



ICAO

## Thirty First Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/31)

*Video Teleconference - Bangkok, Thailand, 14 to 16 December 2020*

*Schedule: 10:00 – 13:15 Bangkok Time [UTC+7hrs]*

### Agenda Item 4: Regional Air Navigation Deficiencies

#### STATUS OF AIR NAVIGATION DEFICIENCIES IN THE ASIA/PAC REGION

(Presented by the Secretariat)

##### SUMMARY

One of the main objectives of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) is to identify and address specific deficiencies in the air navigation field. This Paper presents a list of Air Navigation Deficiencies reviewed by the 30<sup>th</sup> Meeting of APANPIRG (APANPIRG/30, November 2019) in the ATM, AOP, CNS and MET fields, and updated by the respective Sub-Group Meetings for review and action by APANPIRG/31. The list is updated based on uniform methodology for the identification, assessment and reporting of such Deficiencies as described in Part V of the *APANPIRG Procedural Handbook*.

This paper relates to – Strategic Objectives:

**A: Safety** – *Enhance global civil aviation safety*

**B: Air Navigation Capacity and Efficiency** — *Increase the capacity and improve the efficiency of the global aviation system*

**E: Environmental Protection** — *minimize the adverse environment effects of civil aviation activities.*

Action by APANPIRG/31 is at paragraph 3.

## 1. INTRODUCTION

1.1 Under the Terms of Reference, the APANPIRG has been regularly reviewing the status of implementation of the Asia Pacific Air Navigation Plan through its Sub-Groups to identify and address the Air Navigation Deficiencies according to the uniform methodology approved by the ICAO Council. In meeting this objective, APANPIRG facilitates the development and implementation of action plans by States to resolve identified deficiencies, where necessary.

## 2. DISCUSSION

2.1 The lists of Deficiencies in the various air navigation fields, as reviewed by APANPIRG/30 and subsequently updated by the respective Sub-groups, are presented in **Appendices A to D**.

## 2.2 Deficiencies in the ATM and Airspace Safety fields

2.2.1 The Eighth Meeting of the ATM Sub-group (ATM/SG/8, 23 – 27 November 2020) reviewed and updated the List of ATM and Airspace Safety Deficiencies based on information provided by concerned States as follows:

- a) AIS (WGS84) – Thailand deletion;
- b) AIS (Quality Assurance) – Indonesia and Thailand deletion;
- c) SAR capability – India and Indonesia deletion;
- d) Non Provision of Safety-related Data – Bangladesh, Bhutan, French Polynesia, Lao PDR, Pakistan deletion;
- e) LTHM – Malaysia deletion; and
- f) Data Link Performance Monitoring – Myanmar deletion.

2.2.2 The updated List of Air Navigation Deficiencies in the ATM and Airspace Safety field is at **Appendix A** to this paper.

## 2.3 Deficiencies in the AOP field

2.3.1 The Fourth Meeting of AOP Sub-group (AOP/SG/4, 10 to 13 November 2020) reviewed and updated the List of AOP Deficiencies based on the information provided by the concerned States. Brunei Darussalam, India, Mongolia, Myanmar, Nepal, Thailand and Viet Nam provided updates on the status of their Deficiencies.

2.3.2 In accordance with the Conclusion APANPIRG/30/4 (Certification of aerodromes used for international operations in Asia Pacific States) new deficiencies related to the certification of aerodromes used for international operations and publication of the status of certification of aerodromes in AIP, as identified and endorsed by AOP/SG/4 Meeting, are included in **Appendix B**.

2.3.3 Subsequent to AOP/SG/4, Bangladesh confirmed in writing that Sylhet Airport / VGSY had been certified. Therefore, VGSY was removed from the list of Deficiencies. Similarly, Thailand submitted evidence showing that its AIP AD 1.5 would contain all aerodromes used for international operations with effect from 31 December 2020. Therefore, AIP Thailand was removed from the list of Deficiencies.

2.3.4 The updated List of Air Navigation Deficiencies in the AOP field is provided in **Appendix B** to this paper.

## 2.4 Deficiencies in the CNS field

2.4.1 The Twenty Fourth Meeting of the CNS Sub-group (CNS/SG/24, 30 November to 4 December 2020) reviewed and updated the list of Air Navigation Deficiencies in the CNS field.

2.4.2 The CNS SG/24 Meeting noted the information provided by China, highlighting the improvement in bilateral communication and surveillance between China and Pakistan, and the Hot Spot E (Lahore-Urumqi) had been removed at the RASMAG/25, therefore, the meeting agreed the removal of the deficiency for Pakistan & China from APANPIRG Air Navigation Deficiency list, which was first reported in May 2014 at RASMAG/19, recorded in “Reporting Form on Air Navigation Deficiencies in the CNS Fields”.

2.4.3 The CNS SG/24 Meeting did not identify any additional deficiencies in the CNS fields. The updated List of Air Navigation Deficiencies in the CNS field is provided in **Appendix C** to this paper.

2.5 Deficiencies in the MET fields

2.5.1 The Twenty Fourth Meeting of Meteorology Sub-group (MET SG/24, 16 to 20 November 2020) reviewed and updated the list of APANPIRG Air Navigation Deficiencies in the MET Field.

2.5.2 MET SG/24 formulated a specific Draft Conclusion (MET SG/24-04: *Resolution of Air Navigation Deficiency AP-MET-01*, refers) supporting the removal of the APANPIRG air navigation deficiency (AP-MET-01) concerning aerodrome meteorological observations or reports at Honiara (AGGH), Solomon Islands.

2.5.3 The abovementioned Draft Conclusion (formulated by MET SG/24) is subsumed under the comprehensive Draft Conclusion proposed below.

2.5.4 MET SG/24 also decided on further specific actions for the Sub-group to enhance the identification and resolution of air navigation deficiencies in the MET field (Decision MET SG/24-05: *MET Deficiencies*, refers).

2.5.5 The updated List of Air Navigation Deficiencies in the MET field, based on the MET SG/24 review, is in **Appendix D** to this paper.

2.6 The Meeting is invited to adopt the following draft Conclusion:

<b>Draft Conclusion APANPIRG/31/xx – Update of information in APANPIRG Air Navigation Deficiencies Reporting Form</b>	
<p>That,</p> <p>1) ICAO to update the APANPIRG Air Navigation Database to reflect the information as presented in <b>Appendices A to D</b> to <b>WP/14</b>.</p> <p>2) States/Administrations be urged to:</p> <p>a) establish action plan with defined target dates for resolution of deficiencies, update the status on the corrective action taken and report progress in the Reporting Form of Air Navigation Deficiencies identified in ATM and Airspace Safety, AOP, CNS and MET fields as detailed in <b>Appendices A to D</b> to the <b>WP/14</b>; and</p> <p>b) update contact details of a Focal Point to coordinate actions to resolve the Deficiencies.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Inter -Regional</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p><b>Why:</b> The resolution of air navigation deficiencies in the ATM and Airspace Safety, AOP, CNS and MET fields (in the APANPIRG database) have lacked satisfactory progress over several years, due in part to inadequate information in the Reporting Form, e.g., infrequent updates and lack of concise and concrete Corrective Action Plans with defined target dates</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>

<p><b>When:</b> official reports providing full details of the corrective actions taken where deficiencies have been resolved be reported to sub-groups in 2021.</p>	<p><b>Status:</b> To be adopted by PIRG</p>
<p>Who:      <input checked="" type="checkbox"/>Sub groups   <input checked="" type="checkbox"/>APAC States   <input checked="" type="checkbox"/>ICAO APAC RO   <input type="checkbox"/>ICAO HQ   <input type="checkbox"/>Other</p>	

**3. ACTION BY THE MEETING**

3.1 The Meeting is invited to:

- a) note and update as necessary the status of the Deficiencies in the air navigation field as presented in **Appendices A to D** and endorse as current list of APANPIRG Air Navigation Deficiencies;
- b) decide on the further action required for the elimination of the identified deficiencies; and
- c) adopt the above draft Conclusion presented in Paragraph 2.6.

