Appendix A to the Report on Agenda Item 1B

APANPIRG/32 Conclusions/Decisions – Action Plan

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status as of 26 July 2022	Action by ANC (AN-WP/9570 Dated 1/3/2022)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
D 32/1 **A & B**	**Dissolution of the APA-CDM/TF**	That: a) the Airport Collaborative Decision Making Task Force (APA-CDM/TF), having completed most of the tasks assigned under its Terms of Reference, be dissolved, and any further Asia/Pacific Regional work in the A-CDM field (including Task List in Appendix A to the AOP/SG/5 Report) be undertaken by the Air Traffic Flow Management Steering Group (ATFM/SG); and b) A-CDM Experts nominated by States and International Organisations are encouraged to attend the ATFM/SG Meetings.	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Decision.	January 2022	State Letter Ref.: AN 3/3 – AP013/22 (AGA) dated 19 January 2022 COMPLETED	The Air Navigation Commission is invited to: a) note the report of the thirty-second meeting of the APANPIRG as well as the WG/SRP's report thereon, as contained in this paper; and b) request the Secretariat to consider any opportunities to assist the region to address the outstanding actions arising
C 32/2 **A & B**	**GRF Implementation Monitoring and Status**	That, Asia Pacific States/Administrations are urged to: 1) submit GRF Implementation Action Plan to ICAO APAC Office, if they have yet to do so (Conclusion APANPIRG/31/5 refers); 2) provide to ICAO APAC Office a periodic status update (at least monthly basis, at	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	January 2022 As soon as practicable	State Letter Ref.: AN 3/3 – AP014/22 (AGA) dated 19 January 2022	

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status as of 26 July 2022	Action by ANC (AN-WP/9570 Dated 1/3/2022)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
		the end of each month) on actual implementation of GRF Action Items (Milestones) in accordance with GRF Implementation Action Plan developed by States until its full implementation; and 3) support ICAO portal on GRF implementation monitoring and status, including maps and charts, to be made available in ICAO Public Website.				COMPLETED	from the APANPIRG/30 and APANPIRG/31, as appropriate
C 32/3 **A & B**	**Implementation of Efficient ATS Horizontal Separations and Transfer of Control Aircraft Spacing**	That, given the global priority to support airlines' recovery from the unprecedented negative economic consequences of the COVID-19 pandemic and the suitable low traffic environment: a) States/Administrations are strongly urged to review and update their National Air Navigation Plans (NANPs) to ensure that Air Navigation Service Providers (ANSPs) fully implement the horizontal separation and aircraft spacing elements in the Asia/Pacific Seamless ANS Plan V3.0; and b) ICAO considers the need for seminars, workshops and other educational material to support this implementation.	ICAO RO APAC States and Administrations ICAO RO	State Letter Action in accordance with the Conclusion. Seminars, workshops and other educational material	January 2022 As soon as practicable 2022 - 2023	State Letter Ref.: AN 3/3 – AP014/22 (AGA) dated 19 January 2022 *Annual survey conducted and a WP provided at ATM/SG/10 (ref. WP/08)* COMPLETED	

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status as of 26 July 2022	Action by ANC (AN-WP/9570 Dated 1/3/2022)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
D 32/4 **A & B**	**Revised ATFM/SG Terms of Reference**	That, noting the dissolution of the APA-CDM/TF under ***Decision APANPIRG/32/1***, ongoing APAC regional A-CDM work be conducted by ATFM/SG, and the revised ATFM/SG, and the revised Terms of Reference at **Appendix A to the Report on Agenda Item 3.2** be adopted.	ICAO RO APAC States and Administrations	State Letter Notify to ATFM/SG	January 2022 ATFM/SG/12 (July 2022)	State Letter Ref.: AN 3/3 – AP014/22 (AGA) dated 19 January 2022 COMPLETED	
D 32/5 **A & B**	**Combining SAIOACG and SEACG Groups to form the South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG)**	That, noting the: 1. large cross-over in work between the SAIOACG and SEACG, with about 90% of the papers being developed by the Secretariat and virtually the same content; and 2. resource challenges to States/Administrations in terms of participant's travel and attendance costs attending two separate meetings; the two groups be combined to form the South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG), with Terms of Reference as provided in **Appendix B to the Report on Agenda Item 3.2.**	ICAO RO APAC States and Administrations	State Letter To note and members to continue participating at **SAIOSEACG**	January 2022 SAIOSEACG/ 1	State Letter Ref.: RSO – AP010/22 dated 19 January 2022 The SAIOSEACG/1 Meeting was held 28 March – 1 April 2022 COMPLETED	

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status as of 26 July 2022	Action by ANC (AN-WP/9570 Dated 1/3/2022)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
C 32/6 **A & B**	**RVSM Approvals Data and Filing of RVSM Indicator in Flight Plans of State Aircraft**	That, States are urged to: 1. liaise with their State aircraft operators to not file 'W' in item 10 of the ICAO flight plan of aircraft that are not approved for RVSM; and 2. respond to a survey on RMA and State responsibility on the matter of RVSM approvals of State aircraft.	ICAO RO APAC States and Administrations MAAR	State Letter Action in accordance with the Conclusion. Develop and circulate survey	January 2022 As soon as practicable Q1/Q2 2022	State Letter Ref.: AN 3/3 – AP014/22 (AGA) dated 19 January 2022 COMPLETED	
C 32/7 **A & B**	**Implementation of CRV for small Pacific Island and small ANSP in the region using CRV Solution, PCCWG SLA Package D**	That, the CRV OG should consider the following to assist small Pacific Islands & small ANSP in APAC in the implementation of CRV: a) Small Pacific Island and small ANSP in the region to consider using CRV SLA package D as the CRV solutions to implement CRV for the exchange of voice & AMHS services b) With target date to implement CRV by the end of 2021 by APANPIRG Conclusion C 31/12, it is recommended that the CRV OG to work closely with the small Pacific Islands, small ANSP in the region and PCCWG on a cost effective CRV solution to implement CRV.	ICAO RO APAC States and Administrations CRV/OG	State Letter Action in accordance with the Conclusion. Action in accordance with the Conclusion.	January 2022 As soon as practicable	State Letter Ref.: T 8/2.10 – AP007/22(CNS) dated on 12 January 2022 COMPLETED	

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status as of 26 July 2022	Action by ANC (AN-WP/9570 Dated 1/3/2022)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
C 32/8 **A & B**	**Interrogator Code (IC) Planning and Coordination**	That, With the need to extend the Use of Surveillance Identifier (SI) in Interrogator Code (IC) on top of Interrogator Identifier (II), the relevant APANPIRG Conclusions were updated as follows: *Coordination Process for SSR Mode S Interrogator Code (IC) (formerly* **Conclusion 19/40***)* a) in view of the increasing density of SSR interrogator installations in the region, and that States have varying readiness to extend from Interrogator Identifier (II) to both Interrogator Identifier and Surveillance Identifiers (SI) codes, there will be a period whereby both II and SI will be used. b) while implementing SSR Mode S, States should take into account following issues while assigning IC for these installations: • for planning the implementation of SSR Mode S interrogators, administrations should ensure that the interrogators with overlapping coverage are not operating with the same IC. • where, the coverage of the interrogator extends beyond the boundaries of the State, The IC should be worked out in	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	January 2022 As soon as practicable	State Letter Ref.: T 8/5.11-AP200/21 (CNS) dated on 22 December 2021 COMPLETED	

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status as of 26 July 2022	Action by ANC (AN-WP/9570 Dated 1/3/2022)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
		coordination with the ICAO Asia and Pacific Office and the neighbouring States concerned, and • administrations should inform the ICAO Asia and Pacific Office about the assigned IC for these installations. *Coordination Requirements for SSR Mode S Interrogator Codes (IC) (formerly* **Conclusion 20/56***)* States be advised to provide the following information on SSR Mode S Interrogator Code to the ICAO Asia/Pacific Office for coordination and registration. a) Name of country/territory and location of facility; b) Antenna Coordinates (Latitude and Longitude); c) Elevation of antenna above the Mean Sea Level (MSL) in meters; d) Maximum Coverage of SSR Mode S Interrogator in nautical mile; e) II Code (1 to 15) or SI Code (1 to 63); and f) Remarks (special configuration such as radar clustering, lockout override, II/SI mode capability)					

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status as of 26 July 2022	Action by ANC (AN-WP/9570 Dated 1/3/2022)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
		Planning Criteria for SSR Mode S Interrogator Code (IC) Assignment (formerly **Conclusion 20/57***)* The planning criteria for SSR Mode S IC coordination and assignment as provided in Appendix J of Doc 9924 (Third Edition, 2020) be adopted for use in the Asia/Pacific Region.					
C 32/9 **A & B**	**Transition from II code to II and SI mixed code**	States with Mode S radar capable of performing II/SI mode operations are encouraged to transit from II code to II and SI mixed code, so as to ease the shortage of II codes. States planning to perform the transition shall coordinate with ICAO APAC Regional Office to obtain the SI codes.	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	January 2022 As soon as practicable	State Letter Ref.: T 8/5.11-AP200/21 (CNS) dated on 22 December 2021 COMPLETED	
C 32/10 **A & B**	**The APAC Regional Roadmap for Mode S Implementation**	That, the APAC Regional Roadmap for Mode S Implementation provided in **Appendix D** to the Report on Agenda Item 3.4 be adopted.	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	January 2022 As soon as practicable	State Letter Ref.: T 8/5.11-AP200/21 (CNS) dated on 22 December 2021 COMPLETED	

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status as of 26 July 2022	Action by ANC (AN-WP/9570 Dated 1/3/2022)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
C 32/11 **A & B**	**Updating Online Register of IWXXM Exchange Status**	That, States/Administrations provide timely updates to the Online Register of IWXXM Exchange Status on the latest status of AMHS capability for IWXXM exchange among ROCs and NOCs, and the availability of IWXXM MET reports.	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	January 2022 As soon as practicable	State Letter Ref: AP101/22 (MET) 26 Jul 2022 COMPLETED	
D 32/12 **A & B**	**Meteorological expert contribution to SWIM/TF**	That, States consider identifying meteorological experts to contribute to the APAC SWIM/TF to ensure meteorological aspects are fully considered.	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	January 2022 As soon as practicable	State Letter Ref: T 4/3.2.9 - AP070/22 (MET) 9 May 2022 COMPLETED	
C 32/13 **A & B**	**Update on the provision of Space Weather Advisory**	That, States/Administrations urgently implement or adjust their systems to enable the forwarding of space weather advisories (in TAC and IWXXM form) as appropriate to users.	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	January 2022 As soon as practicable	State Letter Ref: AP102/22 (MET) 26 Jul 2022 COMPLETED	

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status as of 26 July 2022	Action by ANC (AN-WP/9570 Dated 1/3/2022)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
C 32/14 **A & B**	**Update of Information in APANPIRG Air Navigation Deficiencies Reporting Form**	That, 1) ICAO to update the APANPIRG Air Navigation Database to reflect the information as presented in **Appendices A to D** to Report on Agenda Item 4. 2) States/Administrations be urged to: 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 **Appendices A to D** to Report on Agenda Item 4; and b) update contact details of a Focal Point to coordinate actions to resolve the Deficiencies (https://portal.icao.int/def/Documents/FocalPoint_ANDef.pdf).	ICAO RO APAC States and Administrations	State Letter & update the APANPIRG Air Navigation Database Action in accordance with the Conclusion.	January 2022 As soon as practicable	State Letter Ref.: AN 3/3 – AP015/22 (AGA) dated 19 January 2022 Updated the APANPIRG Air Navigation Database in ICAO APAC Deficiency Portal Follow up State Letter Ref.: T 11/2.1 – AP-AGA0004/22 dated 5 May 2022 COMPLETED	

— END —

Appendix B to the Report on Agenda Item 1B

Status of Outstanding Conclusions/Decisions up to APANPIRG/31 – Action Plan

Conclusion / Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status as of ~~8 Sep. 2022~~ 24 Nov. 2022	Action by ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
C 28/19 **A & B**	**Amendment of the Management Service Agreement for CRV project (RAS14801)**	Recognizing that ICAO Technical Cooperation Bureau satisfactorily completed all the defined work items in the initial Management Service Agreement (MSA) and Project Document of RAS14801, that the required payments were settled, and that in end 2016, all the requirements of both parties have been fully completed and closed on record, That, i) all Pioneer States are encouraged to counter-sign the amended Pro Document provided in **Appendix D** to the Report on Agenda Item 3.4; ii) any Pioneer State not countersigning is entitled to get its share of the remaining fund balance back; and iii) a Pioneer State for which a direct CRV connection is not considered feasible in 2017 by the selected vendor is entitled to get its initial contribution in full.	ICAO APAC APAC States CRV Pioneer States	State Letter with amended Project Document of RAS14801 Other Actions in accordance with the Conclusion	**December 2022**	20 April 2018 Concrete proposal for using unspent fund was discussed in CRV OG/4 and Member states/Administrations were required to provide their views. 10 May 2019 Based on the outcome of the survey, Decision CRV OG/6/3: the balance of MSA to be used for an independent assessment on the safety and security of the CRV. 23 April 2020 Further discussion planned for AFSSP WG 2020. AFSSP WG2020 postponed to 2021 due to COVID-19 and cancelled afterwards. 15 November 2021 • Internal discussion among CRV OG chairs, ACSICG chairs, CRV OG secretary, and ICAO TCB were done. • It was concluded that amended Pro document named as **Appendix D** in outstanding conclusion had expired time targets. • Therefore, further amendments necessary to the said Appendix D in terms of project duration and remaining fund to be modified and to be presented in the current TCB project document template. No significant changes in the technical clause approved in APANPIRG/28.	

