



ICAO

**Twenty Fourth Meeting of the Communications/
Navigation and Surveillance Sub-group (CNS SG/24) of
APANPIRG**

Web-conference, 30 November – 4 December 2020

Agenda Item 9: Review status of CNS deficiencies (APANPIRG Deficiency List)**REVIEW STATUS OF CNS DEFICIENCIES**

(Presented by the Secretariat)

SUMMARY

This paper presents information on the progress in resolving the deficiencies in the CNS fields. Action by the meeting is at Section 3.1.

1. INTRODUCTION

1.1 Under the Terms of Reference, the ASIA/PACIFIC Air Navigation Planning and Implementation Regional Group (APANPIRG) has been regularly reviewing the status of implementation of the Asia Pacific Air Navigation Plan through its subgroups to identify and address the air navigation deficiencies according to the uniform methodology approved by the ICAO Council. In meeting this objective, APANPIRG facilitated the development and implementation of action plans by States to resolve identified deficiencies, where necessary.

1.2 APANPIRG/30 (4 to 6 November 2019) noted the list of Air Navigation Deficiencies in CNS field which was reviewed and updated by CNS/SG/23 (2 – 6 September 2019).

2. DISCUSSION

2.1 Issue related to unreliability of AFS communication between Afghanistan and Pakistan had been an outstanding AFS communication deficiency. Poor performance of AFS including data communication between Kabul and Karachi and ATS voice communication between Lahore and Kabul had become issues of regional concerns. A COM coordination meeting (Afghanistan, China and Pakistan) held in July 2019 in RSO agreed to restore the VSAT connection by upgrading the VSAT terminals and equipment in Lahore and Karachi. ACAA will provide assistance and Network Control Centre settings. Both Afghanistan and Pakistan also agreed to implement CRV as soon as practical.

2.2 Some improvements on the poor communications had been made by China and Pakistan. Based on the LHD data collected by China RMA in 2018, the area Urumqi FIR interface with Lahore FIR was no longer hot spot area. China RMA would continue to track the LHDs concerning the area in 2019, and report to RASMAG/25. Recognizing the further efforts for the improvements required to be made, in July 2019, China and Pakistan agreed to optimize the ground-ground communications through CRV. China and Pakistan were encouraged to action early for the implementation.

Agenda Item 9

30/11/20 – 04/12/20

2.3 The APANPIRG/30 meeting noted that it was the responsibility of States with Deficiencies to provide updates to ICAO APAC Office so that the information in the Deficiency database can be updated in a timely manner. The Regional Office will update the Deficiencies database based on written confirmation provided by the respective Administrations.

2.4 The meeting reviewed the Air Navigation Deficiencies as presented in Appendices A to D of Working Paper 14 and endorsed as current list of APANPIRG Air Navigation Deficiencies. The meeting adopted the following Conclusion:

Conclusion APANPIRG/30/19 – Update of information in APANPIRG Air Navigation Deficiencies Reporting Form	
<p>What: That, 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/AIM/SAR, AOP, CNS and MET fields as detailed in Appendices A to D to the Report on Agenda Item 4; and</p> <p>b) update contact details of a Focal Point to coordinate actions to resolve the Deficiencies.</p>	<p>Expected impact:</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>Why: The resolution of air navigation deficiencies in the ATM/AIM/SAR, 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>When: official reports providing full details of the corrective actions taken where deficiencies have been resolved be reported to sub-groups in 2020.</p>	<p>Status: Adopted by PIRG</p>
<p>Who: <input 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>	

2.5 The updated List of Air Navigation Deficiencies in the CNS field by APANPIRG/30 is provided as **Appendix A** to this paper for meeting review and update.

2.6 As per the APANPIRG Procedural Handbook, the definition of deficiencies 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.

2.7 A State Letter Ref. : T 8/2.10 - AP041/20 (CNS), dated on 2 March 2020, provided as **Appendix B** to this paper, extended the Reminder for implementation of Common aeronautical VPN (CRV) in APAC Region by 2020. CRV OG might recommend to establish an Air Navigation Deficiency Report beginning 2021 for those States/Administrations that have not implemented CRV.

2.8 The Third Asia/Pacific Regional Air Navigation (ASIA/PAC/3 RAN) Meeting, held in Bangkok in 1993, agreed that the frequency lists prepared by the Asia and Pacific Regional Office would be the frequency planning documents for the Regions. The ICAO APAC Regional Office, based on the information provided for this purpose by States, will issue Frequency Lists Nos. 1, 2 and 3 at periodic intervals [ASIA/PAC/3 RAN, Conc.11/4, 11/5 and 12/9]. For reported interference caused by frequency implemented by States without coordination and registration with Regional Office, it may be considered as discrepancy to the regional planning requirements, and be further identified as deficiency upon harmful impact report on international operations.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) review and revise the **Appendix A** with the update by concerned States; and
- d) discuss any relevant matter as appropriate.

Appendix C to the Report on Agenda Item 4

(Updated in July 2019)

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	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. 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; 3. Both States also agreed to implement CRV as soon as practical to resolve the existing COM deficiencies.	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



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organización
de Aviación Civil
Internacional

Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

Ref.: T 8/2.10 – AP041/20 (CNS)

2 March 2020

Subject: Reminder for implementation of
Common aeRonautical VPN (CRV) in APAC Region by 2020

Action Required: Note the testing result and implement
CRV in APAC by 2020

Dear Sir/Madam,

I wish to remind your Administration about the need to implement CRV project in the APAC Region by the end of 2020.

In following up the successful test results of the proof of concept (POC) conducted by Australia, Fiji, New Zealand and USA in early 2019, seven States/Administrations have now joined CRV and having AFS traffic exchanged over CRV. The Fifth Meeting of the CRV Operations Group in January 2019 considered, it is not necessary for other States to duplicate similar tests of POC.

The 54th Asia/Pacific DGCA Conference in August 2017 through Action Item 54/20 urged all APAC States to implement CRV project by 2020 to bound the overall transition time and optimize the cost benefits of all stakeholders. Noting that PCCW Global is the only selected service provider for the CRV network, States/Administrations were therefore urged to initiate a service order with the PCCW Global for CRV implementation as early as possible using the CRV common provisions formulated by CRV Task Force and CRV Operations Group (CRV OG) of APANPIRG.

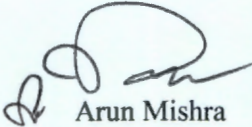
The CRV is considered as a cross-border cost-effective telecommunications network for APAC States which enables implementation of the Global Air Navigation Plan and Seamless ANS objectives. 2020 is the target year for all ANSPs in the APAC Region to implement CRV. Failing this, pessimistic assumptions might threaten the roll-out of CRV initiative and it would also hinder the network operation to those States that have implemented CRV. Thus, CRV OG might recommend to establish an Air Navigation Deficiency Report beginning 2021 for those States/Administrations that have not implemented CRV.

2/...

You may wish to note that CRV has been considered as an enabler to support exchange of MET information using IWXXM format which is an ICAO Standard applicable from November 2020. In addition, the CNS SG/23 meeting reconfirmed that CRV will be used to support SWIM Implementation in the APAC Region.

In view of the foregoing, you are requested to take urgent actions and arrangements to achieve the synchronized implementation of CRV project in the APAC Region by the end of 2020.

Yours sincerely,



Arun Mishra
Regional Director