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ATM and Airspace Safety Deficiencies List (Updated 27 November 2020)

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority**
	<b>WGS-84 Requirements of Paragraph 1.2.1 of Annex 15</b>					
Afghanistan	WGS-84 - Not implemented	24/6/2014		Afghanistan	TBD	A
Bangladesh	WGS-84 - Not implemented	24/6/2014		Bangladesh	TBD	A
Bhutan	WGS-84 - Not implemented	2/7/1999	Data conversion completed, but not published	Bhutan	TBD	A
Brunei Darussalam	WGS-84 - Not implemented	24/6/2014		Brunei Darussalam	TBD	A
Marshall Islands	WGS-84 - Not implemented	24/6/2014		Marshall Islands	TBD	A
Micronesia	WGS-84 - Not implemented	24/6/2014		Micronesia	TBD	A
Nauru	WGS-84 - Not implemented		Conferring with consultant	Nauru	TBD	A
Palau	WGS-84 - Not implemented	24/6/2014		Palau	TBD	A
Samoa	WGS-84 - Not implemented	24/6/2014		Samoa	TBD	A
<del>Thailand</del>	<del>WGS-84 - Not implemented</del>	<del>24/6/2014</del>		<del>Thailand</del>	<del>TBD</del>	<del>A</del>
Vanuatu	WGS-84 – Not implemented	2/7/1999	Implemented at main airports	Vanuatu	1999	A
	<b>AIP Format Requirements of Chapter 5 of Annex 15</b>					
Kiribati	AIP Format - Not implemented	7/7/99	ATM/AIS/SAR/SG/18 (June 2009) was advised AIP in draft stage	Kiribati		A
Nauru	AIP Format - Not implemented	7/7/99	ATM/AIS/SAR/SG/18 (June 2008) was advised work soon to start	Nauru		A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
	<b><u>AIS Quality Management System Requirements of Paragraph 3.6.1 of Annex 15 Quality Management System - Not implemented</u></b>					
Afghanistan	AIS Quality Management System - Not implemented	24/6/2014		Afghanistan	TBD	A
Bangladesh	AIS Quality Management System - Not implemented	24/6/2014		Bangladesh	TBD	A
Bhutan	AIS Quality Management System - Not implemented	24/6/2014		Bhutan	TBD	A
Brunei Darussalam	AIS Quality Management System - Not implemented	24/6/2014		Brunei Darussalam	TBD	A
Cambodia	AIS Quality Management System - Not implemented	24/6/2014		Cambodia	TBD	A
<del>Indonesia</del>	<del>AIS Quality Management System - Not implemented</del>	<del>24/6/2014</del>		<del>Indonesia</del>	<del>TBD</del>	<del>A</del>
Kiribati	AIS Quality Management System - Not implemented	24/6/2014		Kiribati	TBD	A
Lao PDR	AIS Quality Management System - Not implemented	24/6/2014		Lao PDR	TBD	A
Maldives	AIS Quality Management System - Not implemented	24/6/2014		Maldives	TBD	A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Marshall Islands	AIS Quality Management System - Not implemented	24/6/2014		Marshall Islands	TBD	A
Micronesia	AIS Quality Management System - Not implemented	24/6/2014		Micronesia	TBD	A
Myanmar	AIS Quality Management System - Not implemented	9/6/2016		Myanmar	TBD	A
Nauru	AIS Quality Management System - Not implemented	24/6/2014		Nauru	TBD	A
Nepal	AIS Quality Management System - Not implemented	24/6/2014		Nepal	TBD	A
Palau	AIS Quality Management System - Not implemented	24/6/2014		Palau	TBD	A
Philippines	AIS Quality Management System - Not implemented	24/6/2014		Philippines	TBD	A
Samoa	AIS Quality Management System - Not implemented	24/6/2014		Samoa	TBD	A
Solomon Islands	AIS Quality Management System - Not implemented	24/6/2014		Solomon Islands	TBD	A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Sri Lanka	AIS Quality Management System - Not implemented	9/6/2016		Sri Lanka	TBD	A
<del>Thailand</del>	<del>AIS Quality Management System - Not implemented</del>	<del>24/6/2014</del>		<del>Thailand</del>	<del>TBD</del>	<del>A</del>
Timor-Leste	AIS Quality Management System - Not implemented	24/6/2014		Timor-Leste	TBD	A
Vanuatu	AIS Quality Management System - Not implemented	24/6/2014		Vanuatu	TBD	A
	<b><u>Aeronautical Data Area of Responsibility</u> - requirements of Paragraph 2.1.2 of Annex 2 to ensure that the provision of aeronautical data and aeronautical information covers its own territory and those areas over the high seas for which it is responsible for the provision of ATS</b>					
Bangladesh	Aeronautical Data Promulgation Within the State's Area of Responsibility - Not implemented	29/03/2019 SAIOACG /9		Bangladesh	TBD	A
	<b><u>Designation of Restricted Areas</u> - requirements of Annex 2 (Definitions) to ensure that restricted areas are designated above the land areas or territorial waters of a State</b>					
Australia	Designation of Restricted Areas Above the Land Areas or Territorial Waters of a State - Not implemented	29/03/2019 SAIOACG /9	Danger areas within international airspace that is part of a State's responsibility is acceptable	Australia	TBD	A
India	Designation of Restricted Areas Above the Land Areas or Territorial Waters of a State - Not implemented	29/03/2019 SAIOACG /9	Danger areas within international airspace that is part of a State's responsibility is acceptable	India	TBD	A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Indonesia	Designation of Restricted Areas Above the Land Areas or Territorial Waters of a State - Not implemented	29/03/2019 SAIOACG /9	Danger areas within international airspace that is part of a State's responsibility is acceptable	Indonesia	TBD	A
	<b><u>Airspace Classification Requirements of Paragraph 2.6 of Annex 11</u></b>					
China	Airspace Classification - Not implemented	7/7/99	Difference to Annex 11 is published in AIP, China.	China	APANPIRG/19 updated, implementation planned by end 2010.	A
Macau, China	Airspace Classification - Not implemented	05/09/2018		Macau, China	TBD	A
Nauru	Airspace Classification - Not implemented	7/7/99		Nauru	TBD	A
Solomon Islands	Airspace Classification - Not implemented	7/7/99		Solomon Islands	TBD	A
	<b><u>ATS Message Addressing Requirements of Doc 4444 PANS-ATM Section 11.4 (Message Types and their Application)</u></b>		Note: the threshold for a Deficiency is 5% or more DEP messages reported to have not been sent, and where the analysed data provided evidence of a systemic (either systems or human factors) failure to send the message			

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Bangladesh	DEP message transmission	05/09/2018	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	Bangladesh	TBD	A
India	DEP message transmission	05/09/2018	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	India	TBD	A
Malaysia	DEP message transmission	05/09/2018	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	Malaysia	TBD	A
Maldives	DEP message transmission	09/08/2019	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	Maldives	TBD	A
Nepal	DEP message transmission	09/08/2019	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	Nepal	TBD	A
USA	DEP message transmission	05/09/2018	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	USA	TBD	A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority**
	<b>SAR capability: Requirements of Annex 12 as defined in the Regional Air Navigation Plan Volume II Part I – GENERAL PLANNING ASPECTS Section 3 SPECIFIC REGIONAL REQUIREMENTS, failure to reach 90% or more implementation of the Asia/Pacific SAR Plan</b>					
Afghanistan	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 45%	Afghanistan	<del>2016</del> -2019	U
Bangladesh	Asia/Pacific SAR Plan	17/05/2019	<del>APSAR/WG/4 69%</del> APSAR/WG/5 65%	Bangladesh	2019	U
Bhutan	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 34%	Bhutan	<del>2016</del> -2019	U
Brunei	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 63%	Brunei	2019	U
Cambodia	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 76%	Cambodia	2019	U
China	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 82%	China	2019	U
Cook Islands	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Cook Islands	2019	U
DPR Korea	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 66%	DPR Korea	2019	U
Fiji	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 80%	Fiji	2019	U
French Polynesia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 84%	French Polynesia	2019	U
India (Recommended by APSAR/WG/5)	<del>Asia/Pacific SAR Plan</del>	<del>17/05/2019</del>	<del>APSAR/WG/4 88%</del> APSAR/WG/5 90%	<del>India</del>	<del>2019</del>	<del>U</del>