Conclusion / Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status as of ~~8 Sep. 2022~~ 24 Nov. 2022	Action by ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
						• With further comments by CRV OG Chairs, if any on technical content, the ICAO TCB will submit new version of amended Pro document by 20 December 2021, which would be discussed in CRV OG/9 to be held from 25-27 January 2022. The outcome will be submitted for consideration of CNS SG/26. • The revised amended Pro Document proposed to be counter-signed by pioneer member states would be presented to APANPIRG/33. *(end of 2022)* CNS SG/26 (4-8 September 2022) • CNS SG/26 adopted Draft Conclusion CNS SG/26/01 *(ACSICG/09/01 (CRV OG/09/01))*: **Revised Amendment of the Management Service Agreement for CRV project (RAS14801)** for APANPIRG/33 adoption. • ~~If adopted, the draft conclusion may~~ Conclusion APANPIRG/33/6 - **Revised Amendment of the Management Service Agreement for CRV project (RAS14801)** superseded the outstanding Conclusion APANPIRG/28/19: Amendment of the Management Service Agreement for CRV project (RAS14801). ~~ONGOING~~ **COMPLETED**	

— END —

Aerodromes to be listed in Asia Pacific Air Navigation Plan [Updated on 13 May 2022]

Serial #	Sub-region	State / Admin	ICAO Code	Name of City	Name of Aerodrome	Type	APAC ANP
1	SA	Afghanistan	OAHR	Herat	Herat Intl	UNK	0
4	SA	Afghanistan	OAMS	Mazar-e-Sharif	Mazar-e-Sharif	UNK	0
44	SEA	Cambodia	VDSV	Sihanouk	Sihanouk Intl	UNK	0
45	NA	China	ZBOW	Baotou		UNK	0
46	NA	China	ZGBH	Beihai		UNK	0
48	NA	China	ZBAD	Beijing	Daxing	UNK	0
49	NA	China	ZYCC	Changchun	Longjia	UNK	0
51	NA	China	ZSCG	Changzhou	Benniu	UNK	0
55	NA	China	ZLDH	Dunhuang		UNK	0
56	NA	China	ZHES	Enshi	Xujiaping	UNK	0
58	NA	China	ZSGZ	Ganzhou	Huangjin	UNK	0
62	NA	China	ZUGY	Guiyang	Longdongbao	UNK	0
63	NA	China	ZBLA	Hulunbeier	Hailar	UNK	0
64	NA	China	ZJHK	Haikou	Meilan	UNK	0
69	NA	China	ZWTN	Hotan		UNK	0
70	NA	China	ZSSH	Huai'an	Lianshui	UNK	0
71	NA	China	RCYU	Hualien	Hualien	UNK	0
72	NA	China	ZSTX	Huangshan	Tunxi	UNK	0
73	NA	China	ZYJM	Jiamusi		UNK	0
74	NA	China	ZGOW	Jieyang	Chaoshan	UNK	0
79	NA	China	ZULS	Lhasa	Gonggar	UNK	0
80	NA	China	ZSLG	Lianyungang	Baitabu	UNK	0
81	NA	China	ZPLJ	Lijiang	Sanyi	UNK	0
82	NA	China	ZSLY	Linyi	Shubuling	UNK	0
83	NA	China	ZHLY	Luoyang	Beijiao	UNK	0
84	NA	China	ZPMS	Dehong	Mangshi	UNK	0
85	NA	China	ZBMZ	Manzhouli	Xijiao	UNK	0
86	NA	China	ZYMD	Mudanjiang	Hailang	UNK	0
87	NA	China	ZSCN	Nanchang	Changbei	UNK	0
90	NA	China	ZSNT	Nantong	Xingdong	UNK	0
91	NA	China	ZSNB	Ningbo	Lishe	UNK	0
92	NA	China	ZBDS	Ordos	Ejin Horo	UNK	0
94	NA	China	ZYQQ	Qiqihar	Sanjiazi	UNK	0
95	NA	China	ZSQZ	Quanzhou	Jinjiang	UNK	0
101	NA	China	ZBSJ	Shijiazhuang	Zhengding	UNK	0
104	NA	China	RCMQ	Taichung	Cingcyuangang	UNK	0
105	NA	China	RCNN	Tainan	Tainan	UNK	0
109	NA	China	ZSWH	Weihai	Dashuipo	UNK	0

Serial #	Sub-region	State / Admin	ICAO Code	Name of City	Name of Aerodrome	Type	APAC ANP
110	NA	China	ZSWZ	Wenzhou	Longwan	UNK	0
112	NA	China	ZSWX	Wuxi	Shuofang	UNK	0
113	NA	China	ZSWY	Wuyishan		UNK	0
117	NA	China	ZLXN	Xining	Caojiabao	UNK	0
118	NA	China	ZPJH	Xishuangbanna	Gasa	UNK	0
119	NA	China	ZSXZ	Xuzhou	Guanyin	UNK	0
120	NA	China	ZSYN	Yancheng	Nanyang	UNK	0
121	NA	China	ZYYJ	Yanji	Chaoyangchuan	UNK	0
122	NA	China	ZSYT	Yantai	Penglai	UNK	0
123	NA	China	ZSYA	Yangzhou	Taizhou	UNK	0
124	NA	China	ZHYC	Yichang	Sanxia	UNK	0
125	NA	China	ZLIC	Yinchuan	Hedong	UNK	0
126	NA	China	ZSYW	Yiwu		UNK	0
127	NA	China	ZGZJ	Zhanjiang		UNK	0
128	NA	China	ZGDY	Zhangjiajie	Hehua	UNK	0
129	NA	China	ZHCC	Zhengzhou	Xinzheng	UNK	0
130	NA	China	ZSZS	Zhoushan	Putuoshan	UNK	0
131	NA	China	ZUZY	Zunyi	Xinzhou	UNK	0
133	PAC	Cook Islands	NCAI	Aitutaki		UNK	0
144	SA	India	VEBS	Bhubaneswar		UNK	0
146	SA	India	VICG	Chandigarh		UNK	0
151	SA	India	VOGO	Goa		UNK	0
162	SA	India	VOPB	Port Blair		UNK	0
163	SA	India	VAPO	Pune		UNK	0
164	SA	India	VISR	Srinagar		UNK	0
202	NA	Japan	RJSA	Aomori		UNK	0
203	NA	Japan	RJEC	Asahikawa		UNK	0
205	NA	Japan	RJSF	Fukushima		UNK	0
207	NA	Japan	RJSI	Hanamaki		UNK	0
209	NA	Japan	RJAH	Hyakuri		UNK	0
210	NA	Japan	ROIG	Ishigaki	New Ishigaki	UNK	0
213	NA	Japan	RJFR	Kitakyushu		UNK	0
214	NA	Japan	RJNK	Komatsu		UNK	0
216	NA	Japan	RJFM	Miyazaki		UNK	0
224	NA	Japan	RJFS	Saga		UNK	0
226	NA	Japan	RJCO	Sapporo	Sapporo	MIL	0
228	NA	Japan	RORS	Shimojishima		UNK	0
229	NA	Japan	RJNS	Shizuoka		UNK	0

Serial #	Sub-region	State / Admin	ICAO Code	Name of City	Name of Aerodrome	Type	APAC ANP
231	NA	Japan	RJOS	Tokushima		UNK	0
234	NA	Japan	RJNT	Toyama		UNK	0
235	NA	Japan	RJOH	Yonago	Miho	UNK	0
269	PAC	Micronesia	PTSA	Kosrae I.	Kosrae	UNK	0
270	NA	Mongolia	ZMCD	Dornod	Choibalsan	UNK	0
292	PAC	N. Mariana Is.	PGWT	Tinian I.	West Tinian	UNK	0
326	PAC	Solomon Islands	AGGM	Munda		UNK	0
330	SA	Sri Lanka	VCCJ	Jaffna		UNK	0
350	SEA	Viet Nam	VVDL	Da Lat	Lien Khuong	UNK	0

Notes:

Australia: Need to finalize the Table AOP II -1, APAC ANP V-II.

US

1) Tinian I./West Tinian [PGWT] for N. Mariana Is. should be added in Table AOP I – 1 of APAC ANP Volume - I and Table AOP II – 1 of APAC ANP Volume - II.
2) JOHNSTON ATOLL/Johnston I (PJON) should be withdrawn from Table AOP I – 1 of APAC ANP Volume - I and Table AOP II – 1 of APAC ANP Volume - II as it had been permanently closed for operation.

PROPOSAL FOR AMENDMENT OF THE ICAO ASIA AND PACIFIC REGIONS AIR NAVIGATION PLAN, VOLUME XX

(Serial No.: APAC-XX XX/XX – AOP**)**

a) **Plan:**	Doc 9673, Asia and Pacific Air Navigation Plan (ANP), Volume XX
b) **Proposed amendment:**	***Editorial Note*:** Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted) *Add*, *Amend or Delete* requirement as follows: 1) Volume I PART II – AERODROMES/AERODROME OPERATIONS (AOP) In respect of aerodromes in [**Name of State**], amend Table AOP I-1 as indicated in **Appendix 1** to this document. (cf. Part II, Table AOP I-1, Page II-xx) 2) Volume II PART II – AERODROMES/AERODROME OPERATIONS (AOP) In respect of aerodromes in [**Name of State**], amend Table AOP II-1 as indicated in **Appendix 2** to this document. (cf. Part II, Table AOP II-1, Page II-xx to ….)
c) **Originated by:**	[**Name of State or Organization**]
d) **Originator's reasons for amendment:**	**[Example of the Text]** To reflect the current requirements in respect of aerodromes (including their designations) that are required in the Regions to serve international civil aviation operations (international scheduled air transport, non-scheduled air transport and general aviation operations).
e) **Intended date of: implementation**	As soon as possible after final approval of the proposal.

f) **Proposal circulated to the following States and International Organizations:**	[PROPOSING STATE OR STATES]* [LIST OTHER STATES]	[LIST OTHER STATES]	[LIST OTHER STATES AND/OR INTERNATIONAL ORGANIZATIONS]
	* *for information*		

g) **Secretariat Comments:**	1. [TEXT] 2. [TEXT] 3. [TEXT]

— — — — — — — —

Appendix 1

***Editorial Note*:** Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted)

Amend Table AOP I-1 – International aerodromes required in the Asia/Pacific Region. **Add/delete** the following requirements under [**Name of State**]

Table AOP I-1 [Example only]

Location Indicator	Name of City/Aerodrome	Designation
PAKISTAN		
OPFA	FAISALABAD/Faisalabad Intl	RS
OPGD	GWADAR/Gwadar	RS
OPRN	ISLAMABAD/Benazir Bhutto Intl	RS
OPIS	ISLAMABAD/Islamabad Intl	RS
OPKC	KARACHI/Jinnah Intl	RS
OPLA	LAHORE/Allama Iqbal Intl	RS
OPMT	MULTAN/Multan Intl	RS
OPNH	NAWABSHAH/Nawabshah	AS
OPPS	PESHAWAR/Peshawar	RS
OPQT	QUETTA/Quetta Intl	RS

Explanation of the Table AOP I-1

City/Aerodrome: Name of the city and aerodrome, preceded by the location indicator.
Designation: Designation of the aerodrome as:
RS — international scheduled air transport, regular use;
RNS — international non-scheduled air transport, regular use;
AS — international scheduled air transport, alternate use;
ANS — international non-scheduled air transport, alternate use.

