



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**TWENTY NINTH MEETING OF THE ASIA/PACIFIC  
AIR NAVIGATION PLANNING AND IMPLEMENTATION  
REGIONAL GROUP (APANPIRG/29)**

*Bangkok, Thailand, 3 to 5 September 2018*

**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 28<sup>th</sup> Meeting of APANPIRG (APANPIRG/28, September 2017) in the ATM, AOP, CNS and MET fields and updated based on information provided by States during the Sub-Group/Working Group Meetings for review and action by APANPIRG/29. 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*.

This paper presents the List of Deficiencies.

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/29 is at Para 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 subgroups 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/28 and updated by the respective Sub-groups and the Secretariat, are presented in **Appendices A to D**.

## 2.2 Deficiencies in the ATM/AIS/SAR fields

2.2.1 The Sixth Meeting of the ATM Sub-group (ATM/SG/6, 30 July – 3 August 2018) reviewed and updated the List of ATM Deficiencies based on information provided by concerned States.

2.2.2 The updated List of Air Navigation Deficiencies in the ATM/AIS/SAR field is given in **Appendix A** to this paper.

## 2.3 Deficiencies in the AOP field

2.3.1 The Second Meeting of AOP Sub-group (AOP/SG/2, 27 – 29 June 2018) reviewed and updated the List of AOP Deficiencies based on the information provided by the concerned States.

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

## 2.4 Deficiencies in the CNS field

2.4.1 The Twenty Second Meeting of the CNS Sub-group (CNS/SG/22, 16 – 20 July 2018) reviewed and updated the list of Air Navigation Deficiencies in the CNS field.

2.4.2 The updated List of Air Navigation Deficiencies in the CNS field is given in **Appendix C** to this paper.

## 2.5 Deficiencies in the MET fields

2.5.1 The Twenty Second Meeting of MET Sub-group (MET/SG/22, 18 – 21 June 2018) reviewed and updated the list of Air Navigation Deficiencies in the MET Field.

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

2.6 The Meeting is invited to adopt the following draft Conclusion:

<b>Draft Conclusion APANPIRG/29/XX – Update of information in APANPIRG Air Navigation Deficiencies Reporting Form</b>	
<p><b>What:</b> that, 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/SAR/AIM, AOP, CNS and MET fields as detailed in <b>Appendices A to D</b> of APANPIRG/29 Working Paper 15; and</p> <p>b) update contact details of a Focal Point to coordinate actions to resolve the Deficiencies.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input 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><b>Why:</b> The resolution of air navigation deficiencies in the ATM, SAR, AIM, AOP, CNS and MET fields (in the APANPIRG database) have lacked significant progress over several years, due in part to inadequate information in the</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>

Reporting Form, e.g., infrequent updates and lack of concise and concrete Corrective Action Plans with defined target dates	
<b>When:</b> official reports providing full details of the corrective actions taken where deficiencies have been resolved be reported to sub-groups in 2019.	<b>Status: Draft to be Adopted by</b> PIRG
Who: <input 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	

### 3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note the current status of the Deficiencies in the air navigation field as presented in **Appendices A to D** and update them based on additional information provided at the Meeting;
- b) decide on the further action required for the elimination of the identified deficiencies; and
- c) adopt the above draft Conclusion.

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ATM/AIM/SAR Deficiencies List (Updated 03 August 2018)

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
	<b>WGS-84 Requirements of Paragraph 3.7.1 of Annex 15</b>					
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
Cook Islands	WGS-84 - Not implemented	24/6/2014		Cook Islands	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
Thailand	WGS-84 - Not implemented	24/6/2014		Thailand	TBD	A
Vanuatu	WGS-84 – Not implemented	2/7/1999	Implemented at main airports	Vanuatu	1999	A
	<b>AIP Format Requirements of Chapter 4 of Annex 15</b>					

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States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
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
	<b><u>AIS Quality Management System Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented</u></b>					
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
Cook Islands	AIS Quality Management System - Not implemented	24/6/2014		Cook Islands	TBD	A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Indonesia	AIS Quality Management System - Not implemented	24/6/2014		Indonesia	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		Marshall Islands	TBD	A
Micronesia	AIS Quality Management System - Not implemented	24/6/2014		Micronesia	TBD	A
Myanmar	AIS Quality Management System - Not implemented	9/6/2016		Myanmar	TBD	A
Nauru	AIS Quality Management System - Not implemented	24/6/2014		Nauru	TBD	A
Nepal	AIS Quality Management System - Not implemented	24/6/2014		Nepal	TBD	A
Palau	AIS Quality Management System - Not implemented	24/6/2014		Palau	TBD	A
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

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States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Sri Lanka	AIS Quality Management System - Not implemented	9/6/2016		Sri Lanka	TBD	A
Thailand	AIS Quality Management System - Not implemented	24/6/2014		Thailand	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
	<b><u>Airspace Classification Requirements of Paragraph 2.6 of Annex 11</u></b>					
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 (proposed)	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
	<b><u>ATS Message Addressing Requirements of Doc 4444 PANS-ATM Section 11.4 (Message Types and their Application)</u></b>					

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States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Bangladesh (Proposed)	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
Indonesia	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
Myanmar	DEP message transmission	05/09/2018	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	Myanmar	TBD	A
Philippines	DEP message transmission	05/09/2018	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	Philippines	TBD	A
Republic of Korea	DEP message transmission	05/09/2018	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	Republic of Korea	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
	<b><u>SAR capability: Requirements of Annex 12</u></b>					
Afghanistan	SAR Capability Matrix	6/07/2015	SAR Capability (no data)	Afghanistan	2016	U
Bhutan	SAR Capability Matrix	6/07/2015	SAR Capability (no data)	Bhutan	2016	U
Cambodia	SAR Capability Matrix	6/07/2015	SAR Capability (14 of 20)	Cambodia	2016	U
Cook Islands	SAR Capability Matrix	6/07/2015	SAR Capability (19 of 20)	Cook Islands	2016	U
Cook Islands	Annex 12 requirements not implemented. No agreements with adjacent States.	31/1/95	Cook Islands - implement Annex 12 requirements and co-ordinate LOA with adjacent States ICAO - assist to develop SAR capability and to co-ordinate with adjacent States	Cook Islands	2009. SAR agreement with New Zealand completed 2007.	U
DPR Korea	SAR Capability Matrix	6/07/2015	SAR Capability (15 of 20 elements non- compliant)	DPR Korea	2016	U
Fiji	SAR Capability Matrix	6/07/2015	SAR Capability (13 of 20 elements non- compliant)	Fiji	2016	U
Kiribati	SAR Capability Matrix	6/07/2015	SAR Capability (no data)	Kiribati	2016	U

