



ICAO

International Civil Aviation Organization

**Fifteenth Meeting of the FANS Interoperability Team – Asia
(FIT-Asia/15)**

Bangkok, Thailand, 24 – 27 June 2025

Agenda Item 6: Data Link-related ANS Deficiencies

AIR NAVIGATION DEFICIENCIES RELATING TO DATA LINK PERFORMANCE MONITORING AND ANALYSIS

(Presented by the Secretariat)

SUMMARY

This paper presents an update on the status of Asia/Pacific engagement in data link problem reporting through the FANS-CRA website, the status of performance analysis reporting to a recognized FIT, and APANPIRG Air Navigation Deficiencies in the ATM field relating to data link performance monitoring and analysis.

1. INTRODUCTION

1.1 The FIT-Asia Terms of Reference (TOR) require that it supports FIT-Asia participant States' compliance with ICAO Annex 11 – *Air Traffic Services* requirements and Global Operational Data-Link Document (GOLD) guidance for data-link performance.

1.2 The transition to Performance-Based Communications and Surveillance (PBCS) also require FIT-Asia to support and monitor participant States' compliance with new standards in ICAO Annex 6 – *Operation of Aircraft*, Annex 10 – *Aeronautical Telecommunications*, Annex 11 – *Air Traffic Services*, and in ICAO Doc 4444 – *Procedures for Air Navigation Services* (PANS-ATM), as well as the guidance provided in Doc 9869 – *PBCS Manual*.

1.3 Air Navigation Deficiencies are raised to share among States information about deficiencies in a transparent manner, and to assist States to define their implementation priorities and to indicate remedial action required. Information on deficiencies from the Air Navigation Deficiencies database is provided at APANPIRG meetings for review under its TOR to, *inter alia*, make detailed assessment of the safety impact of the deficiencies as shown and propose remedial action required by States, for subsequent review by the Air Navigation Commission and Council.

2. DISCUSSION

Asia/Pacific CRA Website Registration and Data Link Problem Reporting

2.1 Monitoring, reporting and analysis of data-link performance and problems is essential for the achievement and maintenance of system performance required for the application of performance-based separation. The introduction of ICAO Standards and Recommended Practices (SARPS) for PBCS, applicable from November 2016 but with regional implementation from 29 March 2018, requires that States fully engage in programs of data link problem reporting, and performance monitoring and analysis.

2.2 **APANPIRG Conclusion 24/24: ADS-C and CPDLC Problem Reporting and Analysis** requested States to register on the FIT-Asia website (formerly <http://www.ispacg-cra.com>, now <https://www.fans-cra.com/>) by 31 December 2013, report problems relating to Automatic Dependent Surveillance – Contract (ADS-C) and Controller-Pilot Data Link Communications (CPDLC) to the Central Reporting Agency (CRA) utilizing the FIT-Asia website, and ensure the CRA analysis was reported to FIT-Asia.

2.3 To support APANPIRG tracking of CRA engagement and data link performance monitoring and analysis activities for all Asia/Pacific Administrations, IPACG and ISPACG were requested to provide information on the FIT-IPACG and FIT-ISPACG Administrations that were registered on the CRA, had submitted problem reports to the CRA, and had provided data link monitoring analyses to the FIT.

2.4 **Table 1** summarizes the Asia/Pacific Administrations that have either implemented ADS-C/CPDLC or are known to be expected to do so under the Asia/Pacific Seamless ANS Plan, and their FIT-Asia CRA registration status.

Table 1: FIT-Asia ADS-C/CPDLC Implementation and CRA Registration Status

Administration	Data-Link (ADS-C/CPDLC) Service Status	Seamless ANS Expectation (Nov 2015)	CRA Registration
Australia	Implemented	YES	YES
China	Implemented	YES	YES
Fiji	Implemented	YES	YES
France (French Polynesia)	Implemented	YES	YES
India	Implemented	YES	YES
Indonesia	Implemented	YES	YES
Japan	Implemented	YES	YES
Malaysia	Implemented	YES	YES
Myanmar	Implemented	YES	YES
Papua New Guinea	Implemented	YES	YES
Philippines	Implemented	YES	YES + SEASMA*
New Zealand	Implemented	YES	YES
Singapore	Implemented	YES	YES + SEASMA*
Sri Lanka	Implemented	YES	YES
USA	Implemented	YES	YES
Viet Nam	Implemented	YES	YES + SEASMA*
* The South East Asia Safety Monitoring Agency (SEASMA) provides CRA service for Philippines, Singapore and Viet Nam.			

2.5 While most States providing data link services provided performance data to FIT, few provided any information on their analysis of the data, or on any action taken to investigate and rectify data link performance and non-compliance issues, or to evaluate the need for withdrawal of PBCS-dependent separations where performance fails to meet RCP and/or RSP specifications.