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Indonesia (Recommended by APSAR/WG/5)	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 87% APSAR/WG/5 95%	Indonesia	2019	U
Kiribati	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 26%	Kiribati	2019	U
Lao PDR	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 57%	Lao PDR	2019	U
Macau, China	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 85%	Macao, China	2019	U
Malaysia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 77% APSAR/WG/5 78%	Malaysia	2019	U
Maldives	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 71%	Maldives	2019	U
Marshall Islands	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0% APSAR/WG/5 17%	Marshall Islands	2019	U
Micronesia	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0% APSAR/WG/5 17%	Micronesia	2019	U
Mongolia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 63%	Mongolia	2019	U
Myanmar	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 67%	Myanmar	2019	U
Nauru	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Nauru	2019	U
Nepal	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 17% APSAR/WG/5 56%	Nepal	2019	U
New Caledonia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 54%	New Caledonia	2019	U

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Palau	Asia/Pacific SAR Plan	6/07/2015	AP SAR/WG/4 0% AP SAR/WG/5 17%	Palau	2019	U
Pakistan	Asia/Pacific SAR Plan	17/05/2019	AP SAR/WG/4 84%	Pakistan	2019	U
Papua New Guinea	Asia/Pacific SAR Plan	6/07/2015	AP SAR/WG/4 0%	Papua New Guinea	2019	U
Philippines	Asia/Pacific SAR Plan	6/07/2015	AP SAR/WG/4 61%	Philippines	2019	U
Samoa	Asia/Pacific SAR Plan	6/07/2015	AP SAR/WG/4 0%	Samoa	2019	U
Solomon Islands	Asia/Pacific SAR Plan	6/07/2015	AP SAR/WG/4 0%	Solomon Islands	2019	U
Sri Lanka	Asia/Pacific SAR Plan	17/05/2019	AP SAR/WG/4 60% AP SAR/WG/5 75%	Sri Lanka	2019	U
Thailand	Asia/Pacific SAR Plan	17/05/2019	AP SAR/WG/4 82% AP SAR/WG/5 78%	Thailand	2019	U
Timor-Leste	Asia/Pacific SAR Plan	6/07/2015	AP SAR/WG/4 0%	Timor-Leste	2019	U
Tonga	Asia/Pacific SAR Plan	6/07/2015	AP SAR/WG/4 0%	Tonga	2019	U
Vanuatu	Asia/Pacific SAR Plan	6/07/2015	AP SAR/WG/4 0%	Vanuatu	2019	U
	<b>Non Provision of Safety-related Data Requirement of Paragraph 3.3.5.1 of Annex 11 (provision of data for monitoring the height-keeping performance of aircraft) and APANPIRG Conclusion 16/6 – Non Provision of safety related data by States</b>					

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Afghanistan	Non-provision of safety related data	12/07/2019	Failure to submit Kabul LHD data for January-December 2018 and 2020	Afghanistan	RASMAG26	U
Bangladesh	Non provision of safety related data	12/07/2019	Failure to submit the 2018 TSD. Failure to submit Dhaka LHD data for January December 2018	Bangladesh	RASMAG24	U
Bhutan	Non provision of safety related data	12/07/2019	Failure to submit the annual RVSM approval snapshot for two consecutive years-RASMAG/25	Bhutan	RASMAG24	U
French Polynesia	Non provision of safety related data	05/07/2018	Failure to submit the 2016, 2017 and 2018 TSD	French Polynesia	RASMAG23	A
Lao PDR	Non provision of safety related data	13/07/2017	Failure to submit the annual RVSM approval snapshot for four consecutive years-RASMAG/25	Lao PDR	RASMAG23	A
Pakistan	Non provision of safety related data	12/07/2019	Failure to submit Karachi LHD data for July December 2018. Late submission of 2018 Karachi TSD	Pakistan	RASMAG24	U
	<b>State Responsibility to comply with the Annex 6 Height-Keeping Monitoring Requirement Annex 6 Part I Section 7.2.9 (10<sup>th</sup> Ed.) and Part II Section 2.5.2.10 (9<sup>th</sup> Ed.)</b>					
Afghanistan	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/23	Remaining monitoring burden of 85%38% reported in RASMAG/23 (RASMAG/25 )	Afghanistan	RASMAG24	A
Malaysia	Non compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/23	Remaining monitoring burden of 38% reported in RASMAG/23 RASMAG/25 26%	Malaysia	RASMAG24	A
Pakistan	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/22	Remaining monitoring burden of 46% (RASMAG/25)	Pakistan	RASMAG24	A
	<b>Data Link Performance Monitoring and Analysis Requirements of Paragraph 2.28 and/or 3.3.5.2 of</b>					

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
	<b>Annex 11 not met</b>					
Fiji	Post-implementation monitoring not implemented	25/06/2018	Problem reports not provided to CRA. RASMAG24	Fiji	TBD	A
India	Post-implementation monitoring not implemented	13/07/2017	Performance monitoring and analysis was reported for the Chennai FIR, but was not reported for the Kolkata and Mumbai FIRs.	India	TBD	A
Maldives	Post-implementation monitoring not implemented	29/5/2015	Problem Reports not provided to CRA. Performance monitoring and analysis not reported to FIT.	Maldives	TBD	A
Myanmar	Post implementation monitoring not implemented	29/5/2015	Problem Reports not provided to CRA. RASMAG/25	Myanmar	TBD	A

\*\* Note: In accordance with the *APANPIRG Handbook - Asia/Pacific Supplement to the Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies*, priority for Air Navigation Deficiencies is guided by the principle that a deficiency with respect to an ICAO Standard is accorded a “U” status, while a non-compliance with a Recommended Practice or a PANS is considered as “A” or “B” subject to additional expert evaluation. The final prioritization of deficiencies is the prerogative of APANPIRG.

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Updated 30 Oct 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Afghanistan							
	Herat International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Kabul International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Kandahar International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Mazar-e-Sharif Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS- Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	American Samoa (US) AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

**Updated 27 Nov 2020**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b>Bangladesh  Hazrat Shahjalal International Airport, Dhaka</b>	<b>Runway/ Taxiway</b>	<b>ICAO mission April 2009</b>	Runway strip width insufficient (280m strip not available for the full length of runway);	runway strip in accordance with Annex 14, volume I will be provided	CAABD	Runway strip width 280m available for the full length of runway (mitigation measures for storm water drain on the western side strip under process. No obstructions on graded area)	A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Updated 30 Oct 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Brunei Darussalam  Brunei International Airport	Runway	ICAO Mission of April 2011	vegetation along pavement edges and strip higher than the adjacent runway pavement; uneven earth mounds on strip  faded centre line and other markings;	All pavement edges and strips are cleared from vegetation and lower than adjacent runway pavement especially after the completion of the Airfield Pavement Rehabilitation Project in Nov 2017.	Airport Operator (DCA Aerodrome Division)	Completed	A  A
					Earth mounds previously found on taxiways strips have been destroyed and flattened.		Completed  CLOSED	
		Taxiway		non provision of enhanced taxiway centre line marking in accordance with Para 5.2.8 of Annex 14, Volume I  Objects on taxiway strips; vegetation on pavement joints and maintenance of joints	Both Northern Parallel Taxiway and Southern Parallel Taxiway Centre line have been repainted yellow and enhanced with black borders on each side.	Airport Operator (DCA Aerodrome Division)		A  A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
		<b>Apron</b>		non provision of ICAO compliant signage in accordance with section 5.4 Annex 14, Volume I	Airfield signages have always been provided at BIA that follow ICAO standards and measurement. Recent replacement of old and faded labels have also been completed in 2018.	Airport Operator (DCA Aerodrome Division)		A
		<b>Rescue and Fire Fighting (RFF):</b>		non provision of direct access for the rescue and fire fighting vehicles from the fire station into the runway;	Duly noted that there is no direct access for fire fighting vehicles to the runway at the moment, but one will be concluded within the second phase of the Airfield Pavement Rehabilitation Project.	Airport Operator (DCA Aerodrome Division)	4th Qtr. 2022	A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
				non provision of road holding position sign at all road entrances to a runway; and	Brunei International Airport aerodrome does not have any roads that link directly to the runway and all access areas via taxiways and have their signages in place. Other areas have been enhanced with 'STOP' marking prior to entrance.	Airport Operator (DCA Aerodrome Division)	Completed <b>CLOSED</b>	A
		Wildlife Hazards:		Establishing a national bird control committee in accordance with APANPIRG Conclusion 18/1.	Aerodrome Division headed by Head of Aerodrome to firstly establish an in-house committee and will cooperate with Regulatory Division	Airport Operator (DCA Aerodrome Division)	4th Qtr. 2021	B
		<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
<b>Annex 14 Volume I PANS- Aerodromes PANS-AIM</b>	AIP	<b>Status of Certification of Aerodromes in AIP</b>	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Updated 30 Oct 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	China							
	Hualien Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Taichung Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Tainan Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS- Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of some of the aerodromes used for international operations yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