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Lao PDR	SAR Capability Matrix	6/07/2015	SAR Capability (10 of 20 elements non- compliant)	Lao PDR	2016	U
Macau, China	SAR Capability Matrix	6/07/2015	SAR Capability (10 of 20 elements non- compliant)	Macau, China	2016	U
Maldives	SAR Capability Matrix	6/07/2015	SAR Capability (9 of 20 elements non- compliant)	Maldives	2016	U
Marshall Islands	SAR Capability Matrix	6/07/2015	SAR Capability (no data elements non- compliant)	Marshall Islands	2016	U
Micronesia	SAR Capability Matrix	6/07/2015	SAR Capability (20 of 20 elements non- compliant)	Micronesia	2016	U
Myanmar	SAR Capability Matrix	6/07/2015	SAR Capability (17 of 20 elements non- compliant)	Myanmar	2016	U
Nauru	SAR Capability Matrix	6/07/2015	SAR Capability (no data elements non- compliant)	Nauru	2016	U
Nepal	SAR Capability Matrix	6/07/2015	SAR Capability (12 of 20 elements non- compliant)	Nepal	2016	U
Palau	SAR Capability Matrix	6/07/2015	SAR Capability (no data)	Palau	2016	U
Papua New Guinea	SAR Capability Matrix	6/07/2015	SAR Capability (11 of 20 elements non- compliant)	Papua New Guinea	2016	U

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States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Philippines	SAR Capability Matrix	6/07/2015	SAR Capability (12 of 20 elements non- compliant)	Philippines	2016	U
Samoa	SAR Capability Matrix	6/07/2015	SAR Capability (no data elements non- compliant)	Samoa	2016	U
Solomon Islands	SAR Capability Matrix	6/07/2015	SAR Capability (no data)	Solomon Islands	2016	U
Timor-Leste	SAR Capability Matrix	6/07/2015	SAR Capability (no data)	Timor-Leste	2016	U
Tonga	SAR Capability Matrix	6/07/2015	SAR Capability (18 of 20 elements non- compliant)	Tonga	2016	U
Vanuatu	SAR Capability Matrix	6/07/2015	SAR Capability (no data)	Vanuatu	2016	U
	<b><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></b>					
Bangladesh (proposed by RASMAG/23)	Annex 11 requirement not implemented	13/07/2017	Conclusion 16/6 – Non Provision of safety related data by States, established by RASMAG/22 – Failure to submit 2016 TSD – Failure to provide sufficient feedback regarding RVSM approval data	Bangladesh	RASMAG23	A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
French Polynesia (proposed by RASMAG/23)	Non-provision of safety related data	05/07/2018	Failure to submit the 2017 TSD	French Polynesia	RASMAG23	A
India	Annex 11 requirement not implemented. Non-provision of safety related data	13/07/2017	Conclusion 16/6 – Non Provision of safety related data by States, established by RASMAG/22 – Failure to provide sufficient feedback regarding RVSM approval data Failure to submit RVSM approvals for a large number of aircraft, most of which have also been reported in 2016.	India	RASMAG23	U
Lao PDR (proposed by RASMAG/23)	Annex 11 requirement not implemented. Non-provision of safety related data	13/07/2017	Conclusion 16/6 – Non Provision of safety related data by States, established by RASMAG/22 – Failure to submit 2016 TSD – Failure to provide RVSM approvals update and RVSM annual snapshot Failure to submit the annual RVSM approval snapshot for 3 consecutive years	Lao PDR	RASMAG23	A
Maldives (proposed by RASMAG/23)	Annex 11 requirement not implemented	13/07/2017	Conclusion 16/6 – Non Provision of safety related data by States, established by RASMAG/22 – Failure to submit LHD reports and 2016 TSD	Maldives	RASMAG23	A
Nepal (proposed for RASMAG/23)	Annex 11 requirement not implemented	05/07/2018	Conclusion 16/6 – Non Provision of safety related data by States, established by RASMAG/23	Nepal	TBD	A
Thailand (proposed for RASMAG/23)	Annex 11 requirement not implemented. Non-provision of safety related data	13/07/2017	Failure to submit the annual RVSM approval snapshot for 2 consecutive	Thailand	RASMAG23	A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
			years			
	<b>State Responsibility to comply with the Annex 6 Height-Keeping Monitoring Requirement Annex 6 Part I Section 7.2.79 (10<sup>th</sup> Ed.) and Part II Section 2.5.2.710 (9<sup>th</sup> Ed.)</b>					
Afghanistan (proposed by RASMAG/23)	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/23	Remaining monitoring burden of 38% reported in RASMAG/23	Afghanistan	RASMAG24	A
Bangladesh	Non-compliance with LTHM requirement <del>regarding the monitoring burden of more than 50% airframes to be monitored</del> (remaining monitoring burden more than 30%)	RASMAG/22	Remaining monitoring burden of 44% reported in RASMAG/23	Bangladesh	RASMAG24	A
Indonesia (proposed by RASMAG/23)	Non-compliance with LTHM requirement <del>regarding the monitoring burden of more than 50% airframes to be monitored</del> (remaining monitoring burden more than 30%)	RASMAG/23	Remaining monitoring burden of 42% reported in RASMAG/23 Revised number as of August 2018 is 30.1%	Indonesia	RASMAG24	A
Malaysia (proposed by RASMAG/23)	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/23	Remaining monitoring burden of 38% reported in RASMAG/23	Malaysia	RASMAG24	A
Myanmar (proposed by RASMAG/23)	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/23	Remaining monitoring burden of 36% reported in RASMAG/23	Myanmar	RASMAG24	A
Pakistan	Non-compliance with LTHM requirement <del>regarding the monitoring burden of more than 50% airframes to be monitored</del> (remaining monitoring burden more than 30%)	RASMAG/22	Remaining monitoring burden of 69% reported in RASMAG/23	Pakistan	RASMAG24	A
The Philippines	Non-compliance with LTHM requirement <del>regarding the monitoring burden of more than 50% airframes to be monitored</del> (remaining monitoring burden	RASMAG/23	Remaining monitoring burden of 30% (30.1%) reported in RASMAG/23	The Philippines	RASMAG24	A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
	more than 30%)					
	<b>Data Link Performance Monitoring and Analysis Requirements of Paragraph 2.28 and/or 3.3.5.2 of Annex 11 not met</b>					
Fiji (proposed for RASMAG/23)	Post-implementation monitoring not implemented	25/06/2018	Problem reports not provided to CRA. Performance monitoring and analysis not reported to FIT	Fiji	TBD	A
India	Post-implementation monitoring not implemented	13/07/2017	Performance monitoring and analysis was reported for the Chennai FIR, but was not reported for the Kolkata and Mumbai FIRs.	India	TBD	A
Indonesia (proposed for RASMAG/23)	Post-implementation monitoring not implemented	29/5/2015	Problem Reports not provided to CRA. Performance monitoring and analysis was conducted, but problem reports were not provided to the CRA.	Indonesia	TBD	A
Malaysia (proposed by RASMAG/23)	Post-implementation monitoring not implemented	29/5/2015	Problem Reports not provided to CRA. Performance monitoring and analysis not reported to FIT.	Malaysia	TBD	A
Myanmar (proposed by RASMAG/23)	Post-implementation monitoring not implemented	29/5/2015	Problem Reports not provided to CRA. Performance monitoring and analysis not reported to FIT.	Myanmar	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
Sri Lanka (proposed by RASMAG/23)	Post-implementation monitoring not implemented	29/5/2015	Problem Reports not provided to CRA. Problem reports were not provided to CRA, performance monitoring and analysis was not reported to FIT, but Sri Lanka was now registered with a competent CRA. Agreed by FIT Asia/5-6, endorsed by RASMAG/21-22	Sri Lanka	Post Implementation Monitoring partially implemented. Data Link Reporting based on the	A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
					<p>SITA AIRCOM ATS-622 Traffic &amp; Performance Report will be submitted on monthly basis from Sept 2017 onward. Data Link Performance Reports will be submitted to FIT with effect from Feb 2018. (Target date)</p> <p>(APANPIRG/ 28)</p>	
Viet Nam (proposed by RASMAG/23)	Post implementation monitoring not implemented	29/5/2015	Performance monitoring and analysis not reported to FIT.	Viet Nam	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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**Appendix B - Revision 1**

