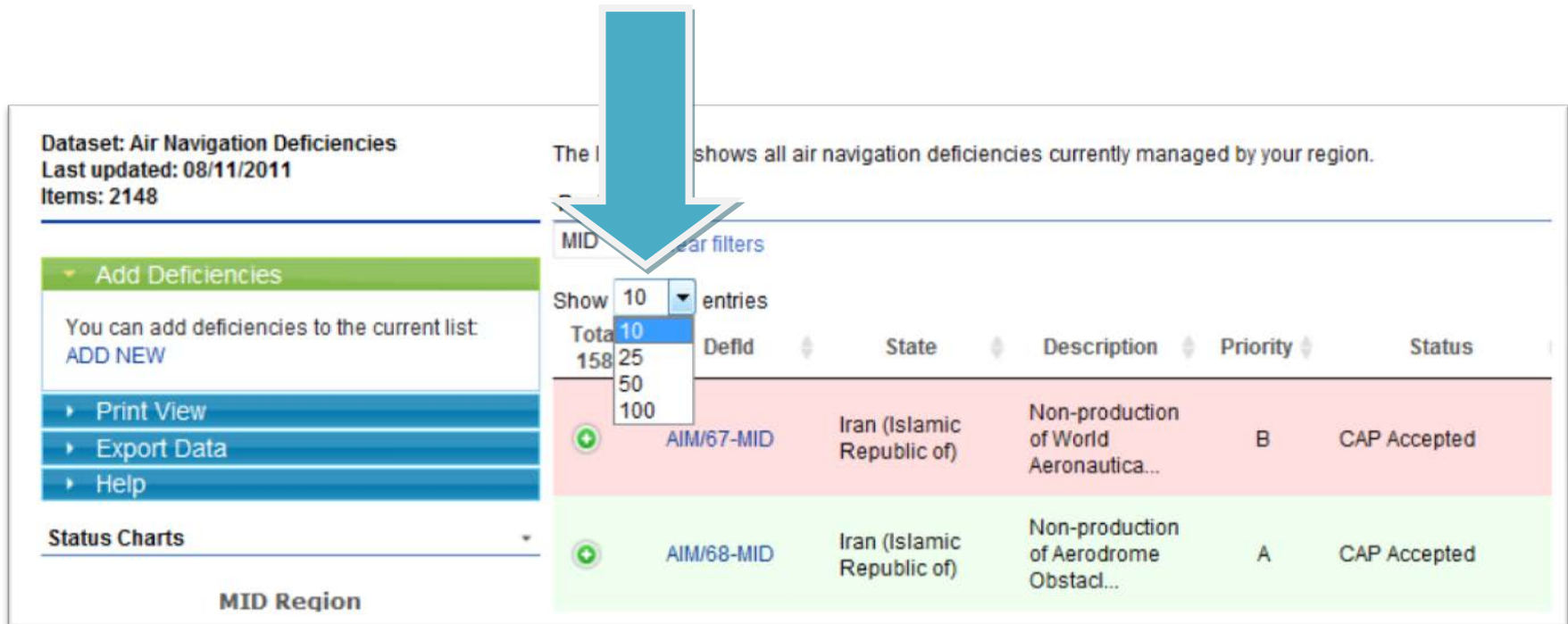
Status

AFI					
APAC					
CAR					
EUR					
MID					
NAT					
NAM					
SAM					

AIM/67-MID	Iran (Islamic Republic of)	Non-production of World Aeronautica...	B	CAP Accepted
AIM/68-MID	Iran (Islamic Republic of)	Non-production of Aerodrome Obstacl...	A	CAP Accepted
AIM/69-MID	Iran (Islamic Republic of)	Lack of AIS automation	A	CAP Accepted
AIM/70-MID	Iraq	Lack of implementation of AIRAC Sys...	U	CAP Accepted
AIM/71-MID	Iraq	Non-production of World Aeronautica...	B	CAP Accepted

ANDEF- List Deficiencies

To increase the number of entries listed you can select the number of entries you prefer from the drop down menu (Options available are: 10, 25, 50 or 100 deficiencies displayed per page).



The screenshot shows the ANDEF- List Deficiencies interface. A large blue arrow points to the 'Show' dropdown menu, which is currently set to '10' and has a list of options (10, 25, 50, 100) displayed. The interface includes a sidebar with navigation links and a main table of deficiencies.