**Updated 30 Oct 2020**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I PANS- Aerodromes PANS-AIM</b>	<b>Cook Islands</b>  AIP	<b>Status of Certification of Aerodromes in AIP</b>	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Updated 30 Oct 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b>Fiji Islands  Nadi International Airport</b>	<b>Runway/ Taxiway</b>	<b>ICAO mission June 2010</b>	Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided	<b>Airport Operator – Fiji Airports</b>	ACTION TAKEN (PARTIALLY COMPLETED):- RESA provided for the runway ends:- *RWY 09 – 90mx90m (compliant) *RWY 20 - 90mx90m (compliant) *RWY 02 – 30m x 90m (limited due to the Localizer aerial) *RWY 27 – nil (limited due to sea located at the end of the strip area) Information published in the State AIP For the <b>non-compliant</b> RWY 02 and RWY 27, a safety case has been presented by the Aerodrome Operator for issue of an Exemption until RESA is able to be provided in 2020.  <b>Target date – End of 2020</b>	A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b>Nausori International Airport</b>	<b>Runway/ Taxiway</b>	<b>June 2010</b>	Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements.	RESA will be provided	<b>Airport Operator – Fiji Airports</b>	ACTION TAKEN (PARTIALLY COMPLETED): RESA provided for runway ends:- *RWY 10 – 30mx30m (limited due to airport boundary) *RWY 28 - nil (limited due to public road) Information published in the State AIP <b>A safety case has been presented by the Aerodrome Operator for issue of an Exemption until RESA is able to be provided in 2020.</b>  <b>Target date – End of 2020</b>	<b>A</b>
<b>Annex 14 Volume I PANS- Aerodromes PANS-AIM</b>	<b>AIP</b>	<b>Status of Certification of Aerodromes in AIP</b>	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				<b>A</b>

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

**Updated 30 Oct 2020**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	Guam (US)  AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

**Updated 30 Oct 2020**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<b>India</b>  <b>Chennai International Airport</b>	<b>Runway</b>	<b>AGA mission January 2009</b>	Runway strip is insufficient 300m strip width is not available for the full length of runway 07/25 in accordance with 3.4.3 of Annex 14, Volume I.	300 <del>280</del> m strip width for full length of runway 07/25 will be made available.	AAI	<b>Work in progress.</b>  Due to COVID-19 work is held up. PDC for straightening of B taxiway alone is 30-09-2020.  October 2019- Presently distance between RWY 25 Centerline to TWY 'A' is 123m and to provide RWY Strip of 150m, TWY 'B' will be straightened from intersection TWY 'C'.	A
Annex 14, Volume I	<b>Mumbai International Airport</b>	<b>Runway</b>	<b>AGA mission January 2009</b>	Runway strip is insufficient 300m strip width is not available for the full length of runway 09/27 in accordance with 3.4.3 of Annex 14, Volume I.	300 <del>280</del> m strip width for full length of runway 09/27 will be made available	MIAL	<b>31 Dec 2022.</b> <del>31 Dec 2020.</del>  Due to presence of slum in beginning of RWY 09/27 south – RWY strip 300 <del>280</del> m not available.  Due to presence of slum of either side at beginning of RWY 14/32 – RWY strip 300 <del>280</del> m not available.	A
Annex 14 Volume I	<b>Chandigarh Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Goa Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I	Port Blair Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I	Pune Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I	Srinagar Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of some of the aerodromes used for international operations yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Updated 30 Oct 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b>Japan</b>							
	<b>Hyakuri Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	<b>Komatsu Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	<b>Tokushima Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	<b>Miho Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
<b>Annex 14 Volume I PANS- Aerodromes PANS-AIM</b>	<b>AIP</b>	<b>Status of Certification of Aerodromes in AIP</b>	Effective from 1 Jan 2021	Status of certification of some of the aerodromes used for international operations yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

**Updated 30 Oct 2020**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<b>Kiribati</b>							
	<b>Christmas Island Airport, Kiritimati</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	<b>Bonriki International Airport, Tarawa</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	<b>Status of Certification of Aerodromes in AIP</b>	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Updated 30 Oct 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Lao PDR  Wattay International Airport	Taxiway	ICAO Mission of March 2011	Provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I	Under consideration by Airports of Laos to purpose for support the budgets and installation			A
				Provision of enhanced taxiway centre line marking in accordance with Para 5.2.8 of Annex 14, Volume I		Already completed by Airports of Laos in December 2018	Provided Completed <b>[CLOSED]</b>	
		Rescue and Fire Fighting (RFF):		Provision of road holding position sign at all road entrances to a runway;	Completed the design and submit to DCA for Approval		Will complete in December 2019	A
		Wildlife Hazards:		Establishing a national bird control committee in accordance with APANPIRG conclusion 18/1.	We are repairing plan for estiblition committee for approval from Ministry		Will complete in December 2019	B
		Aerodrome Certification		Effective from 1 Jan 2021	Aerodrome yet to be certified.			A
	Luang Prabang International Airport	Taxiway		Provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I on new taxiways	Under consideration by Airports of Laos to purpose for support the budgets and installation			A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
		<b>Rescue and Fire Fighting (RFF)</b>		Provision of road holding position sign at all road entrances to a runway	Completed the design and submit to DCA for Approval		Will complete in December 2019	A
		<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	<b>Savannakhet International Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	<b>Pakse International Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
<b>Annex 14 Volume I PANS-Aerodromes PANS-AIM</b>	<b>AIP</b>	<b>Status of Certification of Aerodromes in AIP</b>	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

**Updated 30 Oct 2020**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Malaysia							
	Kuantan Haji Ahmad Shah Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Labuan Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS- Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of some of the aerodromes used for international operations yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Updated 30 Oct 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	Marshall Islands AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

**Updated 12 June 2019**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14, Volume I</b>	<b>Maldives Velana International Airport</b>	<b>Runway/ Taxiways</b>	<b>AGA Mission Report April 2008</b>	Insufficient runway strip.	Runway strip available	Maldives Airports Company Pvt. Ltd	Apron is still within the runway strip. New master plan work is in progress, new runway construction on-going, estimated date of completion: December 2019. Exemption granted by the State to Aerodrome Operator till December 2019.	U

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

**Updated 30 Oct 2020**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Micronesia (Federated States of) Pohnpei International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	FM Chuuk International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Yap International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Kosrae Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS- Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Updated 30 Oct 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b>Nauru Nauru International Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
<b>Annex 14 Volume I PANS- Aerodromes PANS-AIM</b>	<b>AIP</b>	<b>Status of Certification of Aerodromes in AIP</b>	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Updated 30 Oct 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	Niue (New Zealand) AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Updated 30 Oct 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	New Zealand  AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Updated 30 Oct 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	Northern Mariana Islands (US) AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**


Updated 30 Oct 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	<b>Palau</b>  AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A