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

*Updated on 30 August 2018*

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	Nepal  Kathmandu International Airport	Runway/ taxiways	ICAO Mission of February 2008	Provision of RESA in accordance with section 3.5 of ICAO Annex 14, Volume I.	RESA will be provided	Tribhuvan International airport/ CAAN	Estimated Implementation Date (Start of work): 06/08/2017 dated of completion 31/01/2019	U
				Insufficient runway strip, refer recommendations given in section 3.4 of Annex 14, Volume I.	Provide runway strip as per ICAO recommendations		Master Plan Review of TIA is in process from Intl. Consulting firm.	A



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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	Maldives	Runway/ Taxiways	AGA Mission Report April 2008	Insufficient runway strip.	Runway strip available	Maldives Airports Company Pvt. Ltd	Runway strip of 150m for both sides is available	U
	Male International Airport Velana International Airport						<p>Apron is still within the runway strip.</p> <p>New master plan work is in progress, new runway construction on-going, estimated date of completion: December 2018.</p> <p>Exemption granted by the State to Aerodrome Operator till December 2018.</p> <p>Runway strip of 150m for both sides is available</p> <p>Apron is still within the runway strip.</p> <p>New master plan work is in progress, new runway construction on-going, estimated date of completion: December 2018.</p> <p>Exemption granted by the State to Aerodrome Operator till December 2018.</p>	

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**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**
				Provision of RESA in accordance with section 3.5 of ICAO Annex 14, Volume I.	RESA will be provided	Maldives Airports Company Pvt. Ltd	<p><del>RESA available for RWY36 end- 240m</del>  <del>RESA available for RWY18 end- 55m</del>  These figures have been published in the AIP Exemption granted by the State to Aerodrome Operator till December 2018.</p> <p>RESA available for RWY36 end- 240m  RESA available for RWY18 end- 90m  Revision to declared distances have been published in the AIP Supplement 02/18 date of issue: 15 March 2018.  Exemption granted by the State to Aerodrome Operator till December 2018.</p> <p><b>CLOSED</b></p>	U

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**Appendix B**

**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	<b>India</b>	Runway	AGA mission January 2009	RESA not provided in accordance with Para 3.5 of Annex 14, Volume I requirements;	RESA will be provided	AAI	<del>December 2012</del> <del>RESA provided, however desired strength is yet to be provided.</del>  RESA provided. <b>CLOSED</b>	U
				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.	300m strip width for full length of runway 07/25 will be made available.	AAI	<del>December 2013</del> <del>Action initiated</del>  Work in progress. October 2019. Presently distance between RWY 25 Centerline to TWY 'A' is 123m and to provide RWY Strip of 150m, TWY 'B' will be straightened from intersection TWY 'C'.	A
Annex 14, Volume I	<b>Mumbai International Airport</b>	Runway	AGA mission January 2009	RESA not provided for R/W 09 and R/W 14 in accordance with Para 3.5 of ICAO Annex 14, Volume I;	RESA will be provided	MIAL	<del>R/w 09 RESA provided</del> <del>R/w 14 June 2013</del>  RESA provided. <b>CLOSED</b>	U