Note 1 — when an aerodrome is needed for more than one type of use, normally only the use highest on the above list is shown.
[Example — an aerodrome required for both RS and AS use would only be shown as RS in the list.]

Note 2 — when the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of the name of a city.

New aerodrome

1) For a new aerodrome, States should first send a formal request to ICAO APAC Office for obtaining ICAO Location Indicator in the format below:

Subject: Request registration of a new location indicator in ICAO Doc 7910 – *Location Indicators*:

Location Name:	[Xxxxxxx]
Location Indicator Requested:	[XXXX]
FIR:	Xxxxxx
Use:	[e.g. Civil, Military, Civil/Military]
IATA Code (if any):	
Connected to AFTN:	[YES/NO]

2) On receipt of the formal request, ICAO APAC will coordinate with ICAO headquarters, and respond to the State in due course.

3) Following approval by ICAO the Location Indicator will be included in the next routine update of Doc 7910.

Appendix 2

***Editorial Note*:** Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted)

[Example only]

Table AOP II-1 — Requirements and capacity assessment in international aerodromes in the Asia and Pacific Regions, **add** the following requirements under [**Name of State**].

City/Aerodrome/Designation		RFF category	Physical characteristics			Remarks
			RC	RWY No.	RWY type	
1		2	3	4	5	6
PAKISTAN						
OPFA	FAISALABAD/Faisalabad Intl	8	4D	03	PAI	A310
	RS			21	NPA	
OPGD	GWADAR/Gwadar Intl	4	3C	06	NPA	ATR72
	RS			24	NPA	
OPRN	ISLAMABAD/Benazir Bhutto intl	9	4E	12	NPA	B747
	RS			30	PA1	
OPIS	ISLAMABAD/Islamabad Intl	10	4E	10L	NPA	B747
	RS			28R	PA1	
			4F	10R	PA1	A380
				28L	PA2	
OPKC	KARACHI/Jinnah Intl	9	4E	07L	NPA	A310
	RS			25R	PA1	
			4E	07R	NPA	B747
				25L	PA1	
OPLA	LAHORE/Allama Iqbal Intl	9	4E	18L	NPA	B747
	RS			36R	PA3B	
			4E	18R	NPA	EA 30
				36L	PA1	
OPMT	MULTAN/Multan Intl	9	4E	36	PAI	B747
	RS			18	NPA	
OPNH	NAWABSHAH/Nawabshah	9	4E	02	NPA	B747
	AS			20	NPA	
OPPS	PESHAWAR/Bacha Khan Intl	9	4D	17	NPA	B777
	RS			35	PA1	
OPQT	QUETTA/Quetta Intl	9	4D	13L	PAI	A310
	RS			31R	NINST	

Explanation of the Table AOP II-1

Note: Columns 3 to 5 for physical characteristics relate to runways and taxiways. The physical characteristics of taxiways and aprons should be compatible with the aerodrome reference code (Column 3) and appropriate for the runways with which they are related.

Column

1 Name of the city and aerodrome, preceded by the location indicator.

Note 1— When the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of a city.

Designation of the aerodrome as:
RS — international scheduled air transport, regular use;
RNS — international non-scheduled air transport, regular use;
AS — international scheduled air transport, alternate use; and
ANS — international non-scheduled air transport, alternate use.

2 Required rescue and firefighting service (RFF). The required level of protection expressed by means of an aerodrome RFF category number, in accordance with Annex 14, Volume I, 9.2.

3 Aerodrome reference code (RC). The aerodrome reference code for aerodrome characteristics expressed in accordance with Annex 14, Volume I, Chapter 1. The code letter or number within an element selected for design purposes is related to the critical aeroplane characteristics for which the facilities are provided.

4 Runway Designation numbers.

5 Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume I, Chapter 1, are:

NINST — non-instrument runway;
NPA — non-precision approach runway;
PA1 — precision approach runway, Category I;
PA2 — precision approach runway, Category II;
PA3 — precision approach runway, Category III.

6 Remarks. Additional information including critical design aircraft selected for determining RC, critical aircraft selected for determining the RFF category and critical aircraft for pavement strength. Only one critical aircraft type is shown if it is used to determine all the above three elements: otherwise different critical aircraft types need to be shown for different elements.

General Guidance

It is the responsibility of a State originating an amendment proposal to ensure that the proposal is consistent, complete and unambiguous, whilst it is the responsibility of the Regional Office to verify that this is the case before processing the proposal; and in particular ensure that it is:

a) **fully justified**: It should state the operational requirement that support the proposed change.

b) **accurate**: This applies in particular to typographical errors which can be critical in the case of geographical coordinates or air route headings.

c) **complete**: The proposal should give full details under the seven headings under which it is presented. Proposals for changes in airspace organization, ATS routes, location of facilities, etc. should always be accompanied by simplified, although accurate, sketches, charts, diagrams, etc.

d) **consistent**: The consequences produced by proposals should be properly reflected throughout the plan. Amendment proposals need to be systematically examined for the potential need for consequential amendment, and, if necessary, refer the proposal back to the originating State for consultation. Any consequential amendments should then be combined with the original into one multiple amendment proposal and processed in the established manner.

e) **timely**: Proposed implementation dates should allow sufficient time for the required processing formalities to be completed.

The following minimum information should be given to States in respect of each proposal that is circulated to them for comments:

a) Plan (a reference to the air navigation plan document should be given);

b) Proposed amendment;

c) Originated by xxx;

d) Originator's reason for amendment;

e) Intended date of implementation;

f) Proposal circulated to the following States and organizations; and

g) Secretariat comments.

Each proposal should be complete in itself and be stated in narrative form whenever possible. Item e) should provide a realistic implementation date or alternatively the phrase “As soon as possible after final approval of the proposal” may be used. Item g) should include additional explanatory comments or background information which is considered necessary for a clear understanding of the amendment proposal, both by States and by Headquarters as well as comments of technical and operational nature that would indicate the added value of Secretariat’s examination of the proposal. The concurrence of the State(s) whose facilities will be affected by proposals submitted by international organizations or initiated by the Secretariat should also be shown under this item.

……..……..

WILDLIFE HAZARD MANAGEMENT PROGRAMME (WHMP)

STATE ACTION PLAN FOR DEVELOPMENT AND IMPLEMENTATION OF WHMP

GENERIC TEMPLATE

_____ [Insert name of State]

This generic template provides a recommended action plan for States to implement WHMP. Certain action(s) and/or order of actions recommended here may be not applicable in all States. States may adapt this action plan to suit their national and local conditions as appropriate.

ID	ACTION	ENTITY RESPONSIBLE	TARGETED IMPLEMENTATION DATE	ACTUAL IMPLEMENTATION DATE	REMARKS
WHMP 1	Designate a WHM National Coordinator to coordinate activities for the development and implementation of WHMP at the national level	State Aviation Authority[1] responsible for aviation safety (hereafter referred to as CAA)			
WHMP 2	Identify/designate WHM Focal Points in all stakeholders, e.g. aerodrome operators, ANSPs, aircraft operators, and pilots. *Note.– Stakeholders may be represented by their national, regional or international associations, e.g. ACI, CANSO and IFALPA.*	CAA, Aerodrome Operators, ANSPs, Aircraft Operators.			
WHMP 3	Review ICAO provisions and guidance issued by other relevant aviation organisations.	CAA, Aerodrome Operators, ANSPs, Aircraft Operators			

ID	ACTION	ENTITY RESPONSIBLE	TARGETED IMPLEMENTATION DATE	ACTUAL IMPLEMENTATION DATE	REMARKS
WHMP 4	Establish National WHM Committee (NWHMC) with defined terms of reference. *Note.– See list of publications in suggested references below.*	CAA or industry representative appointed by CAA			
WHMP 5	Facilitate WHM initial training in basic WHM concepts for NWHMC members.	CAA			
WHMP 6	Organize initial and recurrent technical WHM training and seminars for Focal Points and relevant staff members of all stakeholders. *Note.– Regular seminars, e.g. annual, are important for maintaining recency and promoting sharing of knowledge and best practices in WHM.*	Other stakeholders, e.g. ANSP, aerodrome operators			
WHMP 7	Identify, if non-existing, develop, and if need be, amend regulations, standards and guidance materials, e.g. SSP, reference to WHMP in aerodrome manual and SMS manual. *Note.– States may reverse order of WHMP7 and WHMP9 as they see fit. See Note 2 below the Table.*	CAA, National WHM Coordinator and all relevant Focal Points for all stakeholders			

ID	ACTION	ENTITY RESPONSIBLE	TARGETED IMPLEMENTATION DATE	ACTUAL IMPLEMENTATION DATE	REMARKS
WHMP 8	Establish regulations and/or guidelines that consider WHM aviation safety impacts related to land and infrastructural developments outside the aerodrome boundary. *Note.– Examples of land and infrastructural developments that may have safety impacts are theme parks, restaurants, solar panel installations.*	State, e.g. Ministry responsible for Civil Aviation in coordination with other concerned Ministries.			
WHMP 9	Establish airport WHM committees with defined terms of reference and representation from all relevant stakeholders. *Note.1 – States may reverse order of WHMP7 and WHMP9 as they see fit. See Note 2 below the Table.* *Note 2.– Examples of relevant stakeholders to be represented on the WHM committees are airport runway safety team, urban planning and land administration authorities.*	Aerodrome operators			

ID	ACTION	ENTITY RESPONSIBLE	TARGETED IMPLEMENTATION DATE	ACTUAL IMPLEMENTATION DATE	REMARKS
WHMP 10	Develop airport WHM Plan covering on and off airport activities, facilities and infrastructure and any changes thereof, contingencies and crises so that any impact of such elements shall be included in the WHM plan. Consistency with other plans shall also be duly considered. *Note.1 – Refer to Part 3 of Doc 9137 for guidance on the establishment of airport WHM plan.* *Note 2.– An example of "other plans" is waste management plan.* *Note 3.– WHMP should be drafted with achievable actions, define clear list of roles & responsibilities.*	Aerodrome operators			
WHMP 11	Include the review of effectiveness of airport-level WHM Plan(s) in State safety oversight program. *Note. – The review of the effectiveness of airport WHM Plan could be included in the aerodrome SMS.*	CAA			
WHMP 12	Establish methodology and procedures to review regularly, e.g., annually, the effectiveness of national WHM program. *Note. – This could be part of SSP.*	CAA			

ID	ACTION	ENTITY RESPONSIBLE	TARGETED IMPLEMENTATION DATE	ACTUAL IMPLEMENTATION DATE	REMARKS
WHMP 13	Coordinate airport WHM Plan with air operators and other airport users in the identification of wildlife hazards, e.g. locations and probabilities of wildlife presence, to improve effectiveness of mitigation measures, e.g. by providing a mechanism to share in a timely manner wildlife hazard intelligence with other stakeholders, in particular, pilots, such as alert bulletins, NOTAMs and wildlife detection technologies. *Note. – "timely manner" in this context means "as close to real time as possible".*	CAA and all relevant Focal Points for all stakeholders			
WHMP 14	Identify the necessary means and resources for the implementation of national WHMP (human, financial and material resources)	National Coordinator and NWHMC			
WHMP 15	Promote safety and reporting culture as per safety management principles	CAA and all relevant stakeholders			
WHMP 16	Establish wildlife hazard database as part of SDCPS[3] under SMS and SSP and report electronically wildlife strikes in the standard ICAO format. *Note. – Information technologies should be adopted to facilitate the recording, sharing and reporting of wildlife activities and strikes.*	CAA and aerodrome operators			

