



ICAO

International Civil Aviation Organization

Thirty-Third Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/33)

Bali, Indonesia, Hybrid Meeting, 22 to 24 November 2022

Agenda Item 4: Regional Air Navigation Deficiencies

STATUS OF AIR NAVIGATION DEFICIENCIES IN THE ASIA/PAC REGION

(Presented by the Secretariat)

SUMMARY

One of the main objectives of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) is to identify and address specific deficiencies in the air navigation field. This Paper presents a list of Air Navigation Deficiencies reviewed by the 32nd Meeting of APANPIRG (APANPIRG/32, 1 – 3 December 2021) in the ATM, AOP, CNS and MET fields, and updated by the respective Sub-Group Meetings for review and action by APANPIRG/33. The list is updated based on uniform methodology for the identification, assessment and reporting of such Deficiencies as described in *Part V of the APANPIRG Procedural Handbook*.

This paper relates to – Strategic Objectives:

A: *Safety* – Enhance global civil aviation safety

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

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

Action by APANPIRG/33 is at Section 3.

1. INTRODUCTION

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

2. DISCUSSION

2.1 The lists of deficiencies in the various air navigation fields, as reviewed by APANPIRG/32 and subsequently updated by the APANPIRG Sub-groups, are presented in **Appendices A to D**.

2.2 Deficiencies in the ATM and Airspace Safety fields

2.2.1 The Tenth Meeting of the ATM Sub-group (ATM/SG/10, 17-21 October 2022) and the Twenty-Seventh Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/27, 22-25 August 2022) reviewed and updated the List of ATM and Airspace Safety Deficiencies based on information provided by the States concerned, as follows:

- a) SAR capability
 - Fiji – deletion
 - Tuvalu – new Deficiency
- b) WGS-84 not implemented
 - Bangladesh – deletion
- c) Non-Provision of Safety-related Data
 - Brunei Darussalam – new Deficiency

2.2.2 The APAC regional missing DEP messages analysis was conducted on 31 October 2022 based on the ATFM/SG/12 action item. The ICAO secretariat conducted the analysis, and the five States' improvement to meet the criterion was observed. Therefore, the following modification on the DEP message transmission deficiency is for consideration by APANPIRG/33.

- Deletion – Bangladesh, India, Malaysia, Nepal and the United States

2.2.3 Regarding the Deficiency recorded against Afghanistan for non-compliance with Long Term Height Monitoring requirement (remaining monitoring burden more than 30%), the Monitoring Agency for the Asia Region (MAAR) informed ICAO that all known Reduced Vertical Separation Minimum (RVSM)-capable airframes in Afghanistan had complied with the monitoring requirement. However, the Deficiency is retained due to the unknown status of the Afghanistan aeronautical authority responsible for ensuring monitoring is conducted.

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

2.3 Deficiencies in the AOP field

2.3.1 The Sixth Meeting of AOP Sub-group (AOP/SG/6, 27 to 30 June 2022) reviewed and updated the list of air navigation deficiencies in AOP field based on the information provided by Cook Islands, New Zealand, Niue, Sri Lanka, Thailand, Timor-Leste and Viet Nam. Tuvalu provided updates on their corrective action plan on 1 November 2022 and they are incorporated in the List of Air Navigation Deficiencies in the AOP field (**Appendix B**).

2.3.2 As U-Tapao Airport (Thailand) was certified in March 2022, and Cook Islands, Malaysia, New Zealand and Niue had promulgated the information on the status of certification of aerodromes in their AIP, deficiencies related to certification of aerodromes (U-Tapao Airport, Thailand) and publication of the status of certification of aerodromes (Cook Islands, Malaysia, New Zealand and Niue) are recommended for deletion from APANPIRG Air Navigation Deficiency List.

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

2.4 Deficiencies in the CNS field

2.4.1 The Twenty Sixth Meeting of the CNS Sub-group of APANPIRG (CNS/SG/26, 5 – 9 September 2022) reviewed and updated the list of Air Navigation Deficiencies in the CNS field.