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Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
				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	300m strip width for full length of runway 09/27 will be made available	MIAL	<del>R/w 09/27 – August 2013</del> <del>R/w 14/32 – June 2013</del> 31 Dec 2020. Due to presence of slum in beginning of RWY 09/27 south – RWY strip 300m not available. Due to presence of slum of either side at beginning of RWY 14/32 – RWY strip 300m not available.	A

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**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**
<b>Annex 14 Volume I</b>	<b>Cambodia  Siem Reap International Airport</b>	<b>Runway</b>	<b>AGA mission of March 2009</b>	RESA not provided as per Para 3.5 of Annex 14, Volume I. ;	RESA will be provided		<p><del>RESA provided. RESA improvement plan under consideration to satisfy Para's 3.5.8.7 to 3.5.10 of Annex 14.</del></p> <p>RESA provided at both ends of the Runway (runway 05/23)            Dimension 90 m x 140 m  <b>CLOSED</b></p>	U

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

<b>Identification</b>		<b>Deficiencies</b>			<b>Corrective Action</b>			
<b>Requirements</b>	<b>States/facilities</b>	<b>Description</b>	<b>Date first reported</b>	<b>Remarks</b>	<b>Description</b>	<b>Executing body</b>	<b>Target date of completion</b>	<b>Priority for action**</b>
<b>Annex 14 Volume I</b>	<b>Bangladesh  Hazrat Shahjalal International Airport, Dhaka</b>	<b>Runway/ Taxiway</b>	<b>ICAO mission April 2009</b>	Runway strip width insufficient(300m 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 300m 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

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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	Thailand	Runway	AGA mission of July 2009	RESA to satisfy Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided		<p>Risk assessment study in process (DCA letter dated 9 April 2014)</p> <p>The Runway End Safety Area will be provided at Phuket International Airport to satisfy Section 3.5 of Annex 14, Volume I requirements. The contractor procurement is in progress. The construction is expected to be completed in 2020.</p>	U
				Runway strip width insufficient (300m runway strip for precision approach runways in accordance with Para 3.4.5 of Annex 14, Volume I;	300m runway strip width for full length of runway will be made available		<p>Risk assessment study in process (DCA letter dated 9 April 2014)</p> <p>Phuket International Airport has corrected the Air Navigation Deficiencies in AOP field by completing the risk assessment study regarding the runway strips deficiency, and DCA has already approved the risk assessment study since December 2014.</p>	A

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Revision

[Updated on 30 August 2018]

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	Myanmar  Yangon International Airport	Runway/ Taxiway	ICAO mission April 2010	Runway shoulder higher than adjacent strip	Flush strip with adjacent runway shoulder	Department of Civil Aviation	<del>October 2011</del>  30 Nov 2018 (Risk Assessment conducted by the operator on 21 May 2018)	A
				Provision of enhanced taxiway centre line marking in accordance with standard in Para 5.2.8.11 of Annex 14, Volume I.	enhanced taxiway markings will be provided		<del>DCA SMGCS. The system will start in 2012</del> has planned to implement 20 November 2018	A
				Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided		<del>March 2011</del>  30 Dec. 2018 Risk Assessment conducted by the operator on 10 Aug 2018.)	A
				Provisions of shoulders for taxiways	taxiway shoulders will be provided		<del>Beginning of 2012</del>  30 Nov. 2018	B
				Provision of road holding position signs at entrances to active runways	road holding position signs will be provided		<del>October 2011</del>  30 Dec. 2018	A
				Bird Hazard	Establishment of a national bird committee in accordance with APANPIRG Conclusion 18/1.	Establish National Bird Committee	<del>DCA will establish National Bird committee.</del>  31 March 2019 ( Guideline for Wildlife Control is being developed and will be	B



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[Updated on 30 August 2018]

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**
							published on 30 Sep 2018)	
Annex 14, Volume I	Mandalay Airport	Runway/Taxiway	April 2010	Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided	Department of Civil Aviation	<del>Oct 2011</del>  31 Dec 2019 (Risk Assessment is being conducted by the operator)	A
				Provision of enhanced taxiway centre line marking in accordance with standard in Para 5.2.8.11 of Annex 14, Volume I.	enhanced taxiway markings will be provided		DCA is reviewing the requirement for taxiway enhanced centerline marking  Completed on 13 April 2018 <b>CLOSED</b>	A
				Provision of road holding position signs at entrances to active runways.	road holding position signs will be provided.		<del>Oct 2011</del>  Completed on 7 Aug 2018	A
Annex 14 Vol. I Amendment 6 § 10.1 § 10.2				A maintenance programme should be established to maintain facilities in a condition which does not impair safety of air navigation.	DCA establishes and implements procedures to aerodrome operators meet national requirements for maintenance programme.		<del>End of 2011</del>  A maintenance programme for Electrical & Visual Aids completed on 01 Dec 2016 and for Pavement on 01-Jan2017.  <b>CLOSED</b>	A

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[Updated on 25 Aug. 2018]

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**
	Fiji Islands							
Annex 14 Volume I	Nadi International Airport	Runway/ Taxiway	ICAO mission June 2010	Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided		<p>ACTION TAKEN (PARTIALLY COMPLETED):-</p> <p>RESA provided for the runway ends:-  RWY 09 – 90mx90m (compliant)  RWY 20 - 90mx90m (compliant)  RWY 02 – 30m x 90m (limited due to the Localizer aerial)  RWY 27 – nil (limited due to sea located at the end of the strip area)</p> <p>Information published in the State AIP</p> <p>For the non-compliant RWY 02 and RWY 27, a Safety Case is being developed by the Aerodrome Operator requesting issuance of an Exemption until RESA is able to be provided.</p> <p><del>Target date 4<sup>th</sup> Quarter 2025</del></p> <p>For the non-compliant RWY 02 and RWY 27, a safety case has been presented by the Aerodrome Operator for issue of an Exemption until RESA is able to be provided in 2020.</p> <p>Target date - 2020</p>	A