Notes:

1. Examples of State Aviation Authority are CAA, DGCA and DCA.
2. State may change order of action items as they see fit.
3. SDCPS stands for Safety Data Collection and Processing Systems

References

Publications / Websites

1. PANS Aerodromes (Doc 9981)
2. Airport Services Manual (Doc 9137), Part 3 - Wildlife Hazard Management
3. ICAO Asia Pacific Guidance for Evaluation of Aerodrome Wildlife Hazard Management Programm
4. ICAO Asia Pacific Guidance for Establishment of National Procedure for Recording and Reporting Wildlife Strikes to Aircraft
5. ICAO Asia Pacific Guidelines on the drafting of Terms of References of National Wildlife Hazard Management Committee
6. IBIS Manual (under revision as at 2021). See https://www.icao.int/safety/Pages/IBIS.aspx.
7. ACI Wildlife Hazard Management Handbook

Training

1. ACI Wildlife Hazard Management Professional Certificate Course (classroom interactive)
2. ACI Wildlife Hazard Management Training Couse (online self-learning)

Activities

1. ICAO AP-WHM/WG

List of Aerodromes used for International Operations in APAC Region that are yet to be certified

S. No.	Sub-region	State / Admin	ICAO Code	Name of City	Name of Aerodrome	Type
1	SA	Afghanistan	OAHR	Herat	Herat Intl	UNK
2	SA	Afghanistan	OAKB	Kabul	Kabul Intl	RS
3	SA	Afghanistan	OAKN	Kandahar	Kandahar Intl	AS
4	SA	Afghanistan	OAMS	Mazar-e-Sharif	Mazar-e-Sharif	UNK
5	SEA	Brunei	WBSB	Brunei	Brunei Intl	RS
6	NA	China	RCYU	Hualien	Hualien	UNK
7	NA	China	RCMQ	Taichung	Cingcyuangang	UNK
8	NA	China	RCNN	Tainan	Tainan	UNK
9	SA	India	VICG	Chandigarh		UNK
10	SA	India	VOGO	Goa		UNK
11	SA	India	VOPB	Port Blair		UNK
12	SA	India	VAPO	Pune		UNK
13	SA	India	VISR	Srinagar		UNK
14	PAC	Kiribati	PLCH	Kiritimati	~~Christmas I.~~ Cassidy International Airport	RS
15	PAC	Kiribati	NGTA	Tarawa	Bonriki Intl	RS
16	SEA	Lao PDR	VLVT	Vientiane	Wattay Intl	RS
17	SEA	Lao PDR	VLLB	Luangprabang	Luangprabang Intl	RS
18	SEA	Lao PDR	VLSK	Kaisonphimvihan	Savannakhet Intl	RS
19	SEA	Lao PDR	VLPS	Pakse	Pakse Intl	RS
20	SEA	Malaysia	WMKD	Kuantan	Haji Ahmad Shah	RNS
21	SEA	Malaysia	WBKL	Labuan		RNS
~~22~~	~~SEA~~	~~Malaysia~~	~~WBKD~~		~~Lahad Datu~~**	~~UNK~~
23	PAC	Micronesia	PTPN	Pohnpei I.	Pohnpei Intl	RS
24	PAC	Micronesia	PTKK	Weno I.	FM Chuuk Intl	RS
25	PAC	Micronesia	PTYA	Yap I.	Yap Intl	RS
26	PAC	Micronesia	PTSA	Kosrae I.	Kosrae	UNK
27	PAC	Nauru	ANYN	Nauru I.	Nauru intl	RS
28	SEA	Philippines	RPVK	Kalibo, Aklan	Kalibo Intl*	RS
29	SEA	Philippines	RPLL	Manila	Ninoy Aquino Intl*	RS
30	SEA	Philippines	RPVP	Puerto Princesa City	Puerto Princesa Intl*	RS

31	SEA	Philippines	RPSP	Panglao	Bohol-Panglao Intl*	RS
32	SEA	Thailand	VTSG	Krabi		RS
33	SEA	Thailand	VTPH	Prachuap Khiri Khan	Hua Hin	RS
34	SEA	Thailand	VTSM	Surat Thani	Samui	RS
35	SEA	Thailand	VTSB	Surat Thani		RS
36	SEA	Timor Leste	WPDL	Dili	Presidente Nicolau Lobato Intl	RS
37	SEA	Timor Leste	WPDB	Suai	Commander-in-Chief of the FALINTIL – Kay Rala Xanana Gusmão Intl	RNS
38	PAC	Tuvalu	NGFU	Funafuti	Funafuti Intl	RS

* Airports granted with temporary aerodrome certificates.

** Lahad Datu Airport is deleted from the list as this was not used for international air transport operations as per information provided by Malaysia at AOP/SG/6 meeting.

INTERNATIONAL CIVIL AVIATION ORGANIZATION

ANNEX 1 TO THE MANAGEMENT SERVICE AGREEMENT
BETWEEN THE INTERNATIONAL CIVIL AVIATION ORGANIZATION
AND THE CIVIL AVIATION AUTHORITIES AND/OR RELATED AIR NAVIGATION SERVICE PROVIDERS HAVING SIGNED THE AGREEMENT

Project Title:	Common Regional Virtual Private Network (CRV) multinational service with a common service provider
Project No.:	RAS/14/801 – Revision B
Duration:	5 years
Sector and Sub-Sector:	Transport and Civil Aviation
Country Implementing Agency:	Civil Aviation Authorities and/or related ANSPs
Executing Agency:	International Civil Aviation Organization (ICAO)
Location:	Asia Pacific
Estimated Start Date:	31 March 2022
Estimated Project Cost:	US$ 88,000

Brief Description: Under Revision B, ICAO will assist the Civil Aviation Authorities and/or related ANSPs in the continuation of the APAC CRV Project through the provision of expertise and support to the CRV Network (Stage 2). The ICAO assistance covers the specific work scope outlined in this project document.

1. BACKGROUND

1.1 The Civil Aviation Authorities and/or related ANSPs as listed in Appendix A, hereinafter collectively referred to as the "Parties" and individually as the "Party", have determined that the Common Regional Virtual Private Network (CRV) multinational service with a common service provider can more effectively:

- provide network services to the Parties;
- support a common Internet Protocol (IP) network;
- establish services based on Voice over IP (VoIP); and
- enhance network diversity and timely service implementation and delivery.

1.2 In 2014, all Parties jointly agreed to appoint ICAO Technical Cooperation Bureau or TCB to assist in the procurement management (i.e. Stage 1) of the CRV project and in the selection of the common Service Provider (RAS14801 Revision A). Upon selection of the common service provider after a Sealed Tender (ST) process through TCB, each Party were expected to subscribed to the Services by signing an individual Service Contract with the Service Provider for the procurement, installation, training, testing, commissioning and operation of the CRV network and the associated services.

1.3 After selection of the common service provider in 2016, a fund balance of USD 104,596 remained as on 31 March 2017. CNS SG/21 (17 to 21 July 2017) and APANPIRG/28 (11 to 14 September 2017) agreed to manage the remaining funds not used for the CRV selection process, to procure common services or expertise to support the implementation of the CRV Network (Stage 2).

1.4 As at 31 December 2021, the remaining fund for use are approximately USD 88,000 allowing for the return of funds to two pioneer Member States in terms of the Conclusion APANPIRG/28/19 "Amendment to the Management Service Agreement for CRV Project (RAS14801)".

1.5 As a result of the discussions between the Parties, Revision B has been developed to utilise the carry-over funds from the completion of the activities of Stage 1 to procure common services or expertise to support the implementation of the CRV Network (Stage 2).

2. SCOPE OF SERVICES TO BE PROVIDED

2.1 Through this Revision, the following services will be provided by ICAO within the scope of supporting the CRV Network (Stage 2), as may be required:

a) Provision of expertise through engagement of subject matter experts;
b) Capacity building through training;
c) Procurement of common services to support the implementation of the CRV Network;
d) Other support, as needed.

3. IMPLEMENTATION STRATEGY

3.1 The Parties, through the CRV OG will be agreed on which activities to undertake based on needs priority assessment. Upon determination, the decision will be communicated to TCB through the APAC Regional Office for execution, as appropriate.

3.2 In case the proposed activities exceed the available funds, TCB will communicate this to the Parties through the Regional Office. At this point, the parties will need to decide to either reduce scope of activities, inject additional funds and/or a combination thereof.

4. BUDGET

4.1 The detailed budget is as attached at Appendix A.

4.2 Funds will be equally shared among the Civil Aviation Authorities and/or related ANSPs that have signed the MSA and continue to be party to this Revision, and provided by them in advance of commencement of the project.

4.3 The total estimated amount is of US$ 88,000 as per Appendix A. This amount is the total estimated amount including administrative and technical support.

5. RISK ASSESSMENT

5.1 Delay in the signing of this project document.

Risk Level: Medium

Mitigation: ICAO will work through the APAC Regional Office to facilitate the signing of the Project Document Revision B.

6. PROJECT MONITORING, REVIEW AND REPORTING

6.1 Monitoring activities

6.1.1 The overall implementation of the project is monitored through regular reporting and project review meetings as appropriate.

6.1.2 ICAO will execute and monitor the project in close consultation with the focal point designated by each Party.

6.1.3 ICAO will maintain the financial accounting and budgetary control of the project, in accordance with its policies and practices.

6.1.4 ICAO may carry out missions on site to monitor the progress of the project, in accordance with the approved work plan or as required.

6.2 ICAO roles and responsibilities include:

a) to execute and monitor the project under the direction of the Director, TCB. The Director, TCB will delegate the responsibility for the monitoring/oversight of project activities to the appropriate level within the designated/nominated representatives of the Parties;
b) to provide financial management and budgetary control in accordance with its policies, rules, practices, processes and procedures;
c) briefing of personnel;
d) administering ICAO experts' contracts;
e) to provide financial statements in accordance with ICAO policies, rules, practices, processes and procedures;
f) organizing experts' travel to duty station;
g) formalizing acceptance of the completed project deliverables;
h) revising the project document (PRODOC) as requested;
i) formalizing all activities required to close the project.

This Project Document is not intended and should not be construed as a recognition or endorsement by ICAO of any functions and/or responsibilities entrusted to or performed by regional entities.

7 PROJECT RULES AND REGULATIONS

7.1 International experts/personnel

7.1.2 ICAO will recruit and deploy international experts/personnel in accordance with ICAO policies, practices, ICAO/TCB Field Staff Services Rules and applicable process and procedures. In particular, as consultants engaged by ICAO, their entitlement payments will be issued by ICAO. The lead-time required for the recruitment of the experts may range between six (6) weeks to three (3) months, from the moment the funds are committed until the deployment of the experts. In the eventuality of a contract extension being required for one or more ICAO expert(s), the Implementing Agency will need to issue the necessary request at least three (3) months prior to the end of the ICAO expert(s)' contract, subject to availability of funds; the request will include a justification and corresponding additional duration, as appropriate.

7.2 Procurement

7.1.1 The procurement of equipment or services are carried out in accordance with ICAO's Procurement Code, Financial Regulations and Rules, and applicable process and procedures.

7.2 Finance

7.2.1 The reception and management of funds for this project are subject to ICAO's Financial Regulations and Rules, and applicable process and procedures. The use of any of the resources for this project will be processed upon reception of proper formal authorization.

7.2.2 The unauthorized use of project resources is not allowed and could result in project delay and the discontinuation of the project's activities.

7.2.3 The provision of financial management and budgetary control of the project and submitting financial reports will be in accordance with ICAO rules, regulations, process and procedures.

7.2.4 ICAO will provide the financial statements concerning the services covered by this document, indicating the status of the funds, in US dollars. Any clarification or discrepancy with the financial statements must be officially communicated to ICAO within 30 days of receiving them, after which they are deemed accepted by the Parties.

7.2.5 If additional information is required after the deadlines set in the previous paragraph, costs related to such information will be charged to the project, with prior approval from the Parties.

7.3 General regulations

7.3.1 All project's activities are managed in accordance with the applicable ICAO policies, rules, regulations, processes and practices and applicable process and procedures.

7.3.2 Project activities, including reports and/or deliverables prepared by the ICAO experts may be reviewed by ICAO Headquarters and/or Regional Office, as appropriate.