2.4.2 One outstanding issue was discussed, which was related to unreliability of AFS communication between Afghanistan and Pakistan, and there has been no further progress since last update in 2020.

2.4.3 The CNS SG/26 Meeting did not identify any additional deficiencies in the CNS fields. The updated List of Air Navigation Deficiencies in the CNS field is provided in **Appendix C** to this paper.

2.5 Deficiencies in the MET field

2.5.1 The Twenty-Sixth Meeting of the Meteorology Sub-Group of APANPIRG (MET SG/26), from 1 to 5 August 2022, reviewed the APANPIRG air navigation deficiencies in the MET field.

2.5.2 At the time of review, there were thirteen (13) deficiencies in the Open List related to MET facilities and services in seven (7) APAC States, as summarised in **Table 1** below:

Table 1: Summary of APANPIRG air navigation deficiencies in the MET field

MET facilities and services	APAC States	Def. ID	Status
Aerodrome meteorological observations or reports	Kiribati	AP-MET-02	open
	Nauru	AP-MET-21	open
Meteorological watch office (MWO) or SIGMET information	Democratic People’s Republic of Korea	AP-MET-16	open
	Nauru	AP-MET-24	open
	Nepal	AP-MET-14	open
	Papua New Guinea	AP-MET-08	open
	Papua New Guinea	AP-MET-22	open
	Solomon Islands	AP-MET-23	open
Volcanic ash/activity information	Papua New Guinea	AP-MET-04	open
	Tonga	AP-MET-17	open
WAFS forecasts or flight briefings	Kiribati	AP-MET-18	open
	Nauru	AP-MET-19	open
	Solomon Islands	AP-MET-20	open

2.5.3 Solomon Islands reported significant progress towards rectifying deficiency AP-MET-23 (concerning the lack of SIGMET issued for the Honiara FIR) and planned additional actions to validate the SIGMET improvements. Therefore, subject to the additional corrective actions, MET SG/26 considered Solomon Islands could report that the deficiency AP-MET-23 has been rectified.

2.5.4 Subsequently, Solomon Islands has implemented the additional corrective actions and validated the rectification of deficiency AP-MET-23, as discussed in IP/08. Therefore, the MET SG recommends APANPIRG remove the deficiency AP-MET-23 from the Open List—as reflected in the APANPIRG Air Navigation Deficiencies Reporting Form in **Appendix D** of this paper.

Revision 2

2.5.5 Papua New Guinea (PNG) and Tonga also reported significant progress towards rectifying the deficiencies AP-MET-04 and AP-MET-17 (concerning information on volcanic activity not provided regularly to ATS units, MWOs and VAACs). However, MET SG/26 recommended that PNG and Tonga conduct additional corrective actions, including seeking confirmation from the recipient operational units and providing evidence of the relevant established procedures. PNG and Tonga can then submit an official report to ICAO providing complete details of the action taken. ICAO would then inform APANPIRG that the deficiencies can be removed from the Open List.

2.5.6 The updated List of Air Navigation Deficiencies in the MET field is provided in **Appendix D** of this paper.

2.6 Update of information in APANPIRG Air Navigation Deficiencies Reporting Form

2.6.1. The Meeting is invited to adopt the following draft Conclusion:

Draft Conclusion APANPIRG/33/xx – Update of information in APANPIRG Air Navigation Deficiencies Reporting Form	
<p>That,</p> <p>1) ICAO to update the APANPIRG Air Navigation Deficiency Database to reflect the information as presented in Appendices A - D to WP/14.</p> <p>2) States/Administrations be urged to:</p> <p>a) establish action plan with defined target dates for resolution of deficiencies, update the status on the corrective action taken and report progress in the Reporting Form of Air Navigation Deficiencies identified in ATM and Airspace Safety, AOP, CNS and MET fields as detailed in Appendices A to D to the WP/14; and</p> <p>b) update contact details of a Focal Point to coordinate actions to resolve the Deficiencies.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Inter -Regional</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: The resolution of air navigation deficiencies in the ATM and Airspace Safety, AOP, CNS and MET fields (in the APANPIRG database) have lacked satisfactory progress over several years, due in part to inadequate information in the Reporting Form, e.g., infrequent updates and lack of concise and concrete Corrective Action Plans with defined target dates.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: Official reports providing full details of the corrective actions taken where deficiencies have been resolved be reported to sub-groups in 2023.</p>	<p>Status: To be adopted by PIRG</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other</p>	