2.6 The meeting is reminded of the applicable ICAO Annex 11 standard, **Conclusion RASMAG/23-2: PBCS Action List for ANSPs** (drafted by FIT-Asia/8 in 2018), and **Conclusion RASMAG/27-2: Updated Reporting of PBCS Implementation Status and Performance Monitoring Data** (drafted by FIT-Asia/12 in 2022):

Annex 11 3.3.5.2: Where RCP/RSP specifications are applied, programmes shall be instituted for monitoring the performance of the infrastructure and the participating aircraft against the appropriate RCP and/or RSP specifications, to ensure that operations in the applicable airspace continue to meet safety objectives. The scope of monitoring programmes shall be adequate to evaluate communication and/or surveillance performance, as applicable.

Conclusion RASMAG/23-2: PBCS Action List for ANSPs

That, the PBCS Action List for Air Navigation Service Providers (ANSPs) provided at Appendix C to the Report be uploaded to the the ICAO Asia/Pacific website to provide guidance in the steps for analysis and reporting of PBCS performance problems.

Conclusion RASMAG/27-2: Updated Reporting of PBCS Implementation Status and Performance Monitoring Data

That:

1. *The revised Survey of the Status of Current and Planned Implementation of Performance-Based Separation Minima at Appendix C to the report, and the revised PBCS Action List for ANSPs at Appendix D to the report be uploaded to the ICAO Asia/Pacific Regional Office website to replace the existing; and*
2. *States are urged to submit the following to the Asia/Pacific Regional Office by not later than 28 February each year:*
 - a) *The completed Survey of the Status of Current and Planned Implementation of Performance-Based Separation Minima form; and*
 - b) *PBCS performance data for inclusion in the aggregated regional PBCS performance data report, using the Data Link Performance Report Template – ANSP to FIT provided on the ICAO Asia/Pacific Regional Office website.*

Note 1: Non-FIT-Asia States may submit their PBCS performance data through the relevant FIT.

Note 2: This Conclusion supersedes Conclusions RASMAG/22-3, 23-1, 23-2 and 23-3.

2.7 ICAO Doc 9869 *PBCS Manual* Chapter 4 and Appendix D provides detailed guidance on compliance with RCP/RSP specifications, and continued operational compliance through PBCS monitoring programmes and corrective action.

CRA Formal Service Arrangement

2.8 The FIT-Asia/13 meeting was informed that ICAO had learned that not all FIT-Asia member administrations had formal service agreements with APANPIRG-recognized CRAs. **Table 2** shows the current formal CRA service.

Table 2: Current Formal CRA Service Agreements

	APANPIRG-recognized CRA	Scope of Application	Formal Service Agreement
IPACG and ISPACG (United States)	CRA Boeing	IPACG States, ISPACG States, and NAT States	Yes
Japan	CRA Japan	Japan	Yes
SEASMA (Singapore)	CRA Boeing	Singapore, Philippines and Viet Nam	Yes

2.9 Subsequent to the FIT-Asia/13 meeting, ICAO reviewed the situation and considered that, given the importance of data link problem reporting in States' performance monitoring obligations under ICAO Annex 6 – *Operation of Aircraft Part 1*¹ and ICAO Annex 11 – *Air Traffic Services*², APANPIRG/34 agreed the following Conclusion proposed by RASMAG/28.

Conclusion APANPIRG/34/8: Formal Service Arrangements with CRA

That, States are urged to ensure that formal service arrangements are made with an APANPIRG-recognized, competent Central Reporting Agency for the submission and analysis of data link problem reports.

ANS Deficiencies Relating to Data Link Performance Monitoring and Analysis

2.10 APANPIRG/26, held in September 2015, agreed to the following Conclusion:

Conclusion APANPIRG/26/25 – ANS Deficiencies Relating to Data Link Performance Monitoring and Analysis

That, an Air Navigation Deficiency should be raised against non-implementation of the provisions of Annex 11 Paragraph 2.27.5 when any FIT-Asia administration has implemented operational ADS-C/CPDLC services and:

- a) has not made arrangements for the reporting and analysis of data link problems to a competent CRA as identified by the Regional Airspace Safety Monitoring Advisory Group (RASMAG); or*
- b) does not report data link problems to the CRA; or*
- c) does not provide data link problem analysis reports to a recognized FANS Interoperability/Implementation Team (FIT); or*
- d) does not provide data-link performance analysis reports to a recognized FIT.*

2.11 **Attachment A** provides the relevant excerpt of the APANPIRG ATM and Airspace Safety Deficiencies list as updated by APANPIRG/35 held from 25 to 27 November 2024 in Bangkok, Thailand. The information in the deficiency list is based on the information provided (or not provided) to FIT-Asia by States, and the information provided to and by the FIT-Asia CRA, IPACG FIT and ISPACG FIT.