7.3.3 This document was developed in English by the parties. Any document related to the implementation of this project that is required to be translated into another official language of ICAO, as may be required, shall be performed by ICAO and charged to the project, as appropriate. Any document related to the implementation of this project that is required to be translated into any other language not an official language of ICAO, shall be translated independently by that Party at its own cost. In case of disagreements on the text of any of the documents, the prevailing version will be the text in the original English language.

8 LEGAL FRAMEWORK

8.1 This project document shall constitute Revision B to Annex 1 (RAS14801) to the Management Service Agreement between the Parties.

8.2 The Project Document Revision B will come into force upon its signing by the Parties.

8.3 Any change, amendment or revision to this Project Document Revision (including scope, duration, budget, responsibilities, or other), will need to be formally approved in writing by the Parties.

8.4 Nothing contained in or relating to this Project Document Revision B shall be deemed a waiver, express or implied, of any of the privileges and immunities of ICAO and its personnel.

9 LIABILITY

9.1 The Parties shall indemnify, defend, and hold and save harmless, ICAO and its

officials, agents and employees, from and against all suits, proceedings, claims, demands, losses, and liability of any kind or nature brought against ICAO, including, but not limited to, all litigation costs and expenses, attorney's fees, settlement payments, and damages. For the avoidance of doubt, the Parties shall be obligated, at their sole expense, to defend ICAO and its officials, agents, and employees, regardless of whether the suits, proceedings, claims, and demands in question actually give rise to or otherwise result in any loss or liability.

9.2 ICAO shall advise the Parties about any such suits, proceedings, claims, demands, losses, or liability within a reasonable period of time after having received actual notice thereof. ICAO shall have control over any assertion or defense of the privileges and immunities of ICAO or any matter relating thereto, including the assertion or defense that ICAO is acting as mandatory for the Parties, for which only ICAO itself is authorized to assert and maintain. ICAO shall have the right to be represented in any such suit, proceeding, claim or demand by independent counsel of its own choosing and shall also be indemnified, held, and saved harmless by the Parties for such litigation costs and expenses and attorney's fees.

9.3 ICAO shall have the right to set-off any costs incurred pursuant to this Article from any remaining funds received under this Agreement.

9.4 The obligation under this clause shall survive the termination of this Agreement.

APPENDIX A

PROJECT BUDGET COVERING MSA CONTRIBUTION
(IN UNITED STATES DOLLARS)

COUNTRY: REGIONAL PROJECT
PROJECT NO: RAS14801
PROJECT TITLE: COMMON REGIONAL VIRTUAL PRIVATE NETWORK (CRV) APAC
WORK ORDER: RAS14801-01
VERSION: 3

	TOTAL		2022		2023		2024		2025		2026	
	w/m	$	**w/m**	$	**w/m**	$	**w/m**	$	**w/m**	$	**w/m**	$
PROJECT PERSONNEL												
INTERNATIONAL PROFESSIONAL POSTS												
11.501 CONSULTANCIES AND CONTRACTORS (TSS FEE)		35 000		5 000		10 000		10 000		10 000		
SUB-TOTAL (INTERNATIONAL PROFESSIONAL POSTS)		35 000		5 000		10 000		10 000		10 000		
16.001 INTERNATIONAL TRAVEL		11 000		2 000		2 000		2 000		3 000		2 000
TOTAL (PROJECT PERSONNEL)		46 000		7 000		12 000		12 000		13 000		2 000
EQUIPMENT												
41.001 EXPENDABLE EQUIPMENT - INTERNATIONAL		30 000		10 000		20 000						
TOTAL (EQUIPMENT)		30 000		10 000		20 000						
MISCELLANEOUS												
51.001 REPORTING COSTS		2 200										2 200
52.001 MISCELLANEOUS EXPENSES		2 000		500		800		300		300		400
B807F PROFESSIONAL LIABILITY INSURANCE												
53.001 OVERHEAD CHARGES		7 500		2 100		2 700		1 200		1 300		200
TOTAL (MISCELLANEOUS)		12 000		2 600		3 500		1 500		1 600		2 800
PROJECT TOTAL		88 000		19 600		35 500		13 500		14 600		4 800

AMHS Readiness Report for Supporting IWXXM Traffic

No.	States/Administration	Name of State (Administration)/name of BBIS/BIS location where AMHS is installed:	AFTN/AMHS transition date/schedule	Readiness Status of AMHS for supporting File Transfer Body Part (FTBP), the Interpersonal Message (IPM) Heading Extension (IHE) to support for exchanging IWXXM reports of a maximum size of 4MB and FTBP of maximum 2MB:	Capacity status of the operational AFS links to support the exchange of the required meteorological information in both IWXXM GML form and TAC form:
1	Australia	Airservices - Brisbane	Completed. AMHS exchange in place with USA, Fiji, New Zealand, Singapore and South Africa. AFTN still in place with Indonesia and PNG, migration to AMHS based on pending readiness both partners Several Pacific island nations connecting via FCO CADAS ATS Terminal, currently over AFTN. Airservices plans to migrate to AMHS P3 CADAS but will need to provide user training. All domestic users and data originators still on AFTN, no desire by external partners to migrate to AMHS, awaiting SWIM instead.	Full compliance and support since Nov 2020	Airservices has contracted a 2.0Mbps bandwidth using CRV Package C+ for Voice & AMHS services. Bandwidth on the leased line with South Africa / Johannesburg is also 2Mbps.
2	China	Beijing	AMHS deployed in 2008 which was upgraded to support ATN/IPS in 2013 and upgraded to support exchanging IWXXM in 2020.	support	CRV bandwidth is 3M. Minimally 64kbps for each AMHS connection..
3	Hong Kong China	Hong Kong China	December 2009	Support	2MB for CRV and 64kbps for IPLCs
4	Fiji	Fiji Airport/Air Traffic Management Centre	Completed. In June 2019, Fiji completed the transition of ATN BBIS to IPS for the AMHS service from Nadi to Salt Lake, USA & Brisbane, Australia over the CRV network. The local end User still operates on AFTN terminal and is converted to AMHS over the AFTN/AMHS Gateway.	The Comsoft AMHS System supports File Transfer Body Part (FTBP). Our system has the capability of exchanging IWXXM reports of a maximum size of 4MB and FTBP of maximum.	Nadi has contracted a 1.0Mbps bandwidth using CRV Package C+ for Voice & AMHS services. The total bandwidth usage for voice and data is 768K from the total 1.0Mbps. The bandwidth for AMHS is 64Kbps each to Brisbane & Salt Lake Center. It is noted in the ACSICG/7 WP04 presented by USA that 64Kbps is the minimum recommended required bandwidth for AMHS to exchange FTBP for IWXXM.
5	India	AAI/Mumbai Airport	AMHS is in operation since 2011. India is in the process of tendering for replacement of existing AMHS system . The Tender action stands delayed due to COVID pandemic.	Presently India is not able to exchange the required 4 MB messages and 2 MB FTBP attachments.	Indian Meteorological Department is in the process of upgradation of HPC & DB to support IWXXM.

No.	States/Administration	Name of State (Administration)/name of BBIS/BIS location where AMHS is installed:	AFTN/AMHS transition date/schedule	Readiness Status of AMHS for supporting File Transfer Body Part (FTBP), the Interpersonal Message (IPM) Heading Extension (IHE) to support for exchanging IWXXM reports of a maximum size of 4MB and FTBP of maximum 2MB:	Capacity status of the operational AFS links to support the exchange of the required meteorological information in both IWXXM GML form and TAC form:
6	Japan	Japan/Fukuoka	ATN BBIS router and AMHS installed at 2000. Connection tests with USA 2000 - 2004 and put into operational use in 2005 and over CRV in February 2019. Put into AMHS operation with Hong- Kong and Singapore in 2021. AMHS implementation with China in 2021 , Korea and Taipei in 2022.	Already support exchange of IWXXM messages based on FTBP in August 2015. It is possible to send , receive and transfer up to 2GB for the contents such as FTBP,IPM and IHE in AMHS,and the size of IWXXM suported system by Japan Meteorological Agency is 2MB	AFS links over CRV is a Package A, Bandwidth 2M.
7	Macao China	Macao China	Q4/2009	Q3/2021	To be determined
8	New Zealand	Airways – Christchurch	AMHS connections are in place with Australia, USA and the New	Support	Airways New Zealand has contracted a 1.0Mbps bandwidth using CRV Package C+ for Voice and AMHS services from Auckland and Christchurch.
9	Philippines	Philippines/ATMC Manila	Completed March 2018	Can support IHE and FTBP maximum 1MB (tested with Taipei on 13-May-20)	1MB Philippines has contracted 2Mbps bandwidth using CRV package “A” voice and data services.
10	Republic of Korea	Gimpo international airport	ATN/AMHS with China put into operational use in June, 2011. AMHS implementation with China and Japan over CRV will be in 4Q, 2022.	AMHS implementation for supporting FTBP and IHE will be in 4Q, 2022.	AFS links over CRV is a Package A, Bandwidth 2M.
11	Singapore	Singapore	March 2011	Yes	2MB for CRV and minimally 64kbps for IPLCs
12	Thailand	Thailand	BBIS/BIS Routers already implemented. AMHS has been implemented since July 2011. Connection with Bangladesh, Bhutan, Cambodia, China, India, Lao PDR, Myanmar, Singapore, Hong Kong China, and Malaysia implemented. Connection with SITA (SITA AMHS Gateway inter-connections) implemented.	Completed, the IWXXM exchange has been implemented since November 2020.	The capacity of links readied to support in both form.

No.	States/Administration	Name of State (Administration)/name of BBIS/BIS location where AMHS is installed:	AFTN/AMHS transition date/schedule	Readiness Status of AMHS for supporting File Transfer Body Part (FTBP), the Interpersonal Message (IPM) Heading Extension (IHE) to support for exchanging IWXXM reports of a maximum size of 4MB and FTBP of maximum 2MB:	Capacity status of the operational AFS links to support the exchange of the required meteorological information in both IWXXM GML form and TAC form:
			Bangkok - Vietnam Circuit IOT Test : Done POT Test: Planned for end of 3Q2021 **Bangkok - Rome Circuit** IOT Test: Planned for 3Q2021 POT Test: Planned for 4Q2021		
13	USA	Federal Aviation Administration	Q4, 2020	Yes. FAA AMHS has FTBP capability. National Weather Service (NWS) projected to implement IWXXM by Q3, 2021	Yes. 2MB bandwidth over CRV

Seamless ANS Plan v4.0

With reference to the expected publication of the ICAO PANS-Information Management (PANS-IM) in 2024 and the expected sunset date of the current flight plan format (FPL2012) of 2032 being considered by ICAO ATMRPP, the timeframe for SWIM implementation in Asia-Pacific region was set at between 2024 and 2030. The expectation is that Asia-Pacific States will be SWIM ready by 2030 and the intervening 2 years till the expected sunset date of 2032 of the FPL2012 format can be used to conduct FF-ICE related operational trials. The timeframe **was adopted** by APANPIRG/33 by the **Conclusion APANPIRG/33/ xx** (SWIM TF/06/02) - *The Asia-Pacific SWIM Implementation Timeframe*.

APANPIRG/33 also considered including SWIM implementation as part of Performance Improvement Plan in the next edition the Asia/Pacific Seamless ANS Plan aligned with SWIM implementation timeframe which was adopted by the **Conclusion APANPIRG/33/ xx** (SWIM TF/06/04): *Inclusion of the Asia/Pacific SWIM Implementation in the Asia/Pacific Seamless ANS Plan*.

Therefore, in order to ensure that SWIM, a key building block to achieve the vision outlined in the Global ATM Operational Concept (Doc 9854), is properly captured in the Asia/Pacific Seamless ANS Plan, following SWIM ASBUs are included for the year 2024. The elements required to be added from 2025 would be added in the fifth amendments of the plan in 2025.