**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

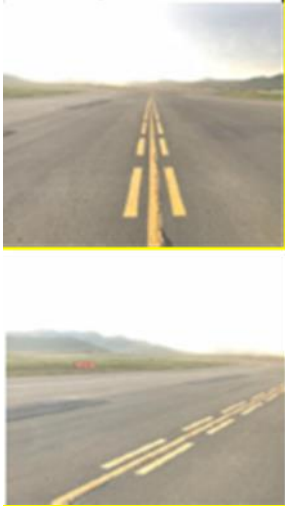

**Updated 2 July 2020**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Mongolia	Runway	ICAO Mission of July 2011	rubber deposits and faded centre line and other faded markings;	Rubber deposits will be removed. The faded lines and faded markings will be provided.	Civil Aviation Authority of Mongolia	The rubber deposits were removed within the 180m <sup>2</sup> area of the runway strip in 2017.	A
	 <p>The faded lines and faded markings were remarked each year.</p> <p><b>[CLOSED]</b></p>							



**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
		<b>Taxiway</b>		Resealing cracks on pavement surface with sealants to prevent ingress of water and broken edges which could cause FOD issues.	The cracks will be fixed.	Civil Aviation Authority of Mongolia	 <p>The cracks among with 5445 meter long on the pavement surface of the taxiway, were fixed in 2017 as per prescribed in Aerodrome Manual.</p> <p><b>[CLOSED]</b></p>	A
		<b>Taxiway</b>		Provision of enhanced taxiway centre line marking in accordance with Para 5.2.8 of Annex 14, Volume I.	The taxiway centre line marking will be provided in accordance with Para 5.2.8 of Annex 14, Volume I.	Civil Aviation Authority of Mongolia	<p>The taxiway enhanced center line were painted in 2017, as per Para 5.2.8 of Annex 14, Volume I.</p> <p><b>[CLOSED]</b></p>	A


**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
								
		<b>Taxiway</b>		faded taxiway markings	The taxiway markings will be repainted.	Civil Aviation Authority of Mongolia	<p>The faded taxiway markings were repainted within the totally 10305 m2 area in 2017, by using 1157 kg white paint, 887.25 kg yellow paint, 42 kg black paint, 98 kg red paint, 756.5 kg diluent and 674.5 kg reflectors, as per Aerodrome Manual.</p> <p><b>[CLOSED]</b></p> 	A


**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
								
		<b>Taxiway</b>		Maintenance of pavement cracks	Pavements cracks will be fixed.	Civil Aviation Authority of Mongolia	The pavement cracks within the totally 66.24m <sup>2</sup> area of the taxiway were repaired by using 10749.35 kg cold mix asphalt and 400 kg modified cements in 2017 as per Aerodrome Manual.	A
								


**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
		<b>Taxiway</b>		provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I.	The runway hold position lights will be provided in accordance with Para 5.3.19 of ICAO Annex 14, Volume I.	Civil Aviation Authority of Mongolia	The RWY hold position marking and mandatory signs were provided to avoid runway incursions on the maneuvering area. Because of the existing International scheduled flights will be transferred to new airport in 2020, the additional runway hold position lights are unrequired to install.	A
				provision of taxiway hold position signs on all hangar taxiways at entrances to the active taxiways/runway.	The taxiway hold position signs on all hangar taxiways at entrances to the active taxiways/runway will be provided.	Civil Aviation Authority of Mongolia	The taxiway information signs on all hangar taxiways at entrances to the active taxiway were provided in 2017.  Also intermediate holding position marking were provided on hangar taxiways.  <b>[CLOSED]</b>  	A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
								
		<b>Apron</b>		sealing the cracks on the apron surface	The cracks on the apron surface will be resealed.	Civil Aviation Authority of Mongolia	Total 12840m long cracks on the apron surface were resealed in 2017, as per Aerodrome Manual and in scope of Aerodrome maintenance plan.	A
		<b>Airfield signage</b>		Provision of ICAO compliant signage in accordance with section 5.4 Annex 14, Volume I and to cut the vegetation in front of the signs.	The signage will be provided in accordance with section 5.4 Annex 14, Volume I.  The vegetation in front of the signs will be cut	Civil Aviation Authority of Mongolia	The work on cutting the vegetation in front of the signs was completed in 2017 within the totally 119560 m <sup>2</sup> area including, taxiway strip, glide path antenna and apron area, as per Aerodrome manual of, in scope of Aerodrome	A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
							<p><b>maintenance plan.</b></p> 	
		<b>Wildlife Hazards</b>		<p>establishing a national bird control committee in accordance with APANPIRG conclusion 18/1;</p> <p>collect wildlife reports and forward to ICAO for inclusion in the ICAO IBIS.</p>	<p><b>The National Bird Control Committee will be established committee in accordance with APANPIRG Conclusion 18/1.</b></p> <p><b>The wildlife reports will be submitted to the ICAO IBIS annually.</b></p>	<b>Civil Aviation Authority of Mongolia</b>	<p><b>“National bird strike prevention program” was approved by the 48<sup>th</sup> order of the Minister of Road and Transport, Mongolia, 2 March, 2016.</b></p> <p><b>The National Bird Strike Committee was established by the 95<sup>th</sup> order of the Minister of Road and Transport, Mongolia, 14 April 2016.</b></p> <p><b>[CLOSED]</b></p>	<p align="center">B</p> <p align="center">B</p>

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

**Updated 2 July 2020**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b>Myanmar Yangon International Airport</b>	<b>Runway/ Taxiway</b>	<b>ICAO mission April 2010</b>	Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided	Yangon Aerodrome Company Limited	(Risk Assessment conducted by the operator submitted on 10 Aug 2018.) RESA for RWY 21 was completed on 15 Nov 2018. See Annex Pg-3.  <del>RESA for RWY 03 — 30 Nov 2019</del>  Revised date- <b>31 Dec 2020</b>	A
		<b>Bird Hazard</b>		Establishment of a national bird committee in accordance with APANPIRG Conclusion 18/1.	Establish National Bird Committee	Department of Civil Aviation	Guideline for Wildlife Hazard Management at Aerodromes, DCA-GM-AGA 08 has been developed and published on 29 Oct 2018)  <del>31 Dec 2019</del> Revised date- <b>31 Aug 2020</b>	B
<b>Annex 14, Volume I</b>	<b>Mandalay International Airport</b>	<b>Runway/ Taxiway</b>	<b>April 2010</b>	Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided	MC-Jalux Airport Services Co; Ltd;	(Risk Assessment conducted by the operator submitted on 15 March 2019)  <del>31 Dec 2019</del> Completed on <b>27 March 2020</b>  <b>CLOSED</b>	A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

15 October 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14, Volume I	Nepal	Runway/ taxiways	ICAO Mission of February 2008	Provision of RESA in accordance with section 3.5 of ICAO Annex 14, Volume I.	RESA will be provided	Tribhuvan International airport/ CAAN	<del>Estimated Implementation Date (Start of work): 06/08/2017 dated of completion 31/01/2019</del>  Estimated Implementation Date is 30/09/2020 (Civil construction works already completed)	U
	Kathmandu International Airport  Tribhuvan International Airport			Insufficient runway strip, refer recommendations given in section 3.4 of Annex 14, Volume I.	Provide runway strip as per ICAO recommendations		<del>Master Plan Review of TIA is in process from Intl. Consulting firm.</del>  TIA Master Plan Review from Int'l Consulting firm, first phase of construction will to start within 2020.	A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Updated 30 Oct 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I PANS- Aerodromes PANS-AIM</b>	<b>Pakistan</b>  AIP	<b>Status of Certification of Aerodromes in AIP</b>	Effective from 1 Jan 2021	Status of certification of one of the aerodromes used for international operations yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Updated 30 Oct 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Samoa	Runway Strip	ICAO Mission of Oct. 2015	Insufficient Runway Strip				A
	Faleolo International Airport	Aerodrome Pavements		Lack of maintenance of aerodrome pavements in accordance with Annex 14, 10.2				U
Annex 14 Volume I PANS- Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