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[Updated on 25 Aug. 2018]

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**
				Establishment of a national bird-committee in accordance with APANPIRG Conclusion 18/1.	Established National Bird Committee		<p>ACTION TAKEN (PARTIALLY COMPLETED): Wildlife Committees (membership includes Aerodrome Operators, CAA, Airline representatives and other industry stakeholders) have been established for each the two International Airports and meet on a monthly basis.</p> <p>A National Wildlife Committee which will bring together both committees will be established before the end of 2017.</p> <p>Target date 4<sup>th</sup> Quarter 2017</p> <p>Wildlife Committees established for both international airports.</p> <p>Membership includes aerodrome operators, CAA Fiji, airline representatives and other industry stakeholders</p> <p>CLOSED</p>	B

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[Updated on 25 Aug. 2018]

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	Nausori International Airport	Runway/ Taxiway	June 2010	Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements.	RESA will be provided		<p>ACTION TAKEN (PARTIALLY COMPLETED): RESA provided for runway ends:- RWY 10 – 30mx30m (limited due to airport boundary) RWY 28 - nil (limited due to public road)</p> <p>Information published in the State AIP</p> <p><del>A Safety Case is being developed by the Aerodrome Operator requesting issuance of an Exemption until RESA is able to be provided. Land has been acquired and work is due to commence 4<sup>th</sup> quarter 2017.</del></p> <p><b>Target date 4<sup>th</sup> Quarter 2018</b></p> <p><b>A safety case has been presented by the Aerodrome Operator for issue of an Exemption until RESA is able to be provided in 2020.</b></p> <p><b>Target date - 2020</b></p>	A

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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	Sri Lanka  Bandaranaike International Airport	Runway/ Taxiway	ICAO mission April 2010	Provision of 300m 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 and flush strip with adjacent runway shoulder	CAASL	Safety study for the deficiency will be completed and submitted by August 2017.  AASL has informed that the Runway Safety Team – BIA will carry out the safety study and submit the report by June 2018  Preliminary Report of the Safety Study of AASL was reviewed in April 2018	A
				Provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I	runway hold position lights will be provided		The stop bars will be provided in association with SMGCS at all A,B,C,D & E TWYs. The location will be 120m from RWY centre line for TWY A & E whereas 90m for TWY B,C & D. The target date of operation is JULY 2017.  Runway Holding Position Stop Bar Lights have been installed with effect from 31/07/2017 and after the provision of training to ATCOs the operations of these lights have been commissioned with the issuance of the applicable SOP dated 02nd April 2018. <b>CLOSED</b>	

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**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**
				Establishment of a national bird committee in accordance with APANPIRG Conclusion 18/1.	National Bird Committee will be established		<p><del>TOR for National Bird committee is being drafted. The committee will be convened by August 2017.</del></p> <p>1<sup>st</sup> Draft of TOR of National Bird Control Committee of Sri Lanka has been compiled and ready for ratification.</p>	A

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**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**
	<b>Viet Nam</b>							
<b>Annex 14 Volume I</b>	<b>Noi Bai International Airport, Hanoi</b>	<b>Bird Hazard</b>	<b>ICAO mission March 2010</b>	Wildlife strike report submission to ICAO for inclusion in IBIS.	Submission of wildlife strike reports to ICAO for inclusion in IBIS.		Quarter I, 2018  Airport Corporation of Viet Nam (ACV) annually reports to CAAV about wildlife strike, bird information as well as measures to control incidents from birds according to Regulation 399/CHK issued by CAAV about safety report.  CAAV is developing data base and is preparing report submission to ICAO for inclusion in IBIS.	<b>B</b>
<b>Annex 14, Volume I</b>	<b>Tan Son Nhat International Airport, Ho Chi Minh City</b>	<b>Runway/ Taxiway</b>	<b>March 2010</b>	Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	Provide RESA		December 2018  At present, Tan Son Nhat Intl airport is re-designed for upgrading the runways and setting up the RESA.	<b>A</b>

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Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
				Wildlife strike report submission to ICAO for inclusion in IBIS.	Submission of wildlife strike reports to ICAO for inclusion in IBIS.		<p>Quarter I, 2018</p> <p>Airport Corporation of Viet Nam (ACV) annually reports to CAAV about wildlife strike, bird information as well as measures to control incidents from birds according to Regulation 399/CHK issued by CAAV about safety report.</p> <p>CAAV is developing data base and is preparing report submission to ICAO for inclusion in IBIS.</p>	B



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**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	Brunei Darussalam  Brunei International Airport	Runway	ICAO Mission of April 2011	vegetation along pavement edges and strip higher than the adjacent runway pavement; uneven earth mounds on strip				A
				faded centre line and other markings;				A
		Taxiway		non provision of enhanced taxiway centre line marking in accordance with Para 5.2.8 of Annex 14, Volume I				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				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;				A
				non provision of road holding position sign at all road entrances to a runway; and				A

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**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**
		Wildlife Hazards:		Establishing a national bird control committee in accordance with APANPIRG Conclusion 18/1;				B

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<b>Identification</b>		<b>Deficiencies</b>			<b>Corrective Action</b>			
<b>Requirements</b>	<b>States/facilities</b>	<b>Description</b>	<b>Date first reported</b>	<b>Remarks</b>	<b>Description</b>	<b>Executing body</b>	<b>Target date of completion</b>	<b>Priority for action**</b>
<b>Annex 14 Volume I</b>	<b>Lao PDR  Wattay International Airport</b>	<b>Runway</b>	<b>ICAO Mission of March 2011</b>	Non provision of RESA in accordance with section 3.5 of Annex 14, Volume I				U
				rubber deposits and faded centre line markings.				A
		<b>Taxiway</b>		Provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I				A
				Provision of enhanced taxiway centre line marking in accordance with Para 5.2.8 of Annex 14, Volume I				
		<b>Rescue and Fire Fighting (RFF):</b>		Provision of road holding position sign at all road entrances to a runway;				A
		<b>Wildlife Hazards:</b>		Establishing a national bird control committee in accordance with APANPIRG conclusion 18/1.				B