Functional Category	Element	Priority
Information	SWIM-B2/1- Information service provision: Requirements for an information service provider to make aviation-related information available as an information service.	2
	SWIM-B2/2- Information service consumption: Requirements for an information service consumer to discover and access aviation-related information provided via information services	2

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

1. The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

a) ~~Text to be deleted is shown with a line through it.~~	text to be deleted in
b) New text to be inserted is highlighted with grey shading.	new text to be inserted in
c) ~~Text to be deleted is shown with a line through it~~ followed by the replacement text which is highlighted with grey shading.	new text to replace existing text

REVISED SURVEILLANCE STRATEGY FOR THE APAC REGION

Considering that:

1. States are implementing CNS/ATM systems to gain safety, efficiency and environmental benefits, and have endorsed the move toward satellite and data link technologies;

2. The future air traffic environment will require increased use of aircraft-derived surveillance information for the implementation of a seamless automated air traffic flow management system;

3. The 11th Air Navigation Conference endorsed the use of ADS-B as an enabler of the global air traffic management concept and encouraged States to support cost-effective early implementation of ADS-B applications;

4. The 12th Air Navigation Conference endorsed the ICAO Aviation System Block Upgrades (ASBU) Framework with Modules specifying effective use of ADS-B/MLAT and associated communication technologies in bridging surveillance gaps and its role in supporting future trajectory-based ATM operating concepts. Cooperation between States is the key to achieve harmonized ATM system operations;

5. The 13th Air Navigation Conference endorsed the multilayer structure for the GANP, the ASBU and initial version of basic building block (BBB) frameworks and its change management process, which are available in an interactive format as part of the web-based GANP Portal. This allows ICAO to incorporate a flexible framework for new/emerging surveillance-related concepts such as space based ADS-B into future editions of the GANP;

6. APANPIRG has decided to use the 1090MHz Extended Squitter data link for ADS-B air-ground and air-air applications in the Asia/Pacific Region;

7. Use of surveillance systems that do not require GNSS will continue to meet many critical surveillance needs for the foreseeable future;

8. SARPs, PANS and guidance material for the use of ADS-B have been developed;

9. Availability of new technologies, such as space based ADS-B which is now operationally used by some States;

10. Mode S and ADS-B avionics (including DAPs) and processing systems are available;

11. ADS-B IN applications and equipment are now available in commercial airliners and ICAO ASBUs include ADS-B IN applications;

12. There are continuing significant pressures on the radio spectrum for purposes outside aviation, particularly in the primary radar spectrum; and

13. ADS-B security issues are addressed by the ADS-B regional guidance material and security issues of Mode S surveillance may need to be further considered in the future.

THE SURVEILLANCE STRATEGY FOR THE ASIA/PACIFIC REGION IS TO:

1. Minimize the reliance upon pilot position reporting, particularly voice position reporting, for surveillance of aircraft;

2. Maximize the use of ADS-B on major air routes and in terminal areas, giving consideration to the mandatory carriage of ADS-B Out as specified in *Note 1* and use of ADS-B for ATC separation service;

3. Reduce the dependence on Primary Radar for area surveillance, consider the ongoing need for primary radars in terminal areas with a view to reducing primary surveillance coverage or use of phased array radar or other technologies with coverage focusing on areas of concern, and the potential use of alternate technologies or procedures (e.g. transponder veil regulations);

4. Encourage deployment of Mode S systems instead of Mode A/C only radars when replacement is required;

5. Provide maximum contiguous ATS surveillance coverage of air routes using 1090MHz Extended Squitter (1090ES) ADS-B, Wide Area Multilateration and Mode S SSR to meet operational and safety requirements;

6. Make ~~full~~ use of aircraft Mode S capabilities, where suitable surveillance systems and ATM automation systems are available, to reduce reliance on 4-digit octal codes. Mode S capabilities such as DAPs should also be considered for use~~d~~ to support ATM services where appropriate;

7. Make use of alternative technologies where technical constraint or comparative cost benefit analysis does not support the use of ADS-B, SSR or Multilateration;

8. Make use of Multilateration and/or ADS-B for surface, terminal and area surveillance where appropriate, feasible and cost effective;

9. Monitor ADS-B OUT developments such as Version 3 (DO-260C) MOPS development, and Version 2 (DO260B) equipage in the APAC region. ~~At an appropriate time (circa 2020)~~ APAC States should review progress and consider development of transition plans where cost/benefit studies indicate positive advantages for the region;

10. Monitor ADS-B IN development and cost benefits to ensure that APAC States are able to take advantage of ADS-B IN benefits when appropriate, through procedures, rules and ATC automation capabilities;

11. To the extent possible, implement ADS-B in the non-radar environment as a priority. In the radar or other surveillance environment, use ADS-B to supplement or replace existing surveillance coverage, subject to local factors and risk assessment;

12. Make use of surveillance capability to support the GADSS as appropriate;

13. Implementation of surveillance capability should also include consideration of contingency surveillance requirements [Note 2] and multilayer surveillance provision should be implemented to enhance the availability of surveillance services;

14. Monitor development of surveillance systems to support integration of UAS including new technology capable to detect non cooperative targets such as UAS.

15. Encourage sharing of surveillance data, utilizing provisions in the Region such as CRV, to improve safety and efficiency in air traffic management with a justifiable cost; and

16. Monitor potential congestion on 1090 MHz by means of routine measurements of channel occupancy, at both terrestrial and airborne levels, and monitor the availability of 24-bit aircraft address

Note 1:

a) *Version 0 ES as specified in Annex 10, Volume IV, Chapter 3, Paragraph3.1.2.8.6 (up to and including Amendment 82 to Annex 10) and Chapter 2 of* Technical Provisions for Mode S Services and Extended Squitter *(ICAO Doc 9871) (Equivalent to DO260) to be used till at least 2020.*

b) *Version 1 ES as specified in Chapter 3 of* Technical Provisions for Mode S Services and Extended Squitter *(ICAO Doc 9871) (Equivalent to DO260A);*

c) *Version 2 ES as specified in Chapter 4 of* Technical Provisions for Mode S Services and Extended Squitter *(ICAO Doc 9871) (Equivalent to DO260B).*

d) *States/Administrations in APAC region are strongly encouraged to mandate aircraft with a maximum take-off mass exceeding 5 700 kg or having a maximum cruising true airspeed capability greater than 250 knots, to be equipped with ADS-B OUT avionics compliant with Version 2 ES (DO-260B) or later version with date of manufacture on or after 1 January 2020.*

Note 2:

Contingency surveillance requirements are requirements to handle contingency situations in surveillance thus retain capacity to continue providing/using air navigation services. Such situations include but are not limited to the followings:

- *failure of surveillance system or infrastructure such as ground stations or GNSS failure;*
- *avionics failure or equipped aircraft transmitting bad data in flight with good data integrity indicators.*

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ATM and Airspace Safety Deficiencies List (Updated 11 November 2022)

	Deficiencies			**Corrective Action**		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
	WGS-84 Requirements of Paragraph 1.2.1 of Annex 15					
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
Vanuatu	WGS-84 – Not implemented	2/7/1999	Implemented at main airports	Vanuatu	1999	A
	AIP Format Requirements of Chapter 5 of Annex 15					
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
	AIS Quality Management System Requirements of Paragraph 3.6.1 of Annex 15 Quality Management System - Not implemented					

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	Deficiencies			Corrective Action		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
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
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
Marshall Islands	AIS Quality Management System - Not implemented	24/6/2014		Maldives	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

	Deficiencies			Corrective Action		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
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
Sri Lanka	AIS Quality Management System - Not implemented	9/6/2016		Sri Lanka	TBD	A
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
	Aeronautical Data Area of Responsibility - 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					
Bangladesh	Aeronautical Data Promulgation Within the State's Area of Responsibility - Not implemented	29/03/2019 SAIOACG /9		Bangladesh	TBD	A
	Designation of Restricted Areas - requirements of Annex 2 (Definitions) to ensure that restricted areas are designated above the land areas or territorial waters of a State					

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	Deficiencies			Corrective Action		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
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	December 2022	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
	Airspace Classification Requirements of Paragraph 2.6 of Annex 11					
China	Airspace Classification - Not implemented	7/7/99	Difference to Annex 11 is published in AIP, China.	China	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
	ATS Message Addressing Requirements of Doc 4444 PANS-ATM Section 11.4 (Message Types and their Application)		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			

	Deficiencies			Corrective Action		
States/facilities	**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~~

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	Deficiencies			Corrective Action		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
	<u>SAR capability</u>: 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					
Afghanistan	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/6 56%	Afghanistan	2019	U
Bangladesh	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/6 67%	Bangladesh	2019	U
Bhutan	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 34%	Bhutan	2019	U
Brunei Darussalam	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
Cook Islands	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/5 44%	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/6 89%~~ APSAR/WG/7 93%	~~Fiji~~	~~2019~~	~~U~~
French Polynesia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/5 82%	French Polynesia	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

	Deficiencies			Corrective Action		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
Malaysia	Asia/Pacific SAR Plan	17/05/2019	~~APSAR/WG/6 77%~~ APSAR/WG/7 76%	Malaysia	2019	U
Maldives	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/6 71%	Maldives	2019	U
Marshall Islands	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/5 17%	Marshall Islands	2019	U
Micronesia	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/5 17%	Micronesia	2019	U
Mongolia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/5 73%	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/5 56%~~ APSAR/WG/7 56%	Nepal	2019	U
New Caledonia	Asia/Pacific SAR Plan	17/05/2019	~~APSAR/WG/5 71%~~ APSAR/WG/7 75%	New Caledonia	2019	U
Pakistan	Asia/Pacific SAR Plan	17/05/2019	~~APSAR/WG/6 87%~~ APSAR/WG/7 88%	Pakistan	2019	U
Palau	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/5 17%	Palau	2019	U
Papua New Guinea	Asia/Pacific SAR Plan	6/07/2015	~~APSAR/WG/4 30%~~ APSAR/WG/7 54%	Papua New Guinea	2019	U
Philippines	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/6 88%	Philippines	2019	U
Samoa	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Samoa	2019	U
Solomon Islands	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Solomon Islands	2019	U

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	Deficiencies			Corrective Action		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
Sri Lanka	Asia/Pacific SAR Plan	17/05/2019	~~APSAR/WG/6 78%~~ APSAR/WG/7 80%	Sri Lanka	2019	U
Thailand	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/5 78%	Thailand	2019	U
Timor-Leste	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Timor-Leste	2019	U
Tonga	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 70%	Tonga	2019	U
Tuvalu	Asia/Pacific SAR Plan	28/05/2022	APSAR/WG/7 0%	Tuvalu	2024	U
Vanuatu	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Vanuatu	2019	U
	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					
Afghanistan	Non-provision of safety related data	12/07/2019	Failure to submit Kabul LHD data for January-December 2018 and 2020. Afghanistan had submitted data for the period January to July 2021, but no further LHD reports were received after August 2021.	Afghanistan	RASMAG/27	U
Brunei Darussalam	Non-provision of safety-related data	25/08/2022	Failure to submit RVSM approval status validation data for two consecutive years (2020, 2021)	Brunei Darussalam	RASMAG/28	U
	State Responsibility to comply with the Annex 6 Height-Keeping Monitoring Requirement Annex 6 Part I Section 7.2.9 (10th Ed.) and Part II Section 2.5.2.10 (9th Ed.)					