¹ Annex 6 Part I 7.1.5 and 7.3.4

² Annex 11 2.29 and 3.3.5.2

- 2.12 The following deficiency was withdrawn:
Maldives: ICAO confirmed that Maldives had disabled the ADS-C function from its ATM system due to application issues, and CPDLC / HF is used beyond VHF coverage.
- 2.13 The following deficiency remains current:
India: Performance monitoring and analysis not reported for Mumbai FIR.
- 2.14 The APANPIRG Deficiency related to India will be reviewed following a detailed data validation, as presented in WP/06 – Data Link Performance Report for India.
- 2.15 The meeting is invited to note that future assessment of data link-related deficiencies will take into account the requirement for continuous monitoring of performance against RSP180 and RCP240 criteria, where performance-based separations requiring PBCS are in place, and appropriate analysis and corrective action to ensure communications and surveillance performance continues to support the application of performance-based separation minima.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) note the information contained in this paper; and
 - b) discuss any relevant matters as appropriate.
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ATM and Airspace Safety Deficiencies List (Updated 01 November 2024)

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
	<u>WGS-84 Requirements of Paragraph 1.2.1 of Annex 15</u>					
Afghanistan	WGS-84 - Not implemented	24/6/2014		Afghanistan	TBD	A
Brunei Darussalam	WGS-84 - Not implemented	24/6/2014		Brunei Darussalam	TBD 31/12/2025	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
	<u>AIP Format Requirements of Chapter 5 of Annex 15</u>					
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
	<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

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
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 31/03/2026	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 30/09/2024	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 31/12/2025	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

States/facilities	Deficiencies			Corrective Action		
	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
	<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					
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</u> - requirements of Annex 2 (Definitions) to ensure that restricted areas are designated above the land areas or territorial waters of a State					

States/facilities	Deficiencies			Corrective Action		
	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
	<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
Macao, 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
	<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			

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Maldives	DEP message transmission	09/08/2019	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	Maldives	TBD	A
	<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/8 65% APSAR/WG/9 65%	Bangladesh	2019	U
Bhutan	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/8 28%	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% APSAR/WG/9 76%	Cambodia	2019	U
Macao, China	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 85% APSAR/WG/9 88%	Macao, China	2019	U
Cook Islands	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/8 62%	Cook Islands	2019	U
DPR Korea	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/8 71%	DPR Korea	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/8 84%	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
Malaysia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/8 85% APSAR/WG/8 92%	Malaysia	2019	U
Maldives	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/8 78%	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% APSAR/WG/9 89%	Mongolia	2019	U
Myanmar	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 67% APSAR/WG/9 69%	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/7 56% APSAR/WG/9 66%	Nepal	2019	U
New Caledonia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/8 78%	New Caledonia	2019	U
Pakistan	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/8 89% APSAR/WG/9 89%	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/7 54%	Papua New Guinea	2019	U
Philippines	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/8 86% APSAR/WG/9 90%	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

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Sri Lanka	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/8 83% APSAR/WG/9 84%	Sri Lanka	2019	U
Thailand	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/8 82% APSAR/WG/9 85%	Thailand	2019 2025	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 TBD	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 50% (RASMAG/29)	Afghanistan	RASMAG/24 TBD	A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
			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.			
India	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/29	Remaining monitoring burden of 48% (RASMAG/29)	India	TBD	A
Mongolia	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/28	Remaining monitoring burden of 43% (RASMAG/28) Remaining monitoring burden of 18% (RASMAG/29)	Mongolia	TBD	A
Nepal	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/28	Remaining monitoring burden of 45% (RASMAG/28) Remaining monitoring burden of 45% (RASMAG/29)	Nepal	TBD	A
New Zealand	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/28	Remaining monitoring burden of 36% (RASMAG/28) Remaining monitoring burden of 11% (RASMAG/29)	New Zealand	TBD	A
Pakistan	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/22	Remaining monitoring burden of 45% (RASMAG/26) Remaining monitoring burden of 27% (RASMAG/29)	Pakistan	RASMAG/24	A
Papua New Guinea	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/28	Remaining monitoring burden of 69% (RASMAG/28) Remaining monitoring burden of 15% (RASMAG/29)	Papua New Guinea	TBD	A
Philippines	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/29	Remaining monitoring burden of 40% (RASMAG/29)	Philippines	TBD	A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Solomon Islands	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/28	Remaining monitoring burden of 50% (RASMAG/28) Remaining monitoring burden of 0% (RASMAG/29)	Solomon Islands	TBD	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. (FIT-Asia/14): Disabled the ADS-C function from the ATM system due to an application issue, and CPDLC/HF is used beyond VHF coverage.	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.

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