

International Civil Aviation Organization



ICAO

**Twenty Fifth Meeting of the Communications/
Navigation and Surveillance Sub-group (CNS SG/25) of
APANPIRG**

Video Tele-Conference, 18 – 22 October 2021

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.

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/31 (14 to 16 December 2020) noted the list of Air Navigation Deficiencies in CNS field which was reviewed and updated by CNS/SG/24.

2. DISCUSSION

2.1 The updated List of Air Navigation Deficiencies in the CNS field was presented in APANPIRG/31. 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 CNS SG/24 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”

2.2 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 ICAO APAC Regional Sub-Office agreed to restore the VSAT connection by upgrading the VSAT terminals and equipment in Lahore and Karachi. Afghanistan Civil Aviation Authority would provide assistance and Network Control Centre settings. Both Afghanistan and

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Pakistan were also agreed to implement CRV as soon as practical. However there was no further progress after last update in 2020.

2.3 The current List of Air Navigation Deficiencies in the CNS field by APANPIRG/31 is provided as **Appendix A** to this paper for meeting review and update.

2.4 As a reminder, the APANPIRG Procedural Handbook provided 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.

2.5 CNS SG/24 meeting noted the State Letter Ref. : T 8/2.10 - AP041/20 (CNS), dated on 2 March 2020, which served as 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. However with **Conclusion APANPIRG/31/12 (CNS SG/24/1) - Target Year of CRV Implementation in APAC Region** endorsed to set and monitor 2021 as the target for CRV implementation for all ANSPs, due to the challenges and difficulties faced by States/Administrations under current pandemic situation and recommended to postpone the target year of regional implementation of CRV from 2020 to end of 2021 and further align with follow up actions on Common Ground/Ground Telecommunication Network stated in the Beijing Declaration, furthermore, the definition and applicability of **deficiency** is under discussion, CRV OG may consider it inappropriate to establish an Air Navigation Deficiency Report for those States/Administrations that have not implemented CRV.

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.

CNS SG/25
Appendix A to WP/17

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
<p>Reliable ground to ground communication as specified in the regional Air Navigation Plan (Doc.9673)</p> <p>Tables CNS II-1; CNS II-2 & CNS II-3</p>	Afghanistan and Pakistan	<p>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.</p>	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