	Deficiencies			Corrective Action		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
Afghanistan	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/ 23	Remaining monitoring burden of 85% (RASMAG/26) MAAR informed ICAO that all known airframes in Afghanistan have complied with the monitoring requirement (November 2022). Deficiency retained due to the unknown status of the Afghanistan aeronautical authority responsible for ensuring monitoring is conducted.	Afghanistan	RASMAG24	A
Pakistan	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/ 22	Remaining monitoring burden of 61% (RASMAG/26)	Pakistan	RASMAG24	A
	Data Link Performance Monitoring and Analysis Requirements of Paragraph 2.28 and/or 3.3.5.2 of Annex 11 not met					
India	Post-implementation monitoring not implemented	13/07/2017	Performance monitoring and analysis was reported for the Chennai and Kolkata FIRs, but was not reported for the Mumbai FIR.	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

** 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 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	<u>Afghanistan</u>							
Annex 14 Volume I	**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

Updated 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	American Samoa (US)							
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 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Bangladesh							
Annex 14 Volume I	**Hazrat Shahjalal International Airport, Dhaka**	**Runway/ Taxiway**	**ICAO mission April 2009**	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 16 Dec. 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	**<u>Brunei Darussalam</u>** **Brunei International Airport**	**Taxiway**	ICAO Mission of April 2011	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
		Apron		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
		Rescue and Fire Fighting (RFF):		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	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****
					Pavement Rehabilitation Project.			
		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
	Brunei International 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 16 Dec. 2020

Identification		**Deficiencies**			**Corrective Action**			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	<u>China</u>							
Annex 14 Volume I	**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 ~~16 Dec. 2020~~ 8 March 2022

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**~~	**Cook 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.~~			Published in AD 1.5 of AIP Cook Islands, Effective 12 Aug. 2021 [CLOSED]	~~A~~

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

Updated 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Guam (US)							
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 16 Dec. 2020

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

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	**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 20 Nov. 2021

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	**<u>Kiribati</u>** **Christmas Island Airport, Kiritimati**	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Bonriki International Airport, Tarawa	**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 20 Nov. 2021

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	**<u>Lao PDR</u>** **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		We have planned budgets and installation in 2025	A
		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		It will be completed in December 2021	A
		Wildlife Hazards:		Establishing a national bird control committee in accordance with APANPIRG conclusion 18/1.	We are repairing plan for establish committee for approval from Ministry		It will be completed in December 2021	B
		Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.			Aerodrome Certification will be completed in 30th December 2021	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		We have planned budgets and installation during 2021 to 2025	A
		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		It will be completed in December 2021	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****
		Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.			Aerodrome Certification will be completed in 29th December 2022	A
	Savannakhet International Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.			Aerodrome Certification will be completed in 28th December 2023	A
	Pakse International Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.			Aerodrome Certification will be completed in 28th December 2024	A

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

Updated ~~24 May 2021~~ 29 June 2022

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Malaysia							
Annex 14 Volume I	**Kuantan Haji Ahmad Shah Airport**	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Coordination among Ministry of Transport, Ministry of Defense and Airport Operator are being conducted to get the aerodrome certified	Ministry of Transport and Ministry of Defense	31 December 2021	A
	Labuan Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Coordination among Ministry of Transport, Ministry of Defense and Airport Operator are being conducted to get the aerodrome certified	Ministry of Transport and Ministry of Defense	31 December 2021	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.~~	~~Coordination among CAAM and Airport Operator are being conducted to get all aerodromes used for international operations published in AIP AD 1.5.~~	~~CAAM~~	~~31 December 2021~~ Published in AD 1.5, AIP, effective 03 Mar. 2022 [CLOSED]	~~A~~

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

Updated 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Marshall Islands							
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 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	<u>Maldives</u>							
Annex 14, Volume I	**Velana International Airport**	**Runway/ Taxiways**	**AGA Mission Report April 2008**	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 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Micronesia (Federated States of)							
Annex 14 Volume I	**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 16 Dec. 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	**<u>Nauru</u>** **Nauru International 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 ~~16 Dec. 2020~~ 8 March 2022

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.~~			Published in AD 1.5 of AIP Niue, effective from 2 Dec. 2021 [CLOSED]	~~A~~

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

Updated ~~16 Dec. 2020~~ 8 March 2022

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.~~			Published in AD 1.5 of AIP New Zealand, effective from 7 Oct. 2021 [CLOSED]	~~A~~

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

Updated 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Northern Mariana Islands (US)							
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 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Palau							
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 ~~18 June 2021~~ 8 March 2022

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Philippines							
Annex 14 Volume I	**Kalibo International Airport, Akla**	**Aerodrome Certification**	Effective from 1 Jan 2021	~~Aerodrome yet to be certified.~~ Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from ~~28 December 2020 to 28 June 2021~~ 30 Dec. 2021 to 29 June 2022 as per AIRAC AIP AMDT 080/22, effective from 22 Apr. 2022.	A
	Puerto Princesa International Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	~~Aerodrome yet to be certified.~~ Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from ~~04 December 2020 to 04 June 2021~~ 06 December 2021 to 6 June 2022 as per AIRAC AIP AMDT 080/22, effective from 22 Apr. 2022.	A
	Bohol-Panglao International Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	~~Aerodrome yet to be certified.~~ Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from ~~23 December 2020 to 23 June 2021~~ 25 Dec. 2021 to 25 Jun. 2022 as per AIRAC AIP AMDT 080/22, effective from 22 Apr. 2022.	A
	Ninoy Aquino International Airport RPLL	**Aerodrome Certification**	Effective from 8 March 2022	Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from 31 October 2021 to 29 April 2022 as	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****
							per AIRAC AIP AMDT 080/22, effective from 22 Apr. 2022.	

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

Updated 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Mongolia							
Annex 14 Volume I	**Buyant-Ukhaa Airport**	**Taxiway**	**ICAO Mission of July 2011**	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
		Apron: Airfield signage		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 m² area including, taxiway strip, glide path antenna and apron area, as per Aerodrome manual of, in scope of Aerodrome maintenance plan. [Note: Partially completed]	A

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

Updated 15 June 2021

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	**<u>Myanmar</u>** **Yangon International Airport**	**Runway/ Taxiway**	**ICAO mission April 2010**	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. _____ Revised date- **31 Dec 2021**	A
		Bird Hazard		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) Revised date- **30 Nov 2021**	B

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

Updated 8 June 2021

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	**<u>Nepal</u>** **Tribhuvan International Airport**	**Runway/ taxiways**	**ICAO Mission of February 2008**	Insufficient runway strip, refer recommendations given in section 3.4 of Annex 14, Volume I.	Provide runway strip as per ICAO recommendations		Construction works to provide sufficient strip towards runway 20 already started with target of completion in 2023.	A

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

Updated 16 Dec. 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	**<u>Samoa</u>** **Faleolo International Airport**	**Runway Strip**	**ICAO Mission of Oct. 2015**	Insufficient Runway Strip				A
		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 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Solomon Islands							
Annex 14 Volume I	**Honiara International Airport/Henderson Field**	**Runway Strip**	**ICAO Mission of Oct. 2015**	Insufficient Runway Strip				A
		RESA		RESA at both ends of runway not provided				U
		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 ~~16 Dec. 2020~~ 15 June 2022

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Sri Lanka							
Annex 14 Volume I	**Bandaranaike International Airport**	**Runway/ Taxiway**	**ICAO mission April 2010**	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	Statistical analysis submitted by AASL has been accepted in 2021. Request made to submit the improved risk assessment with necessary amendments within 2022. ~~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
				Establishment of a national bird committee in accordance with APANPIRG Conclusion 18/1.	National Bird Committee will be established.		A meeting to be held with all stakeholders to establish the Committee and to ratify the TOR by end of September 2022. ~~1st 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

~~**2 April 2022**~~ **6 June 2022**

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	<u>Thailand</u>							
Annex 14, Volume I	**Phuket International Airport**	**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. Remark: - Dimension of RESA RWY09 is 150x190 m. - Dimension of RESA RWY27 is 150x120 m.	Airports of Thailand Public Company Limited	The construction is expected to be completed in 2024. Airports of Thailand Public Company Limited already has had the contractor for this construction's project and the safety assurance and project management documentation has been approved by the Civil Aviation Authority of Thailand to ensure that the aerodrome can continue to operate safely during the project. Currently, the construction progress is 11.40% ~~The construction is expected to be completed in 2022.~~ ~~The construction plan and budget have been approved. Airports of Thailand Public Company Limited already has had~~	U

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****
							~~the contractor for this construction's project. Currently, the safety assurance and project management documentation is under consideration for approval by the Civil Aviation Authority of Thailand to ensure that the aerodrome can continue to operate safely during the project.~~	
				Runway strip width insufficient (280m runway strip for precision approach runways in accordance with Para 3.4.3 of Annex 14, Volume I.	300m runway strip width 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 side of RWY09 centre line and 90.27m on the left side of the runway centre line (due to the marsh near the runway).	Airports of Thailand Public Company Limited	The construction is expected to be completed in 2024. Airports of Thailand Public Company Limited already has had the contractor for this construction's project and the safety assurance and project management documentation has been approved by the Civil Aviation Authority of Thailand to ensure that the aerodrome can continue to operate safely during the project. Currently, the construction progress is 11.40%	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****
							~~The construction is expected to be completed by 2022.~~ ~~The construction plan and budget have been approved. Airports of Thailand Public Company Limited already has had the contractor for this construction's project. Currently, the safety assurance and project management documentation is under consideration for approval by the Civil Aviation Authority of Thailand to ensure that the aerodrome can continue to operate safely during the project.~~	
	Krabi Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certify the aerodrome in accordance with aerodrome certification requirements	The Civil Aviation Authority of Thailand and Department of Airports	31 December 2022 ~~30 November 2021~~ ~~It is currently under Phase 4 of aerodrome certification.~~ ~~Note – Aerodrome certification is divided into 5 phases as follows:~~	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****
							~~Phase 1 Pre-application; Phase 2 Formal Application; Phase 3 Document Evaluation; Phase 4 Demonstration and Audit; and Phase 5 Certification.~~	
	Hua Hin Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certify the aerodrome in accordance with aerodrome certification requirements	The Civil Aviation Authority of Thailand and Department of Airports	30 June 2023 ~~30 November 2021 It is currently under Phase 4 of aerodrome certification. Note – Aerodrome certification is divided into 5 phases as follows: Phase 1 Pre-application; Phase 2 Formal Application; Phase 3 Document Evaluation; Phase 4 Demonstration and Audit; and Phase 5 Certification.~~	A
	~~**U-Taphao Pattaya International Airport**~~	~~**Aerodrome Certification**~~	~~Effective from 1 Jan 2021~~	~~Aerodrome yet to be certified.~~	~~Certify the aerodrome in accordance with aerodrome certification requirements~~	~~The Civil Aviation Authority of Thailand and U-Tapao Airport~~	~~30 July 2021 It is currently under Phase 4 of aerodrome certification. Note – Aerodrome certification is divided into~~	~~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****
						~~Authority~~	~~5 phases as follows:~~ ~~Phase 1 Pre-application;~~ ~~Phase 2 Formal Application;~~ ~~Phase 3 Document Evaluation;~~ ~~Phase 4 Demonstration and Audit; and~~ ~~Phase 5 Certification.~~ *Thailand updated the AP-AA/WG/4 that U-Tapao Airport was certified on 02 March 2022. Post AP-AA/WG/4, Thailand provided a copy of the Aerodrome Certificate granted to U-Tapao Airport to ICAO APAC Office.* [CLOSED]	
	Samui Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certify the aerodrome in accordance with aerodrome certification requirements	The Civil Aviation Authority of Thailand and Bangkok Airways Public Company Limited	31 December 2022 ~~30 September 2021~~ ~~It is currently under Phase 5 of aerodrome certification.~~ ~~Note – Aerodrome certification is divided into 5 phases as follows:~~ ~~Phase 1 Pre-application;~~ ~~Phase 2 Formal Application;~~ ~~Phase 3 Document Evaluation;~~	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****
							~~Phase 4 Demonstration and Audit; and~~ ~~Phase 5 Certification.~~	
	Surat Thani Airport	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certify the aerodrome in accordance with aerodrome certification requirements	The Civil Aviation Authority of Thailand and Department of Airports	31 December 2022 ~~30 November 2021~~ ~~It is currently under Phase 4 of aerodrome certification.~~ ~~Note - Aerodrome certification is divided into 5 phases as follows:~~ ~~Phase 1 Pre-application;~~ ~~Phase 2 Formal Application;~~ ~~Phase 3 Document Evaluation;~~ ~~Phase 4 Demonstration and Audit; and~~ ~~Phase 5 Certification.~~	A

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

Updated ~~4 May 2021~~ 17 May 2022

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Timor-Leste							
Annex 14 Volume I	**Presidente Nicolau Lobato International Airport, Dili**	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certification process restarted. AD operator has to correct couple of findings (noncompliance) requested by national regulator (AACTL)	ANATL* as AD operator *National AD and ATS provider	~~Initial target date was 30/June/2021. However due to COVID pandemic and AD operator budget problem the target date of competition will be probably extended up to 31/December/2021~~ Based on the newly revised PNLIA Certification Road Map, the completion of the certification process is estimated to be concluded by December 2022.	A
	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.	To be certify for its designed category (3C) the significant safety issue relating to AD strip (local houses and habitants must be relocated!) should be resolved. Currently AD is occasionally in use for domestic general aviation and helicopters only.	Gov. TL and ANATL as AD operator	Estimated date: 31 December 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****
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.	New TL AIP is published on 25/March/2021.	AACTL	In correlation with AD certification	A