Dataset: Air Navigation Deficiencies
Last updated: 08/11/2011
Items: 2148

Add Deficiencies
You can add deficiencies to the current list:
[ADD NEW](#)

[Print View](#)
[Export Data](#)
[Help](#)

Status Charts

MID Region

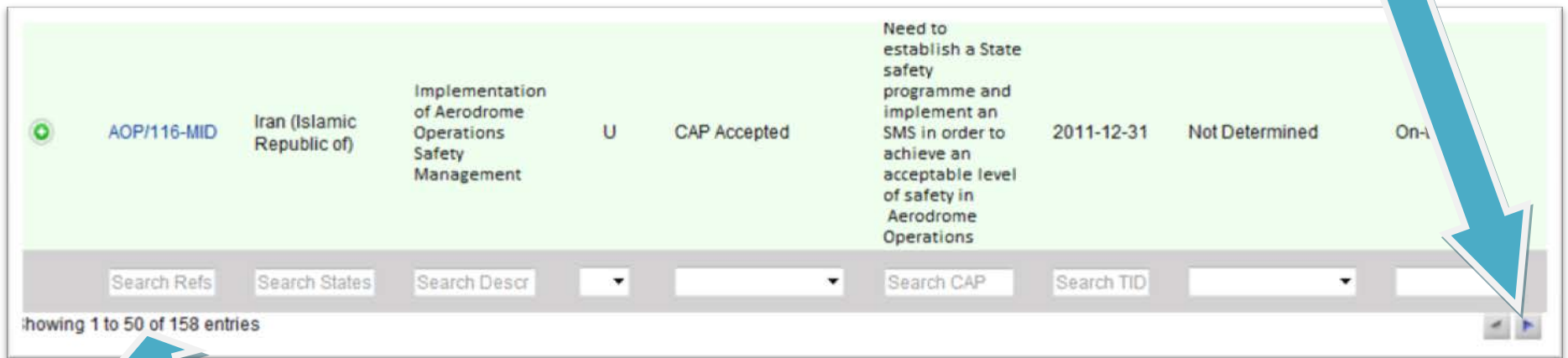
The list shows all air navigation deficiencies currently managed by your region.

Table Columns: MID, Defid, State, Description, Priority, Status


MID	Defid	State	Description	Priority	Status
+	AIM/67-MID	Iran (Islamic Republic of)	Non-production of World Aeronautica...	B	CAP Accepted
+	AIM/68-MID	Iran (Islamic Republic of)	Non-production of Aerodrome Obstacl...	A	CAP Accepted

ANDEF- Scroll Deficiencies

To scroll for more deficiencies listing press the arrow at the bottom of the page to go right and left



The screenshot shows a table of deficiencies. A large blue arrow points to the right arrow at the bottom right of the table, and a smaller blue arrow points to the left arrow at the bottom left of the table. The table has the following data:

	AOP/116-MID	Iran (Islamic Republic of)	Implementation of Aerodrome Operations Safety Management	U	CAP Accepted	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	2011-12-31	Not Determined	On-A
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Below the table is a search bar with the following fields: Search Refs, Search States, Search Descr, a dropdown menu, a text input field, Search CAP, Search TID, a dropdown menu, and a text input field. Below the search bar is a status bar that says "Showing 1 to 50 of 158 entries".

The information bar at the bottom will display the number of deficiencies listed and total number of entries.

ANDEF- Expand view

By selecting a region you will have a list of all deficiencies reported in that region.

Click on the **Green button to display the full deficiency listing for that specific deficiency**



AOP/1279-SAM

Colombia

A deep V-shaped channel 80-100 m fr...

B

CAP Accepted

Deviate that channel
"PENDING ACTION PLAN"
CORRECTED (AEROCIVIL 2002-1272, 23 NOV 2004)

2009-02-28

Not Determined

Overdue



AOP/1279-SAM

Colombia

A deep V-shaped channel 80-100 m fr...