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

<b>Identification</b>		<b>Deficiencies</b>			<b>Corrective Action</b>			
<b>Requirements</b>	<b>States/facilities</b>	<b>Description</b>	<b>Date first reported</b>	<b>Remarks</b>	<b>Description</b>	<b>Executing body</b>	<b>Target date of completion</b>	<b>Priority for action**</b>
	<b>Luang Prabang International Airport</b>	<b>Runway</b>		Provision of enhanced taxiway centre line marking in accordance with standard in Para 5.2.8.11 of Annex 14, Volume I				A
		<b>Taxiway</b>		Provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I on new taxiways				A
		<b>Rescue and Fire Fighting (RFF)</b>		Provision of road holding position sign at all road entrances to a runway				A

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

<b>Identification</b>		<b>Deficiencies</b>			<b>Corrective Action</b>			
<b>Requirements</b>	<b>States/facilities</b>	<b>Description</b>	<b>Date first reported</b>	<b>Remarks</b>	<b>Description</b>	<b>Executing body</b>	<b>Target date of completion</b>	<b>Priority for action**</b>
<b>Annex 14 Volume I</b>	<b>Mongolia</b>	<b>Runway</b>	<b>ICAO Mission of July 2011</b>	rubber deposits and faded centre line and other faded markings;				A
	<b>Ulaan Baatar International Airport</b>	<b>Taxiway</b>		Resealing cracks on pavement surface with sealants to prevent ingress of water and broken edges which could cause FOD issues.				A
				Provision of enhanced taxiway centre line marking in accordance with Para 5.2.8 of Annex 14, Volume I.				A
				faded taxiway markings				A
				Maintenance of pavement cracks				A
				provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I.				A

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Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
				provision of taxiway hold position signs on all hangar taxiways at entrances to the active taxiways/runway.				A
		<b>Apron</b>		sealing the cracks on the apron surface				A
		<b>Airfield signage</b>		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.				A
		<b>Wildlife Hazards</b>		establishing a national bird control committee in accordance with APANPIRG conclusion 18/1;  collect wildlife reports and forward to ICAO for inclusion in the ICAO IBIS;				B  B

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**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**
<b>Annex 14 Volume I</b>	<b>Tonga</b> <b>Fua'amotu International Airport</b>	<b>Runway Strip</b>	<b>ICAO Mission of Sept. 2015</b>	Insufficient Runway Strip				A
<b>Annex 14 Volume I</b>	<b>Solomon Islands</b> <b>Honiara International Airport/Henders on Field</b>	<b>Runway Strip</b>	<b>ICAO Mission of Oct. 2015</b>	Insufficient Runway Strip				A
		<b>RESA</b>		RESA at both ends of runway not provided				U
		<b>Aerodrome Pavements</b>		Lack of maintenance of aerodrome pavements in accordance with Annex 14, 10.2				U
<b>Annex 14 Volume I</b>	<b>Samoa</b> <b>Faleolo International Airport</b>	<b>Runway Strip</b>	<b>ICAO Mission of Oct. 2015</b>	Insufficient Runway Strip				A

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Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
		<b>Aerodrome Pavements</b>		Lack of maintenance of aerodrome pavements in accordance with Annex 14, 10.2				U

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

“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
Adequate and reliable VHF COM	Myanmar	Quality and reliability of RCAG VHF inadequate and unavailability of required coverage.	1998	Improvements in the quality of link to RCAG stations and power supply system at some remote stations are required.	An action plan was developed to upgrade equipment at RCAG stations, replace VSAT stations at 5 VSAT location for the relay link to RCAG sites, to improve power supply system. Additional VSAT RCAG station was installed at Coco Island in 2017.	DCA Myanmar	December 2017	A
		Improvements had been observed with occasional communication problems reported.	June 2011		From 26 May 16, DCA Myanmar started using 4 VHF channel for 4 ACC sectors covering Yangon FIR.		Completed in June 2018	
		From 2 to 13 April 2012, a survey was conducted by IATA. 50 reported no communication had been established.	April 2012		Further improvements at Sittwe and Pathin will be made by the DCA in August 2017.			
		Survey on 8 July 2016 indicated that overall 94% (514 flights) of aircraft successfully established communications of one form or another with Yangon ATC. Of the 548 responses, 6% (34 flights) could not establish communications with ATC at the FIR boundaries.	July 2016		DCA was requested to keep ICAO APAC Office informed for coordination with IATA for the next survey.			
		In Flight Broadcast Procedure (IFBP) currently still in place			Further improvement made in 2017, letter for removal of this deficiency was received from DCA. Myanmar on 22 June 2018			

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)	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 COM coordination meeting – Afghanistan and Pakistan was held in June 2012 in Karachi, Pakistan. Further follow-up was made in end of 2014 and early 2015. A Remedial action plan was updated. New proposal for using landline has also proposed to be established between two States.	<p>In March 2012, initial discussion on improvement of AFS communication was held at a special ATS coordination meeting. The COM coordination meeting in June 2012 developed a remedial action plan which was further updated in February 2015.</p> <p>1. Near-term by end of September 2012, fully utilize the VPN circuit operational since January 2012 for exchange of AFTN traffic, organize users' training if required; (status quo)</p> <p>2. Mid-term, harmonize VSAT terminal equipment and select common network service provider to recover the VSAT Links; Afghanistan has successfully changed the service provider in February 2015. Site visits in Pakistan by expert from the VSAT service provider were made in February and March 2016. Remedial recommendations were provided to CAA. Pakistan.</p> <p>3. Long-term: establish a dedicated landline connection with multiplexers between Afghanistan and Pakistan to support both data and voice communication between COM centres and ACCs</p>	Ministry of Transport and Civil Aviation Afghanistan and CAA. Pakistan	December 2018	A