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

Updated 16 Dec. 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	**<u>Tonga</u>** **Fua'amotu International Airport**	**Runway Strip**	**ICAO Mission of Oct. 2015**	Insufficient Runway Strip				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 1 Nov. 2022

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	**Tuvalu** **Funafuti International Airport**	**Aerodrome Certification**	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Aerodrome yet to be certified.		Part 139 Aerodrome Certification in progress for 2023	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.	Status of certification of aerodromes yet to be published in AIP AD 1.5.		Update Tuvalu AIP Info	A

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

Updated 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Vanuatu							
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 ~~3 June 2021~~ 26 June 2022

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date of completion**	**Priority for action****
	Viet Nam							
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 one of the aerodromes used for international operations yet to be published in AIP AD 1.5.	Certify aerodromes used for international operations	CAAV	**WORK IN PROGRESS** – CAAV has checked and recognized that Lien Khuong is a domestic aerodrome used for international operation under the Article 80 of the revised Civil Aviation Law of Vietnam. - CAAV published the status of certification of 13 domestic aerodromes in AIP, AD 1.5 in the AIP Amendment No 03/2020, issued on November 30th 2020 (including Lien Khuong aerodrome). ~~- CAAV is conducting the procedures to certify the aerodromes in Vietnam used for international operations (including Lien Khuong aerodrome).~~ Due to the impact of the Covid-19 pandemic, the procedure for upgrading, announcing Lien Khuong aerodrome as an international aerodrome has not been completed as planned. The CAAV has	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****
							adjusted the schedule as follows: – Completing the transition from the Aeronautical Information Service (AIS) to the Aeronautical Information Management (AIM) by the end of 2022. After the transition completed, the certifications of all operating aerodromes in Viet Nam will be published in AIP (including Lien Khuong aerodrome). – Completing the procedure for upgrading, announcing Lien Khuong aerodrome as an international aerodrome in accordance with the Civil Aviation Law by the end of 2022. – Completing publishing Lien Khuong aerodrome as an international aerodrome in AIP in the first quarter of 2023. **Target date of completion: ~~End of 2021~~** the first quarter of 2023.	

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

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

"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	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. Pakistan requested ICAO to provide assistance in establishing VSAT link in 2022. 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. A VPN link was established between Karachi and Kabul through UK. Now the VPN link between UK and Kabul is un-serviceable. 4. Both States also agreed to implement CRV as soon as practical to resolve the existing COM deficiencies. Pakistan Civil Aviation Authority has conveyed ICAO its intention to join CRV by December 2022. Pakistan requested ICAO to coordinate with Afghanistan regarding their tentative timeline to join the CRV.	CAA. Afghanistan and CAA. Pakistan	June 2020	A

Editorial Note: Proposed updates show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted).

REPORTING FORM ON (OPEN) 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)	**Democratic Peoples' Republic of Korea** (DPRK) (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. **See notes below for more information.**	GACA, Democratic Peoples' Republic of Korea	TBC	A
Meteorological observations and reports. (Annex 3: Chapter 4)	**Kiribati** (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. **See notes below for more information.**	State designated MET authority	TBC	A
Meteorological information for operators and flight crew members, including forecasts provided by the WAFCs (Annex 3: Chapter 9)	**Kiribati** (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. **See notes below for more information.**	State designated MET authority	TBC	U
Meteorological information for operators and flight crew members, including forecasts provided by the WAFCs (Annex 3: Chapter 9)	**Nauru** (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. **See notes below for more information.**	State designated MET authority	TBC	U
Meteorological observations and reports. (Annex 3: Chapter 4)	**Nauru** (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. **See notes below for more information.**	State designated MET authority	TBC	U
Provision of SIGMET information (Annex 3, Chapter 7)	**Nauru** (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. **See notes below for more information.**	State designated MET authority	TBC	U

REPORTING FORM ON (OPEN) 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)	**Nepal** (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. **See notes below for more information.**	State designated MET authority	TBC	A
Reporting of information on volcanic eruptions to civil aviation units. (Annex 3, 3.6, 4.8)	**Papua New Guinea** (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. **See notes below for more information.**	Rabaul Volcano Observatory, NWS and ASL of Papua New Guinea	TBC	A
Provision of SIGMET for volcanic ash (Annex 3: Chapter 7)	**Papua New Guinea** (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. **See notes below for more information.**	NWS of Papua New Guinea	TBC	U
Provision of SIGMET information (Annex 3, Chapter 7)	**Papua New Guinea** (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. **See notes below for more information.**	State designated MET authority	TBC	U
Meteorological information for operators and flight crew members, including forecasts provided by the WAFCs (Annex 3: Chapter 9)	**Solomon Islands** (AP-MET-20)	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. **See notes below for more information.**	State designated MET authority	TBC	U

REPORTING FORM ON (OPEN) 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)~~	~~**Solomon Islands** (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.~~ **~~See notes below for more information.~~**	~~State designated MET authority~~	~~TBC~~	~~U~~
Reporting of information on volcanic eruptions to civil aviation units. (Annex 3: 3.6, 4.8)	**Tonga** (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. **See notes below for more information.**	MOI and MEIDECC	TBC	U

NOTES ON THE (OPEN AND CLOSED) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION				
Index No.	**State**	**Update Date**	**NOTES ON OPEN AND CLOSED DEFICIENCIES**	**Status**
AP-MET-01	Solomon Islands	December 2020	Removed from the open list; APANPIRG/31 Conclusion 31/19, refers.	Closed
AP-MET-02	Kiribati	September 2017	APANPIRG/28 noted that Kiribati should: • Verify the status of implementation of CAP; and • Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.	**Open**
AP-MET-03	Indonesia	September 2017	Removed from the open list, APANPIRG/28 Conclusion 28/29 refers.	Closed
AP-MET-04	Papua New Guinea	August 2022 September 2017	MET SG/26 recommended that Papua New Guinea: • Conduct additional corrective actions, including seeking confirmation from the recipient operational units and providing evidence of the relevant established procedures; and • Submit an official report to ICAO providing complete details of the action taken. APANPIRG/28 noted that Papua New Guinea should: • Verify the status of implementation of CAP; and • Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.	**Open**
AP-MET-05	–	–	This Index No. is not used.	Closed

NOTES ON THE (OPEN AND CLOSED) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION				
Index No.	**State**	**Update Date**	**NOTES ON OPEN AND CLOSED DEFICIENCIES**	**Status**
AP-MET-06	Indonesia	September 2017	Removed from the open list, APANPIRG/28 Conclusion 28/29 refers.	Closed
AP-MET-07	Philippines	November 2019	Removed from the open list, Conclusion APANPIRG/30/19, refers.	Closed
AP-MET-08	Papua New Guinea	September 2017	APANPIRG/28 noted that Papua New Guinea should: • Verify the status of implementation of CAP; and • Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.	**Open**
AP-MET-09	Cambodia	September 2018	Removed from the open list, APANPIRG/29 Decision 29/23 refers	Closed
AP-MET-10	–	–	This Index No. is not used.	Closed
AP-MET-11	Cambodia	September 2018	Removed from the open list, APANPIRG/29 Decision 29/24 refers	Closed
AP-MET-12	Lao PDR	September 2018	Removed from the open list, APANPIRG/29 Decision 29/24 refers	Closed
AP-MET-13	–	–	This Index No. is not used.	Closed
AP-MET-14	Nepal	September 2017	APANPIRG/28 noted that Nepal should: • Verify the status of implementation of CAP; and • Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.	**Open**
AP-MET-15	–	–	This Index No. is not used.	Closed
AP-MET-16	Democratic People's Republic of Korea	September 2017	APANPIRG/28 noted that DPRK should: • Verify the status of implementation of CAP; and • Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.	**Open**
AP-MET-17	Tonga	August 2022 September 2017 June 2018 29 May 2017	MET SG/26 recommended that Tonga: • Conduct additional corrective actions, including seeking confirmation from the recipient operational units and providing evidence of the relevant established procedures; and • Submit an official report to ICAO providing complete details of the action taken. APANPIRG/28 noted that: • 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. MET SG/22 noted that: • VAAC Wellington was coordinating with Tonga on the validation of corrective action taken to resolve the Deficiency. MOI, Civil Aviation Division, advised that: • 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.	**Open**

NOTES ON THE (OPEN AND CLOSED) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION				
Index No.	**State**	**Update Date**	**NOTES ON OPEN AND CLOSED DEFICIENCIES**	**Status**
		10 May 2013	Ministry of Infrastructure (MOI), Civil Aviation Division, advised that: • 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 (MOl) for the reporting of volcanic activity to the associated ACCs, MWOs and VAACs in accordance with the relevant ICAO SARPs.	
AP-MET-18	Kiribati	September 2017	APANPIRG/28 noted that Kiribati should: • Verify the status of implementation of CAP; and • Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.	**Open**
AP-MET-19	Nauru	September 2017	APANPIRG/28 noted that Nauru should: • Verify the status of implementation of CAP; and • Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.	**Open**
AP-MET-20	Solomon Islands	September 2017 June 2019	APANPIRG/28 noted that Solomon Islands should: • Verify the status of implementation of CAP; and • Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 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.	**Open**
AP-MET-21	Nauru	September 2017	APANPIRG/28 noted that Nauru should: • Verify the status of implementation of CAP; and • Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.	**Open**
AP-MET-22	Papua New Guinea	September 2017	APANPIRG/28 noted that Papua New Guinea should: • Verify the status of implementation of CAP; and • Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.	**Open**
AP-MET-23	Solomon Islands	November 2022 October 2021	Removed from the open list; refer to: • Conclusion APANPIRG/33/14 – *Update of information in APANPIRG Air Navigation Deficiencies Reporting Form*; • APANPIRG/33 WP/14 – *STATUS OF AIR NAVIGATION DEFICIENCIES IN THE ASIA/PAC REGION*; • APANPIRG/33 WP/13 – *METEOROLOGY SUB-GROUP (MET SG/26) REPORT*; and • APANPIRG/33 IP/08 – *RECTIFICATION OF APANPIRG AN DEFICIENCY AP-MET-23* MET SG/25 requested the Solomon Islands, with assistance from its partner States, to conduct additional corrective action to enable the MET SG to confirm that Solomon Islands had fully resolved the Deficiency; maintain a log of all SIGMETs issued over at least one month to capture the operational WC-, WS- and WV-SIGMETs, plus any test WV-SIGMETs; pass the details [of the log] to the ad hoc group [on AN Deficiencies] to compare against SIGMETs received by RODB Brisbane [MET SG/25, Action No. 25/10]. Subject to Solomon Islands demonstrating resolution of the issues concerning content, format and timeliness of SIGMET information (as discussed in MET SG/25, WP/12) and sustainable provision of ICAO-compliant SIGMET service, MET SG would support the removal of Deficiency AP-MET-23 from the APANPIRG open list. Therefore, to facilitate the removal of the Deficiency from the open list, MET SG/25 requested the Secretariat coordinate with the Solomon Islands to report the resolution of the Deficiency to APANPIRG [MET SG/25, Action No. 25/11].	Closed

NOTES ON THE (OPEN AND CLOSED) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION				
Index No.	**State**	**Update Date**	**NOTES ON OPEN AND CLOSED DEFICIENCIES**	**Status**
		June 2019 September 2017	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. APANPIRG/28 noted that Solomon Islands should: • Verify the status of implementation of CAP; and • Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.	
AP-MET-24	Nauru	September 2017	APANPIRG/28 noted that Nauru should: • Verify the status of implementation of CAP; and • Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency.	**Open**

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
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
METAR — Aerodrome routine meteorological report *(in meteorological code)*
MWO — Meteorological watch office
NWS — National Weather Service
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 *(in meteorological code)*
TBC — To be confirmed
TCB — Technical Cooperation Bureau (of ICAO)

Acronyms/Abbreviations/Definitions

VAAC — Volcanic ash advisory centre
WAFC — World area forecast centre
WMO — World Meteorological Organization