B

CAP Accepted

Deviate that channel
"PENDING ACTION PLAN"
CORRECTED (AEROCIVIL 2002-1272, 23 NOV 2004)

2009-02-28

Not Determined

Overdue

Reference:

Date reported: 1996-01-01

Reported by:

Deficiency type:

Description: A deep V-shaped channel 80-100 m from threshold RWY 30 potentially dangerous in event of RTO

Requirements: RWY end safety area (Annex 14, Vol. I, Chap. 3)

Location: Colombia, SANTAFE DE BOGOTA/Eldorado Aerodrome

Remarks: IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dic. 1997, ICAO Mission to Bogotá and Rio Negro from 16 to 19 July 2001 and ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/17 of its respective Report) ASBE: StateLetter sent Results:No results Difficulties:

Rational:

Recommendation: Deviate that channel
"PENDING ACTION PLAN"
CORRECTED (AEROCIVIL 2002-1272, 23 NOV 2004)


Corrective action: Deviate that channel
"PENDING ACTION PLAN"
CORRECTED (AEROCIVIL 2002-1272, 23 NOV 2004)



Exercuting body: COLOMBIA/AEROCIVIL

Target implementation date: 2009-02-28

ANDEF- Edit/ Update Deficiency

To update a deficiency click on the deficiency ID



Region									
MID									
Show 10									
Total 158									
		State	Description	Priority	Status	Corrective action	Target Impl. Date	CAP Status	Tracking
		Iran (Islamic Republic of)	Non-production of World Aeronautica...	B	CAP Accepted	Need to produce the assigned sheets...	2011-06-30	Not Determined	Overdue
		Iran (Islamic Republic of)	Non-production of Aerodrome Obstacle...	A	CAP Accepted	Need to produce Aerodrome Obstacle...	2011-12-31	Not Determined	On-time

A new window will open to perform all required updates

Attach File Delete Item Spelling...	
Region	MID ▾ ICAO Region in charge of this deficiency
State	Iran (Islamic Republic of) ▾ The State responsible for the corrective action plan
Area	AIM ▾ The technical area the deficiency is related to
Description	<div> <div> Non-production of World Aeronautical Chart – ICAO 1:1 000 000 </div> </div> <div>Describe clearly what the deficiency is about.</div>
Reported By	<input type="text"/> The organisation or person who reported the deficiency
Def Type	<input type="text"/> Subject which best categorizes the type of deficiency
Requirements	<div> <div> ANNEX 4: Para. 16.2 </div> </div> <div>Reference to ANP paragraphs or ICAO SARPS</div>

Recommendation	<div> <div> Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000 </div> </div> <div>ICAO recommendation to the State when considering corrective actions</div>
Priority	B ▾ Priority attached to the resolution of the deficiency (U=Urgent, A=Top priority, B)
Status	CAP Accepted ▾
Corrective action	<div> <div> Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000 </div> </div>
Executing Body	Iran+neighboring states
Target Implementation Date	30/06/2011
CAP Status	Not Determined ▾
Reference	<input type="text"/>
State Code	IRN
<div>OK</div> <div>Cancel</div>	

ANDEF- Clear Filters

To clear all previously applied filters just press on the “clear filters” text and it will reset all your filters back to initial view.



Add Deficiencies

You can add deficiencies to the current list:
[ADD NEW](#)

[Print View](#)

[Export Data](#)

[Help](#)

Status Charts

MID Region

MID

▼ Clear filters

Show

10

▼ entries

Total

158

DefId	State	Description	Priority	Status
AIM/67-MID	Iran (Islamic Republic of)	Non-production of World Aeronautica...	B	CAP Accepted
AIM/68-MID	Iran (Islamic Republic of)	Non-production of Aerodrome Obstacl...	A	CAP Accepted

ANDEF- Search Feature

Use the **Search box** to search by any keyword in the deficiencies list

For example to search for all deficiencies in APAC region that has the keyword WGS-84

Select APAC from the drop down region list, and type in the search field the keyword WGS-84