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note and update as necessary the status of the deficiencies in the air navigation field as presented in **Appendices A to D** and endorse as current list of APANPIRG Air Navigation Deficiencies;
- b) decide on the further action required for the elimination of the identified deficiencies; and
- c) adopt the above draft Conclusion presented in Paragraph 2.6.1.

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

States/facilities	Deficiencies			Corrective Action		
	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

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
	<u>AIS Quality Management System Requirements of Paragraph 3.6.1 of Annex 15 Quality Management System - Not implemented</u>					
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

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Nauru	AIS Quality Management System - Not implemented	24/6/2014		Nauru	TBD	A
Nepal	AIS Quality Management System - Not implemented	24/6/2014		Nepal	TBD	A
Palau	AIS Quality Management System - Not implemented	24/6/2014		Palau	TBD	A
Philippines	AIS Quality Management System - Not implemented	24/6/2014		Philippines	TBD	A
Samoa	AIS Quality Management System - Not implemented	24/6/2014		Samoa	TBD	A
Solomon Islands	AIS Quality Management System - Not implemented	24/6/2014		Solomon Islands	TBD	A
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
	<u>Aeronautical Data Area of Responsibility</u> - requirements of Paragraph 2.1.2 of Annex 2 to ensure that the provision of aeronautical data and aeronautical information covers its own territory and those areas over the high seas for which it is responsible for the provision of ATS					

Appendix A

Revision 2

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Bangladesh	Aeronautical Data Promulgation Within the State’s Area of Responsibility - Not implemented	29/03/2019 SAIOACG /9		Bangladesh	TBD	A
	<u>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</u>					
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
	<u>Airspace Classification Requirements of Paragraph 2.6 of Annex 11</u>					
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

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Solomon Islands	Airspace Classification - Not implemented	7/7/99		Solomon Islands	TBD	A
	<u>ATS Message Addressing Requirements of Doc 4444 PANS-ATM Section 11.4 (Message Types and their Application)</u>		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			
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

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority**
USA	DEP message transmission	05/09/2018	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	USA	TBD	A
	SAR capability: Requirements of Annex 12 as defined in the Regional Air Navigation Plan Volume II Part I – GENERAL PLANNING ASPECTS Section 3 SPECIFIC REGIONAL REQUIREMENTS, failure to reach 90% or more implementation of the Asia/Pacific SAR Plan					
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

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
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
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

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
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
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
	<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</u>					
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

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
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.)					
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**
Annex 14 Volume I	<u>Afghanistan</u>	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Herat International Airport							
	Kabul International Airport							
	Kandahar International Airport							
	Mazar-e-Sharif Airport							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 PANS- Aerodromes PANS-AIM	<u>American Samoa (US)</u> 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>Bangladesh</u> 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	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
				Objects on taxiway strips; vegetation on pavement joints and maintenance of joints				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**
Annex 14 Volume I	<u>China</u>							
	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	<u>Cook Islands</u> 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**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	<u>Guam (US)</u>	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
	AIP							

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>India</u> 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>	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Christmas Island Airport, Kiritimati							
	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 30 th 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 29 th December 2022	A
	Savannakhet International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.			Aerodrome Certification will be completed in 28 th December 2023	A
	Pakse International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.			Aerodrome Certification will be completed in 28 th 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**
Annex 14 Volume I	<u>Malaysia</u> 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**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	<u>Marshall Islands</u> 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>Maldives</u> 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**
Annex 14 Volume I	<u>Micronesia (Federated States of)</u>	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Pohnpei International Airport							
	FM Chuuk International Airport							
	Yap International Airport							
	Kosrae Airport							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	<u>Niue</u> (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	<u>New Zealand</u> 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**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	<u>Northern Mariana Islands (US)</u> 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 PANS- Aerodromes PANS-AIM	<u>Palau</u> 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**
Annex 14 Volume I	<u>Philippines</u> 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**
Annex 14 Volume I	<u>Mongolia</u> 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 m ² 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**
Annex 14 Volume I	<u>Solomon Islands</u> 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**
Annex 14 Volume I	<u>Sri Lanka</u> 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.	A
							AASL has informed that the Runway Safety Team – BIA will carry out the safety study and submit the report by June 2018.	
				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.	A
							1 st Draft of TOR of National Bird Control Committee of Sri Lanka has been compiled and ready for ratification.	