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action
Regional air navigation plan – FASID Table CNS 1D	Pakistan & China	Improvement of ATS Direct Speech circuit performance and A/G communication and surveillance coverage between China and Pakistan	May 2014 RASMAG/19	<p>The ATS direct speech circuit via IDD between Urumqi and Lahore was observed not stable. Issues reported were in 2013.</p> <p>In early 2017, a hotline connection changing to a new service provider at Pakistan side has been established. Some improvement has been achieved.</p> <p>Further efforts are required based on RASMAG report.</p>	<p>Remedial action plan was developed in May 2015 by both States through a COM coordination meeting.</p> <p>A VSAT is planned to be installed at Lahore for connection with Urumqi ACC and additional VHF station is required to be installed to cover the VHF gap at PURPA crossing point.</p> <p>Technical survey for VSAT site in Lahore was done in January 2016. Agreement for installation and operation being discussed by two States.</p> <p>MoU for equipment transfer and installation was discussed.</p> <p>Both States were urged to expedite implementation through actions in follow up agreement at COM coordination meeting.</p>	China ATMB and CAA. Pakistan	December 2018	A

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REPORTING FORM ON 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 *
Meteorological information for operators and flight crew members, including forecasts provided by the WAFCs (Annex 3: Chapter 9)	Cambodia (AP-MET-09)	Briefing and flight documentation not provided as required; WAFC forecasts not available	1999	Airlines do not receive the required flight documentation, including WAFC forecasts	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. <b>APANPIRG should remove the deficiency from the open list – See notes below for more information.</b>	SSCA, Cambodia	TBC	A
MWO and SIGMET service (Annex 3: Chapter 3, 3.4 and Chapter 7)	Cambodia (AP-MET-11)	Requirements for MWO and SIGMET service not established for Phnom Penh FIR	1992	MWO not established due to lack of trained personnel and technical facilities	Establish MWO to provide required service, including SIGMET information for Phnom Penh FIR. <b>APANPIRG should remove the deficiency from the open list – See notes below for more information.</b>	SSCA, Cambodia	TBC	A
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. <b>See notes below for more information.</b>	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. <b>See notes below for more information.</b>	State designated MET authority	TBC	A

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REPORTING FORM ON 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 *
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. <b>See notes below for more information.</b>	State designated MET authority	TBC	U
Provision of SIGMET information (Annex 3: Chapter 7)	Lao People's Democratic Republic (AP-MET-12)	Requirements for issuance and dissemination of SIGMET information for Vientiane FIR have not been fully implemented	2000	SIGMET frequently not available; as reported by airlines	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. <b>APANPIRG should remove the deficiency from the open list – See notes below for more information.</b>	State designated MET authority	TBC	A
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. <b>See notes below for more information.</b>	State designated MET authority	TBC	U

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REPORTING FORM ON 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 *
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. <b>See notes below for more information.</b>	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. <b>See notes below for more information.</b>	State designated MET authority	TBC	U
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. <b>See notes below for more information.</b>	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. <b>See notes below for more information.</b>	Rabaul Volcano Observatory, NWS and ASL of Papua New Guinea	TBC	A

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REPORTING FORM ON 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 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. <b>See notes below for more information.</b>	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. <b>See notes below for more information.</b>	State designated MET authority	TBC	U
Provision of SIGMET for volcanic ash (Annex 3: Chapter 7)	Philippines (AP-MET-07)	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. <b>See notes below for more information.</b>	PAGASA	TBC	U
Meteorological observations and reports. (Annex 3: Chapter 4)	Solomon Islands (AP-MET-01)	Weather information is inadequate and not provided on a regular basis	1996	Reported by airlines operating to Solomon Islands	Equipment to be upgraded 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. <b>See notes below for more information.</b>	Solomon Is. MET Service	TBC	A

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REPORTING FORM ON 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 *
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. <b>See notes below for more information.</b>	State designated MET authority	TBC	U
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. <b>See notes below for more information.</b>	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. <b>See notes below for more information.</b>	MOI and MEIDECC	TBC	U

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AP-MET-01	September 2017	APANPIRG/28 noted that Solomon Islands should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
AP-MET-02	September 2017	APANPIRG/28 noted that Kiribati should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> </ul>



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		<ul style="list-style-type: none"> <li>Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
AP-MET-03	September 2017	Removed from the open list, APANPIRG/28 Conclusion 28/29 refers.
<b>AP-MET-04</b>	September 2017	APANPIRG/28 noted that Papua New Guinea should: <ul style="list-style-type: none"> <li>Verify the status of implementation of CAP; and</li> <li>Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
AP-MET-05	–	This Index No. is not used.
<b>AP-MET-06</b>	September 2017	Removed from the open list, APANPIRG/28 Conclusion 28/29 refers.
<b>AP-MET-07</b>	6 June 2016	PAGASA/CAAP advised that: <ul style="list-style-type: none"> <li>Procedures implemented (Ref: PM-WD-AMSS-05-05) for the issuance of SIGMET information (for volcanic ash) for Manila FIR by the designated MWO in accordance with the ICAO SARPs;</li> <li>Conducted ICAO volcanic ash exercises and participated in the ICAO APAC Volcanic ash exercises steering group (VOLCEX/SG);</li> <li>Participated in the ICAO Regional SIGMET tests (without errors in SIGMET test messages sent by Philippines);</li> <li>Procedures implemented as set forth in the Philippine Regulation, <i>CAR-ANS Part 3 – Aeronautical Meteorological Service</i>, including other related national documents; and</li> <li>Tripartite agreement established between CAAP, PAGASA and PHIVOLCS stipulating the flow of volcanic ash information between the stakeholder agencies.</li> </ul>
	30 June 2016	CAAP advised that: <ul style="list-style-type: none"> <li>In addition to the information provided above, and in view of the adherence to national procedures, regulations and other documents supporting the implementation of ICAO Annex 3 SARPs, CAAP requests ICAO to remove the deficiency from the open list.</li> </ul>
	September 2017	APANPIRG/28 noted that: <ul style="list-style-type: none"> <li>Removal of the deficiency from the open list is subject to the concurrence of the airlines and VAACs that the deficiency is resolved.</li> </ul>
	June 2018	MET SG/22 noted that: <ul style="list-style-type: none"> <li>VAAC Tokyo was coordinating with Philippines on the validation of corrective action taken to resolve the deficiency.</li> </ul>
<b>AP-MET-08</b>	September 2017	APANPIRG/28 noted that Papua New Guinea should: <ul style="list-style-type: none"> <li>Verify the status of implementation of CAP; and</li> <li>Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
<b>AP-MET-09</b>	18 August 2016	State Secretariat of Civil Aviation of Cambodia advised that: <ul style="list-style-type: none"> <li>Equipment installed at the following aerodromes: Phnom Penh (VDPP), Siem Reap (VDSR) and Sihanouk (VDSV), to obtain the digital</li> </ul>