Region

APAC

Clear filters

Show

10

entries

Search: WGS-84

Total 9	Defid	State	Description	Priority	Status	Corrective action	Target Impl. Date	CAP Status	Tracking
	ATM/423-APAC	Solomon Islands	WGS-84 - Not implemented	A	No CAP Defined			Not Determined	Overdue
	ATM/431-APAC	Vanuatu	WGS-84 - Implemented at main airpor...	A	CAP Accepted	Implemented at main airports		Not Determined	Overdue
	ATM/434-APAC	Bhutan	WGS-84 - Not implemented	A	No CAP Defined			Not Determined	Overdue
	ATM/438-APAC	China	WGS-84 - Not implemented * implemen...	A	CAP Accepted	china advised APANPIRG/19 that WGS ...	2010-12-01	Not Determined	Overdue
	ATM/447-APAC	Democratic People's Republic of Korea	WGS-84 - Not implemented	A	CAP Accepted	DPR Korea advised ATM/AIS/SAR/SG/18...		Completed	Completed
	ATM/449-APAC	Kiribati	WGS-84 - Not implemented	A	No CAP Defined			Not Determined	Overdue
	ATM/460-APAC	Nauru	WGS-84 - Not implemented	A	No CAP Defined			Not Determined	Overdue
	ATM/470-APAC	Solomon Islands	WGS-84 - Not implemented	A	No CAP Defined			Not Determined	Overdue
	ATM/475-APAC	Vanuatu	WGS-84 - Implemented at main airpor...	A	CAP Accepted	Implemented at main airports		Not Determined	Overdue

Search Refs

Search States

Search Descr

Search CAP

Search TID

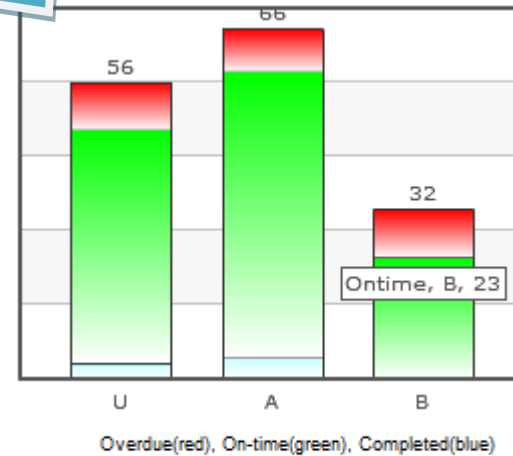
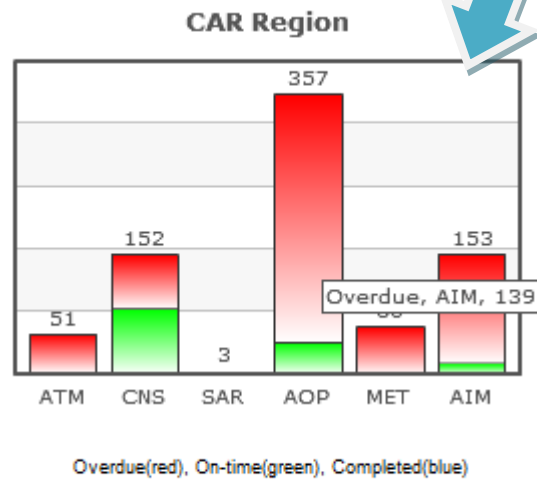
Showing 1 to 9 of 9 entries (filtered from 80 total entries)

The information line at the bottom will indicate the total number of deficiencies that matched your search criteria.

ANDEF- Filtering data: Using Graphs

Click on the graph to filter data and display: completed deficiencies, on-time or overdue.

Data on the graphs is sorted by Area or by Priority.



ANDEF- Filtering Data: Using Filtering box

	AIM/84-MID	Lebanon	Implementation of a Quality System	U	CAP Accepted	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	2010-12-31	Not Determined	Overdue
	AIM/85-MID	Lebanon	Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	A	CAP Accepted	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	2011-12-31	Not Determined	On-time
	AIM/86-MID	Oman	Implementation of a Quality System	U	CAP Accepted	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	2012-12-31	Not Determined	On-time
<div><input type="text"/><input type="text"/><input type="text"/><input type="text"/><input type="text"/><input type="text"/><input type="text"/><input type="text"/><input type="text"/><input type="text"/></div> <div>Showing 11 to 20 of 158 entries</div>									



Filtering text boxes type a value in the appropriate field or choose a value from the list to filter your data, accordingly

ANDEF- Sorting Data

You can sort deficiencies using any of the fields in the display bar just press the arrow up/ down to sort data ascending or descending.