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**
Annex 14, Volume I	<u>Thailand</u> 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 the contractor for this	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**
							<p>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.</p>	
				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	<p>The construction is expected to be completed in 2024.</p> <p>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%</p>	A

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

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
							<p>The construction is expected to be completed by 2022.</p> <p>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.</p>	
	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	<p>31 December 2022</p> <p>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;</p>	A

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

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
							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 Authority	30 July 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. 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; Phase 4 Demonstration and	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**
							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**
Annex 14 Volume I	<u>Timor-Leste</u>	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.	A
	However due to COVID pandemic and AD operator budget problem the target date of completion 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.							
	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	<u>Tuvalu</u> 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**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	<u>Vanuatu</u> 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**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	<u>Viet Nam</u> 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	<p>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.</p> <p>- 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).</p> <p>—CAAV is conducting the procedures to certify the aerodromes in Vietnam used for international operations (including Lien Khuong aerodrome).</p> <p>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</p>	A

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

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
							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 strikethrough (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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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

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-05	–	–	This Index No. is not used.	Closed
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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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	<p>August 2022</p> <p>September 2017</p> <p>June 2018</p>	<p>MET SG/26 recommended that Tonga:</p> <ul style="list-style-type: none"> • 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. <p>APANPIRG/28 noted that:</p> <ul style="list-style-type: none"> • 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. <p>MET SG/22 noted that:</p> <ul style="list-style-type: none"> • VAAC Wellington was coordinating with Tonga on the validation of corrective action taken to resolve the Deficiency. 	Open

NOTES ON THE <u>(OPEN AND CLOSED)</u> AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION				
Index No.	State	Update Date	NOTES ON <u>OPEN AND CLOSED</u> DEFICIENCIES	Status
		29 May 2017 10 May 2013	MOI, Civil Aviation Division, advised that: <ul style="list-style-type: none"> 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. Ministry of Infrastructure (MOI), Civil Aviation Division, advised that: <ul style="list-style-type: none"> MOU established between the national authority providing volcano monitoring (Ministry of Lands, Environment, Climate Change and Natural Resources – MLECCNR) and the national authority providing meteorological service for international air navigation (MOI) for the reporting of volcanic activity to the associated ACCs, MWOs and VAACs in accordance with the relevant ICAO SARPs. 	
AP-MET-18	Kiribati	September 2017	APANPIRG/28 noted that Kiribati should: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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	Removed from the open list; refer to: <ul style="list-style-type: none"> Conclusion APANPIRG/33/xx – <i>Update of information in APANPIRG Air Navigation Deficiencies Reporting Form</i>; APANPIRG/33 WP/14 – <i>STATUS OF AIR NAVIGATION DEFICIENCIES IN THE ASIA/PAC REGION</i>; APANPIRG/33 WP/13 – <i>METEOROLOGY SUB-GROUP (MET SG/26) REPORT</i>; and APANPIRG/33 IP/08 – <i>RECTIFICATION OF APANPIRG AN DEFICIENCY AP-MET-23</i> 	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
		October 2021	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].	
		June 2019	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.	
		September 2017	APANPIRG/28 noted that Solomon Islands should: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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 (<i>in meteorological code</i>)

Acronyms/Abbreviations/Definitions

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 (<i>in meteorological code</i>)
TBC	— To be confirmed
TCB	— Technical Cooperation Bureau (of ICAO)
VAAC	— Volcanic ash advisory centre
WAFC	— World area forecast centre
WMO	— World Meteorological Organization