**Updated 30 Oct 2020**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b>Solomon Islands</b>	<b>Runway Strip</b>	<b>ICAO Mission of Oct. 2015</b>	Insufficient Runway Strip				A
	<b>Honiara International Airport/Hender son Field</b>			<b>RESA</b>	RESA at both ends of runway not provided			U
				<b>Aerodrome Pavements</b>	Lack of maintenance of aerodrome pavements in accordance with Annex 14, 10.2			U
<b>Annex 14 Volume I PANS- Aerodromes PANS-AIM</b>	<b>AIP</b>	<b>Status of Certification of Aerodromes in AIP</b>	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b>Sri Lanka</b>	<b>Runway/ Taxiway</b>	<b>ICAO mission April 2010</b>	Provision of 280m strip width for the full length of precision approach CAT I runway in accordance with the standard 3.4.3, Annex 14, Volume I; remove obstacles from runway strip; flush the strip with the adjacent runway shoulder.	runway strip in accordance with Annex 14, Volume I will be provided, obstacles from strip will be removed and flush strip with adjacent runway shoulder.	CAASL	AASL has informed that the Runway Safety Team – BIA will carry out the safety study and submit the report by June 2018.  Preliminary Report of the Safety Study of AASL was reviewed in April 2018.	A
	<b>Bandaranaike International Airport</b>			Establishment of a national bird committee in accordance with APANPIRG Conclusion 18/1.	National Bird Committee will be established.		1 <sup>st</sup> Draft of TOR of National Bird Control Committee of Sri Lanka has been compiled and ready for ratification.	A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Updated 9 Dec 2020

Identification		Deficiencies			Corrective Action			Priority for action**
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	
Annex 14, Volume I	Thailand	Runway	AGA mission of July 2009	RESA to satisfy Section 3.5 of Annex 14, Volume I requirements.	RESA will be provided at the end of both RWY09 and RWY27 to satisfy Section 3.5 of Annex 14, Volume I requirements.	Airports of Thailand Public Company Limited	<del>Runway End Safety Area will be provided to satisfy Section 3.5 of Annex 14, Volume I requirements. The construction is expected to be completed in 2021.</del>	U
	Remark: - Dimension of RESA RWY09 is 150x190 m. - Dimension of RESA RWY27 is 150x120 m.				The construction is expected to be completed in 2022.  Currently, the construction plan has been approved. The budget approval is in progress.			
				Runway strip width insufficient (280m runway strip for precision approach runways in accordance with Para 3.4.5 3 of Annex 14, Volume I.	<del>280m</del> 300m runway strip width for full length of runway will be made available. Except 111.4m length at the beginning of RWY09 (60m strip length before RWY09 threshold plus 51.4m length beyond the threshold), the runway strip width will be extended 150m on the right	Airports of Thailand Public Company Limited	<del>280m runway strip width for full length of runway will be provided. The project is expected to be completed by 2021.</del>  The construction is expected to be completed by 2022.  Currently, the construction plan has been approved. The budget approval is in progress.	A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
					side of RWY09 centre line and 90.27m on the left side of the runway centre line (due to the marsh near the runway).			
	<b>Krabi Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	<b>Hua Hin Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	<b>U-Taphao Pattaya International Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	<b>Samui Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	<b>Surat Thani Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
<b>Annex 14 Volume I PANS-Aerodromes PANS-AIM</b>	AIP	<b>Status of Certification of Aerodromes in AIP</b>	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

**Updated 30 Oct 2020**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Timor-Leste	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Presidente Nicolau Lobato International Airport, Dili							
	Commander-in- Chief of the FALINTIL – Kay Rala Xanana Gusmão International Airport, Suai	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS- Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Updated 30 Oct 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b>Tonga Fua'amotu International Airport</b>	<b>Runway Strip</b>	<b>ICAO Mission of Oct. 2015</b>	Insufficient Runway Strip				A
<b>Annex 14 Volume I PANS- Aerodromes PANS-AIM</b>	<b>AIP</b>	<b>Status of Certification of Aerodromes in AIP</b>	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

**Updated 30 Oct 2020**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I</b>	<b>Tuvalu Funafuti International Airport</b>	<b>Aerodrome Certification</b>	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
<b>Annex 14 Volume I PANS- Aerodromes PANS-AIM</b>	<b>AIP</b>	<b>Status of Certification of Aerodromes in AIP</b>	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Updated 30 Oct 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I PANS- Aerodromes PANS-AIM</b>	<b>Vanuatu</b>  AIP	<b>Status of Certification of Aerodromes in AIP</b>	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

**Updated 30 Oct 2020**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Viet Nam  Noi Bai International Airport, Hanoi	Bird Hazard	ICAO mission March 2010	Wildlife strike report submission to ICAO for inclusion in IBIS.	Submission of wildlife strike reports to ICAO for inclusion in IBIS.	Airport Operator (ACV)	<p>- Airport Operator (ACV) periodically reports to CAAV about wildlife strike according to CAAV's Decision 399/QD-CHK dated February 25<sup>th</sup> 2015 on aviation safety report.</p> <p>- CAAV submitted 2016, 2017, 2018 wildlife strike reports to ICAO on December 17<sup>th</sup> 2018, and has started to periodically submit wildlife strike reports to ICAO for inclusion in IBIS since 2019.</p> <p><b>[CLOSED]</b></p> <p>Quarter I, 2018 Airport Corporation of Viet Nam (ACV) annually reports to CAAV about wildlife strike, bird information as well as measures to control incidents from birds according to Regulation 399/CHK issued by CAAV about safety report. CAAV is developing data base and is preparing report submission to ICAO for inclusion in IBIS.</p>	B

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14, Volume I	Tan Son Nhat International Airport, Ho Chi Minh City	Runway/Taxiway	March 2010	Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	Provide RESA	Airport Operator (ACV)	<p><b>WORK IN PROGRESS</b></p> <p>* RESA for the runway 25L/07R: The runway is being re-designed for upgrading and setting up the RESA.</p> <p><b>Target date of completion: End of 2020.</b></p> <p>* RESA for the runway 25R/07L:</p> <p><b>Target date of completion: End of 2021.</b></p> <p><b>Exemption granted by CAAV to Airport Operator till RESA is able to be provided.</b></p> <p>December 2018</p> <p>At present, Tan Son Nhat Intl airport is re-designed for upgrading the runways and setting up the RESA.</p>	A

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
				Wildlife strike report submission to ICAO for inclusion in IBIS.	Submission of wildlife strike reports to ICAO for inclusion in IBIS.	Airport Operator (ACV)	<p>- Airport Operator (ACV) periodically reports to CAAV about wildlife strike according to CAAV's Decision 399/QD-CHK dated February 25<sup>th</sup> 2015 on aviation safety report.</p> <p>- CAAV submitted 2016, 2017, 2018 wildlife strike reports to ICAO on December 17<sup>th</sup> 2018, and has started to periodically submit wildlife strike reports to ICAO for inclusion in IBIS since 2019.</p> <p><b>[CLOSED]</b></p> <p>Quarter I, 2018</p> <p>Airport Corporation of Viet Nam (ACV) annually reports to CAAV about wildlife strike, bird information as well as measures to control incidents from birds according to Regulation 399/CHK issued by CAAV about safety report. CAAV is developing data base and is preparing report submission to ICAO for inclusion in IBIS.</p>	B

**AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
<b>Annex 14 Volume I PANS- Aerodromes PANS-AIM</b>	<b>AIP</b>	<b>Status of Certification of Aerodromes in AIP</b>	Effective from 1 Jan 2021	Status of certification of one of the aerodromes used for international operations yet to be published in AIP AD 1.5.				<b>A</b>

\* Priority for action to remedy the shortcoming 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.