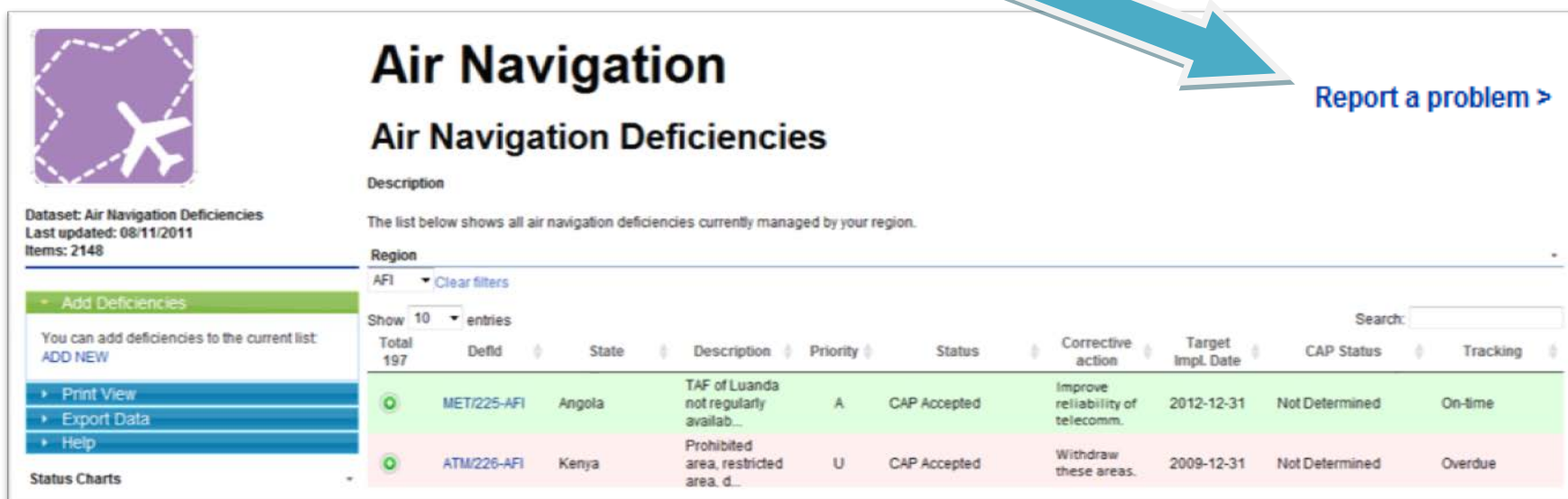
Show	50	▼	entries	Search: <input type="text"/>														
Total 121	Defid	↕	State	▲	Description	↕	Priority	↕	Status	↕	Corrective action	↕	Target Impl. Date	↕	CAP Status	↕	Tracking	↕

Data will be automatically sorted accordingly

region										
APAC		Clear filters								
show 10 entries		Search: <input type="text"/>								
Total 80	Defid	State	Description	Priority	Status	Corrective action	Target Impl. Date	CAP Status	Tracking	
	ATM/437- APAC	Bhutan	Annex 6 requirement not implemented...	U	No CAP Defined			Not Determined	Overdue	
	ATM/439- APAC	Bhutan	Annex 6 requirement not implemented...	U	No CAP Defined			Not Determined	Overdue	
	MET/481- APAC	Cambodia	Requirements for meteorological watch office (MWO) to be established at Phnom-Penh international airport have not been met.	U	CAP Accepted	Bilateral agreement Cambodia- China became effective on 1 June 2009. ATC project proposal submitted to SSCA Cambodia. In process of establishing MWO with target date of 2011.		Not Determined	Overdue	

ANDEF- Report a Problem

Facing any technical difficulty with the system, you need help with any system component or you have a general comment/ request just press the “**Report a Problem**” on the right hand side of the screen.



Air Navigation
Air Navigation Deficiencies

Dataset: Air Navigation Deficiencies
Last updated: 08/11/2011
Items: 2148

[Add Deficiencies](#)
You can add deficiencies to the current list:
[ADD NEW](#)

[Print View](#)
[Export Data](#)
[Help](#)

Status Charts

Description
The list below shows all air navigation deficiencies currently managed by your region.

Region
AFI [Clear filters](#)

Show 10 entries

Total	DefId	State	Description	Priority	Status	Corrective action	Target Impl. Date	CAP Status	Tracking
197	MET/225-AFI	Angola	TAF of Luanda not regularly availab...	A	CAP Accepted	Improve reliability of telecomm.	2012-12-31	Not Determined	On-time
	ATM/226-AFI	Kenya	Prohibited area, restricted area, d...	U	CAP Accepted	Withdraw these areas.	2009-12-31	Not Determined	Overdue

Search:

— END —