



International Civil Aviation Organization
ICAO Thirtieth Meeting of the Regional Airspace Safety Monitoring
Advisory Group (RASMAG/30)

Bangkok, Thailand, 14 – 17 July 2025

Agenda Item 6: Air Navigation Services Deficiencies

ATM AND AIRSPACE SAFETY DEFICIENCIES LIST

(Presented by the Secretariat)

SUMMARY

This paper presents a list of Airspace Safety Deficiencies (previously Air Navigation Deficiencies) noted by the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) in for review by the meeting. The list is based on the uniform methodology for the identification, assessment and reporting of such deficiencies as described in Part V of the *APANPIRG Procedural Handbook*.

1. INTRODUCTION

1.1 Under the Terms of Reference of APANPIRG, one of the primary objectives is to identify and address specific deficiencies in the air navigation field. In meeting this objective, APANPIRG facilitates the development and implementation of action plans by States to resolve identified deficiencies, where necessary. Consequently, APANPIRG and its Sub-groups regularly review deficiencies in their respective fields and develop recommendations for remedial actions.

1.2 The Twenty-First Meeting of APANPIRG (APANPIRG/21, September 2010) agreed:

Conclusion APANPIRG21/ 53 –Elimination of ATM Air Navigation Deficiencies

That, States concerned

- a) be urged to take urgent actions to correct the deficiencies in the ATM/AIS/SAR fields identified in Attachment A to the Report on Agenda Item 4;*
- b) notify details of the problems/difficulties to the Regional Office; and*
- c) designate a point of contact in each State to deal with deficiencies and provide details to the Regional Office by 22 October 2010.*

2. DISCUSSION

2.1 The relevant extract from the List of APANPIRG ATM and Airspace Safety Deficiencies is appended at **Attachment A** to this paper.

Safety Reporting Deficiencies

2.2 The following States have Deficiencies recorded for non-provision of safety-related data:
To be retained in the Deficiencies list:

- **Afghanistan** (Failure to submit Kabul FIR Large Height Deviation (LHD) data).

Note: This Deficiency was originally recorded as a result of non-provision of Kabul LHD data for January to December 2018, and 2020. Afghanistan submitted data for the period January to July 2021, but no further LHD reports were received.

To add to the Deficiencies list:

- **India** (Failure to confirm RVSM approval status)

India had not verified the RVSM approval status of 16 aircraft for over six months (since December 2024) and has not submitted the 2024 annual RVSM approval snapshot.

Long Term Height Monitoring Requirement Deficiencies

2.3 The following States have Deficiencies recorded concerning responsibility to comply with the height-keeping monitoring requirements of Annex 6 (Long Term Height Monitoring requirement – remaining burden more than 30%):

To be retained in the Deficiencies list:

- **Afghanistan** (Remaining monitoring burden of 50%, RASMAG/30).
- **India** (Remaining monitoring burden of 46%, RASMAG/30).
- **Nepal** (Remaining monitoring burden of 45%, RASMAG/30).

To remove from the Deficiencies list

- **Philippines** (Remaining monitoring burden of 22%, RASMAG/30).

Furthermore, it was proposed to add the following States:

- **DPR Korea** (Remaining monitoring burden of 100%, RASMAG/30).
- **Malaysia** (Remaining monitoring burden of 31%, RASMAG/30).

ATS Datalink Deficiencies

To remove from the Deficiencies list

2.4 In FIT-Asia/15 meeting, India had submitted the data link performance report for all the three FIRs, including Mumbai FIR, and completed annual *Survey of the Status of Current and Planned Implementation of Performance-Based Horizontal Separation Minima* form for 2025. Therefore FIT-Asia agreed to remove India from the APANPIRG ATM and Airspace Deficiencies list in the Data Link field.

- **India:** Post implementation monitoring not implemented (Performance monitoring and analysis not reported for the Mumbai FIR).

Note: Amendments to the Deficiencies List arising from discussion of other Working Papers are not yet included in this paper or its **Attachment A**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and update the Airspace Safety Deficiencies, for further review by APANPIRG/36;
- b) where possible, identify actions to be taken to correct the identified deficiencies; and
- c) discuss any relevant matters as appropriate.

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ATM and Airspace Safety Deficiencies List (Updated 02 July 2025)

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
	<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
India	Non-provision of safety related data	RASMA G/30	India had not verified the RVSM approval status of 16 aircraft for over six months (since December 2024) and has not submitted the 2024 annual RVSM approval snapshot.	India	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.)					

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Afghanistan	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMA G/23	Remaining monitoring burden of 50% (RASMAG/29) 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	RASMAG/24 TBD	A
DPR Korea	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMA G/30	Remaining monitoring burden of 100% (RASMAG/30)	DPR Korea	TBD	A
India	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMA G/29	Remaining monitoring burden of 46% (RASMAG/30)	India	TBD	A
Malaysia	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMA G/30	Remaining monitoring burden of 31% (RASMAG/30)	Malaysia	TBD	A
Nepal	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMA G/28	Remaining monitoring burden of 45% (RASMAG/30)	Nepal	TBD	A
Philippines	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMA G/29	Remaining monitoring burden of 40% (RASMAG/29) Remaining monitoring burden of 22% (RASMAG/30)	Philippines	TBD	A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
	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. (FIT-Asia/14): Insufficient data/evidence to discuss the deficiency (FIT-Asia/15): India had submitted the data link performance report for all the three FIRs, including Mumbai FIR.	India	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.