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS FIELDS IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action
Reliable ground to ground communication as specified in the regional Air Navigation Plan (Doc.9673)  Tables CNS II-1; CNS II-2 & CNS II-3	Afghanistan and Pakistan	Unreliability of AFS communication between Afghanistan and Pakistan was brought to the notice of APANPIRG/21. Lack of reliability in the AFS including data communication between Kabul and Karachi and ATS voice communication between Lahore and Kabul was identified.	September 2010	A follow-up COM coordination meeting held in July 2019 discussed way forward	<p>1. Site visits in Pakistan by expert from the VSAT service provider were made in February and March 2016. Remedial recommendations were provided to CAA. Pakistan.</p> <p>2. Both Afghanistan and Pakistan agreed to as first step to recover the VSAT connection by upgrading terminals in Lahore and Karachi. Afghanistan will provide assistance and does the Network Configuration settings;</p> <p>3. Both States also agreed to implement CRV as soon as practical to resolve the existing COM deficiencies.</p>	CAA. Afghanistan and CAA. Pakistan	June 2020	A

(Updated in July 2019)

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action
Regional Air Navigation Plan – Vol. II – Tables CNS II-2; CNS II-3 & CNS II-APAC-1	Pakistan & China	Improvement of ATS Direct Speech circuit performance and A/G communication and surveillance coverage between China and Pakistan	May 2014 RASMAG/19 Updated in July 2019	In early 2017, a hotline connection changing to a new service provider at Pakistan side was made. Some improvements have been achieved.	While the performance of the ground/ground-ATS speech communication between Lahore and Urumqi and the air/ground communication and surveillance coverage over PURPA crossing point having been much improved both China and Pakistan agreed to optimize the ground-ground communications through CRV. After the CRV implementation completed, the schedule for implementation of AMHS, AIDC, ADS-B data sharing and ATS direct speech circuit between the two States will be established.	ATMB, China and CAA, Pakistan	June 2020	A

Editorial Note:

Proposed updates endorsed by MET SG/24 shows deleted text using strikethrough (~~text to be deleted~~), and added text with grey shading (text to be inserted).

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION								
Identification		Deficiencies			Corrective action			
Requirements	States/ Facilities (Index No.)	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action *
MWO and SIGMET service (Annex 3: Chapter 3, 3.4 and Chapter 7)	<b>Democratic Peoples' Republic of Korea (DPRK)</b> (AP-MET-16)	Requirements for MWO and SIGMET service not established for Pyongyang FIR	2008	Reported by ICAO Regional Office mission	Establish MWO to provide required service, including SIGMET information for Phnom Penh FIR. <b>See notes below for more information.</b>	GACA, Democratic Peoples' Republic of Korea	TBC	A
Meteorological observations and reports. (Annex 3: Chapter 4)	<b>Kiribati</b> (AP-MET-02)	METAR from Kiribati not available on regular basis.	1998	Reported by airlines	Equipment to be installed and arrangements to be made for regular observations and reports, including: training of personnel; maintenance of equipment; calibration and verification of meteorological observations; and proper/secure transmission of data. <b>See notes below for more information.</b>	State designated MET authority	TBC	A
Meteorological information for operators and flight crew members, including forecasts provided by the WAFCs (Annex 3: Chapter 9)	<b>Kiribati</b> (AP-MET-18)	WAFC forecasts not available for inclusion in flight briefings and documentation	2008	Reported by TCB CAEMSA-SP Technical Expert	Implement procedures and systems for the required meteorological information to be supplied to operators and flight crew members, including forecasts generated from the digital forecasts provided by the WAFCs. <b>See notes below for more information.</b>	State designated MET authority	TBC	U
Meteorological information for operators and flight crew members, including forecasts provided by the WAFCs (Annex 3: Chapter 9)	<b>Nauru</b> (AP-MET-19)	WAFC forecasts not available for inclusion in flight briefings and documentation	2008	Reported by TCB CAEMSA-SP Technical Expert	Implement procedures and systems for the required meteorological information to be supplied to operators and flight crew members, including forecasts generated from the digital forecasts provided by the WAFCs. <b>See notes below for more information.</b>	State designated MET authority	TBC	U

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION								
Identification		Deficiencies			Corrective action			
Requirements	States/ Facilities (Index No.)	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action *
Meteorological observations and reports. (Annex 3: Chapter 4)	<b>Nauru</b> (AP-MET-21)	METAR/SPECI service not provided	2008	Reported by TCB CAEMSA-SP Technical Expert	Equipment to be installed and arrangements to be made for regular observations and reports, including: training of personnel; maintenance of equipment; calibration and verification of meteorological observations; and proper/secure transmission of data. <b>See notes below for more information.</b>	State designated MET authority	TBC	U
Provision of SIGMET information (Annex 3, Chapter 7)	<b>Nauru</b> (AP-MET-24)	Lack of SIGMET issued for the Nauru FIR.	Sep 2011	IATA deemed this situation unsafe and unacceptable to airline operations.	Implement procedures for SIGMET information to be issued by the designated meteorological watch office/s concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations. <b>See notes below for more information.</b>	State designated MET authority	TBC	U
Provision of SIGMET information (Annex 3: Chapter 7)	<b>Nepal</b> (AP-MET-14)	Requirements for issuance and dissemination of SIGMET information for Kathmandu FIR have not been fully implemented	2000		Implement procedures for SIGMET information to be issued by the designated meteorological watch office/s concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations. <b>See notes below for more information.</b>	State designated MET authority	TBC	A
Reporting of information on volcanic eruptions to civil aviation units. (Annex 3, 3.6, 4.8)	<b>Papua New Guinea</b> (AP-MET-04)	Information on volcanic activity not provided regularly to ATS units, MWOs and VAACs.	1995	Observed by States concerned. Reported at the WMO/ICAO Workshop on Volcanic Ash Hazards (Darwin, 1995)	Establish arrangements for State volcano observatories to send the required volcano observation information as quickly as practicable to the associated ACC/FIC, MWO and VAAC. <b>See notes below for more information.</b>	Rabaul Volcano Observatory, NWS and ASL of Papua New Guinea	TBC	A

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION								
Identification		Deficiencies			Corrective action			
Requirements	States/ Facilities (Index No.)	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action *
Provision of SIGMET for volcanic ash (Annex 3: Chapter 7)	<b>Papua New Guinea</b> (AP-MET-08)	Requirements for issuance and proper dissemination of SIGMET for volcanic ash have not been fully implemented	Dec 2003	Reported by airlines, noted by Volcanic Ash Advisory Centres and confirmed by ICAO mission	Implement procedures for SIGMET information to be issued by the designated meteorological watch office/s concerning the occurrence or expected occurrence of volcanic ash. <b>See notes below for more information.</b>	NWS of Papua New Guinea	TBC	U
Provision of SIGMET information (Annex 3, Chapter 7)	<b>Papua New Guinea</b> (AP-MET-22)	Lack of SIGMET issued for the Port Moresby FIR.	Sep 2011	IATA deemed this situation unsafe and unacceptable to airline operations.	Implement procedures for SIGMET information to be issued by the designated meteorological watch office/s concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations. <b>See notes below for more information.</b>	State designated MET authority	TBC	U
Meteorological observations and reports. (Annex 3: Chapter 4)	<b>Solomon Islands</b> (AP-MET-01)	Weather information is inadequate and not provided on a regular basis	1996	Reported by airlines operating to Solomon Islands	Equipment to be upgraded and arrangements to be made for regular observations and reports, including: training of personnel; maintenance of equipment; calibration and verification of meteorological observations; and proper/secure transmission of data. MET SG/24 proposes that APANPIRG removes AP-MET-01 from the open list. <b>See notes below for more information.</b>	Solomon Is. MET Service	TBC	A
Meteorological information for operators and flight crew members, including forecasts provided by the WAFCS (Annex 3: Chapter 9)	<b>Solomon Islands</b> (AP-MET-20)	WAFCS forecasts not available for inclusion in flight briefings and documentation	2008	Reported by TCB CAEMSA-SP Technical Expert	Implement procedures and systems for the required meteorological information to be supplied to operators and flight crew members, including forecasts generated from the digital forecasts provided by the WAFCS. <b>See notes below for more information.</b>	State designated MET authority	TBC	U