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		forecasts provided by the WAFCs, via the Secure Aviation Data Information Service (SADIS), with full operational status at the end of 2013; and <ul style="list-style-type: none"> <li>• Personnel trained to use the above systems to generate the required forecasts for operators and flight-crew members.</li> </ul>
	September 2017	APANPIRG/28 noted that Cambodia should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
	June 2018	MET SG/22 considered that: <ul style="list-style-type: none"> <li>• The corrective actions implemented by Cambodia, including the implementation of SADIS reception facilities and associated training of relevant meteorological personnel validates rectification of the deficiency; and</li> <li>• APANPIRG should remove the deficiency from the open list.</li> </ul>
AP-MET-10	–	This Index No. is not used.
<b>AP-MET-11</b>	18 August 2016	State Secretariat of Civil Aviation of Cambodia advised that: <ul style="list-style-type: none"> <li>• Arrangements made for another Contracting State (China) to provide SIGMET service on behalf of Cambodia for the Phnom Penh FIR (as informed by State Secretariat of Civil Aviation of Cambodia, 18 August 2016).</li> </ul>
	September 2017	APANPIRG/28 noted that Cambodia should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
	June 2018	MET SG/22 considered that: <ul style="list-style-type: none"> <li>• The corrective actions implemented by Cambodia, including the provision of SIGMET service by China on behalf of Cambodia, since 2010, validates rectification of the deficiency; and</li> <li>• APANPIRG should remove the deficiency from the open list.</li> </ul>
<b>AP-MET-12</b>	September 2017	APANPIRG/28 noted that Lao PDR should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
	June 2018	MET SG/22 considered that: <ul style="list-style-type: none"> <li>• The corrective action implemented by Lao PDR, including the establishment of agreements by relevant authorities, implementation of procedures for SIGMET issuance, training of personnel for SIGMET preparation, participation in ICAO APAC SIGMET tests and exercises and the issuance of SIGMET information in accordance with Annex 3, validates rectification of the deficiency; and</li> <li>• APANPIRG should remove the deficiency from the open list.</li> </ul>

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AP-MET-13	–	This Index No. is not used.
<b>AP-MET-14</b>	September 2017	APANPIRG/28 noted that Nepal should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
AP-MET-15	–	This Index No. is not used.
<b>AP-MET-16</b>	September 2017	APANPIRG/28 noted that DPRK should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
<b>AP-MET-17</b>	10 May 2013	Ministry of Infrastructure (MOI), Civil Aviation Division, advised that: <ul style="list-style-type: none"> <li>• 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.</li> </ul>
	29 May 2017	MOI, Civil Aviation Division, advised that: <ul style="list-style-type: none"> <li>• 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.</li> </ul>
	September 2017	APANPIRG/28 noted that: <ul style="list-style-type: none"> <li>• 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.</li> </ul>
	June 2018	MET SG/22 noted that: <ul style="list-style-type: none"> <li>• VAAC Wellington was coordinating with Tonga on the validation of corrective action taken to resolve the deficiency.</li> </ul>
<b>AP-MET-18</b>	September 2017	APANPIRG/28 noted that Kiribati should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
<b>AP-MET-19</b>	September 2017	APANPIRG/28 noted that Nauru should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
<b>AP-MET-20</b>	September 2017	APANPIRG/28 noted that Solomon Islands should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> </ul>

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<b>Index No.</b>	<b>Date</b>	<b>NOTES</b>
		<ul style="list-style-type: none"> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
<b>AP-MET-21</b>	September 2017	APANPIRG/28 noted that Nauru should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
<b>AP-MET-22</b>	September 2017	APANPIRG/28 noted that Papua New Guinea should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
<b>AP-MET-23</b>	September 2017	APANPIRG/28 noted that Solomon Islands should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>
<b>AP-MET-24</b>	September 2017	APANPIRG/28 noted that Nauru should: <ul style="list-style-type: none"> <li>• Verify the status of implementation of CAP; and</li> <li>• Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the deficiency.</li> </ul>

**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
CAAP	— Civil Aviation Authority Philippines
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

**Acronyms/Abbreviations/Definitions**

METAR	— Aerodrome routine meteorological report ( <i>in meteorological code</i> )
MWO	— Meteorological watch office
NWS	— National Weather Service
PAGASA	— Philippine Atmospheric, Geophysical and Astronomical Services Administration
PHIVOLCS	— Philippine Institute of Volcanology and Seismology
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> )
SSCA	— State Secretariat of Civil Aviation
TBC	— To be confirmed
TCB	— Technical Cooperation Bureau (of ICAO)
VAAC	— Volcanic ash advisory centre
WAFC	— World area forecast centre
WMO	— World Meteorological Organization