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION								
Identification		Deficiencies			Corrective action			
Requirements	States/ Facilities (Index No.)	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action *
Provision of SIGMET information (Annex 3, Chapter 7)	<b>Solomon Islands</b> (AP-MET-23)	Lack of SIGMET issued for the Honiara FIRs.	Sep 2011	IATA deemed this situation unsafe and unacceptable to airline operations.	Implement procedures for SIGMET information to be issued by the designated meteorological watch office/s concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations. <b>See notes below for more information.</b>	State designated MET authority	TBC	U
Reporting of information on volcanic eruptions to civil aviation units. (Annex 3: 3.6, 4.8)	<b>Tonga</b> (AP-MET-17)	Information on volcanic activity not provided regularly to ATS units, MWOs and VAACs	2008	Reported by TCB CAEMSA-SP technical expert	Establish arrangements for State volcano observatories to send the required volcano observation information as quickly as practicable to the associated ACC/FIC, MWO and VAAC. <b>See notes below for more information.</b>	MOI and MEIDECC	TBC	U

**NOTES:**

Index No.	State	Update Date	NOTES ON <u>OPEN</u> DEFICIENCIES
<b>AP-MET-01</b>	Solomon Islands	September 2017  June 2019  November 2020	<p>APANPIRG/28 noted that Solomon Islands should:</p> <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul> <p>MET SG/23 requested the Secretary in conjunction with support from other States to provide Solomon Islands with assistance in preparing the full report on rectification of the deficiency.</p> <p>MET SG/24 concurred that Solomon Islands completed corrective action to ensure provision of aerodrome meteorological observations or reports is in compliance with ICAO SARPs. Resolution of the deficiency is validated by users and OPMET monitoring results. MET SG/24 proposes that APANPIRG removes AP-MET-01 from the open list. Draft Conclusion MET SG/24-04, refers.</p>
<b>AP-MET-02</b>	Kiribati	September 2017	<p>APANPIRG/28 noted that Kiribati should:</p> <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> </ul>

Index No.	State	Update Date	NOTES ON <u>OPEN</u> DEFICIENCIES
			<ul style="list-style-type: none"> <li>Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
<b>AP-MET-04</b>	Papua New Guinea	September 2017	<p>APANPIRG/28 noted that Papua New Guinea should:</p> <ul style="list-style-type: none"> <li>Verify the status of implementation of CAP; and</li> <li>Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
<b>AP-MET-08</b>	Papua New Guinea	September 2017	<p>APANPIRG/28 noted that Papua New Guinea should:</p> <ul style="list-style-type: none"> <li>Verify the status of implementation of CAP; and</li> <li>Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
<b>AP-MET-14</b>	Nepal	September 2017	<p>APANPIRG/28 noted that Nepal should:</p> <ul style="list-style-type: none"> <li>Verify the status of implementation of CAP; and</li> <li>Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
<b>AP-MET-16</b>	Democratic People's Republic of Korea	September 2017	<p>APANPIRG/28 noted that DPRK should:</p> <ul style="list-style-type: none"> <li>Verify the status of implementation of CAP; and</li> <li>Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
<b>AP-MET-17</b>	Tonga	<p>10 May 2013</p> <p>29 May 2017</p> <p>September 2017</p> <p>June 2018</p>	<p>Ministry of Infrastructure (MOI), Civil Aviation Division, advised that:</p> <ul style="list-style-type: none"> <li>MOU established between the national authority providing volcano monitoring (Ministry of Lands, Environment, Climate Change and Natural Resources – MLECCNR) and the national authority providing meteorological service for international air navigation (MOI) for the reporting of volcanic activity to the associated ACCs, MWOs and VAACs in accordance with the relevant ICAO SARPs.</li> </ul> <p>MOI, Civil Aviation Division, advised that:</p> <ul style="list-style-type: none"> <li>Relevant operating procedures implemented in the units concerned and case studies of real volcanic events presented as evidence of the State volcano observatory's issuance of the required volcano observation information.</li> </ul> <p>APANPIRG/28 noted that:</p> <ul style="list-style-type: none"> <li>Removal of the deficiency from the open list is subject to the concurrence of the ATS units, MWOs and VAACs concerned that the deficiency is resolved.</li> </ul> <p>MET SG/22 noted that:</p> <ul style="list-style-type: none"> <li>VAAC Wellington was coordinating with Tonga on the validation of corrective action taken to resolve the deficiency.</li> </ul>
<b>AP-MET-18</b>	Kiribati	September 2017	<p>APANPIRG/28 noted that Kiribati should:</p> <ul style="list-style-type: none"> <li>Verify the status of implementation of CAP; and</li> <li>Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>

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AP-MET-19	Nauru	September 2017	APANPIRG/28 noted that Nauru should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
AP-MET-20	Solomon Islands	September 2017  June 2019	APANPIRG/28 noted that Solomon Islands should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul> MET SG/23 requested the Secretary in conjunction with support from other States to provide Solomon Islands with assistance in preparing the full report on rectification of the deficiency.
AP-MET-21	Nauru	September 2017	APANPIRG/28 noted that Nauru should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
AP-MET-22	Papua New Guinea	September 2017	APANPIRG/28 noted that Papua New Guinea should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
AP-MET-23	Solomon Islands	September 2017  June 2019	APANPIRG/28 noted that Solomon Islands should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul> MET SG/23 requested the Secretary in conjunction with support from other States to provide Solomon Islands with assistance in preparing the full report on rectification of the deficiency.
AP-MET-24	Nauru	September 2017	APANPIRG/28 noted that Nauru should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>

Index No.	State	Update Date	NOTES ON <u>CLOSED</u> DEFICIENCIES
AP-MET-01	Solomon Islands	December 2020	Removed from the open list; APANPIRG/31 Conclusion 31/xx, refers.
AP-MET-03	Indonesia	September 2017	Removed from the open list, APANPIRG/28 Conclusion 28/29 refers.
AP-MET-05	–	–	This Index No. is not used.

Index No.	State	Update Date	NOTES ON <u>CLOSED</u> DEFICIENCIES
AP-MET-06	Indonesia	September 2017	Removed from the open list, APANPIRG/28 Conclusion 28/29 refers.
AP-MET-07	Philippines	November 2019	Removed from the open list, Conclusion APANPIRG/30/19, refers.
AP-MET-09	Cambodia	September 2018	Removed from the open list, APANPIRG/29 Decision 29/23 refers
AP-MET-10	–	–	This Index No. is not used.
AP-MET-11	Cambodia	September 2018	Removed from the open list, APANPIRG/29 Decision 29/24 refers
AP-MET-12	Lao PDR	September 2018	Removed from the open list, APANPIRG/29 Decision 29/24 refers
AP-MET-13	–	–	This Index No. is not used.
AP-MET-15	–	–	This Index No. is not used.

#### **Acronyms/Abbreviations/Definitions**

ACC	— Area control centre
ASL	— Air Services Ltd.
ATS	— Air traffic services
CAEMSA-SP	— Cooperative Agreement for the Enhancement of Meteorological Services to Aviation - South Pacific
CAAP	— Civil Aviation Authority Philippines
CAP	— Corrective action plan
FIC	— Flight information centre
FIR	— Flight information region
GACA	— General Administration of Civil Aviation
IATA	— International Air Transport Association
MEIDECC	— Ministry of Meteorology, Energy, Information, Disaster Management, Environment, Climate Change and Communication
MET	— Meteorological

**Acronyms/Abbreviations/Definitions**

METAR	— Aerodrome routine meteorological report ( <i>in meteorological code</i> )
MWO	— Meteorological watch office
NWS	— National Weather Service
PAGASA	— Philippine Atmospheric, Geophysical and Astronomical Services Administration
PHIVOLCS	— Philippine Institute of Volcanology and Seismology
SIGMET	— Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations
SPECI	— Aerodrome special meteorological report ( <i>in meteorological code</i> )
SSCA	— State Secretariat of Civil Aviation
TBC	— To be confirmed
TCB	— Technical Cooperation Bureau (of ICAO)
VAAC	— Volcanic ash advisory centre
WAFC	— World area forecast centre
WMO	— World Meteorological Organization