International Civil Aviation Organization

The Fifth Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/5)

Bangkok, Thailand, 03-06 March 2014

Agenda Item 3: Review of Current Operations and Problem Areas

AIR NAVIGATION SERVICE DEFICIENCIES LIST

(Presented by the Secretariat)

SUMMARY

This paper presents a list of Air Navigation Deficiencies noted by the 25th meeting of Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/25, 08 – 12 September 2014) in the ATM/AIS/SAR fields 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*. A list of Air Navigation Deficiencies presented by IFALPA is also provided for comment, and where necessary, consolidation with the APANPIRG Deficiency List.

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 ANS Deficiency information has been populated into the ICAO iSTARS (Integrated Safety Trend Analysis and Reporting System) database and is accessible through the Secure Portal.

2. DISCUSSION

Need for State Action

2.1 The 21st meeting of APANPIRG (APANPIRG/21, September 2010) reviewed the updated List based on information provided by concerned States to ATM/AIS/SAR/SG/20 (July 2010, Singapore). The meeting urged States who had not taken firm corrective action to eliminate the deficiencies, and adopted the following Conclusion.

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.

2.2 The updated List of APANPIRG Air Navigation Deficiencies in the ATM, AIS and SAR fields is appended at **Attachment A** to this paper. The following States are requested to:

a) provide updates on their progress in closing the deficiencies noted; and

b) comment on the new proposed SAR capability deficiencies proposed by the APSAR/TF/3 in grey highlight, and the IFALPA issues* in italics and grey highlight (**Attachment B** details the complete IFALPA list for Asia, and **Attachment C** the list for the Pacific):

- **Afghanistan**
  - AIS QMS
  - SAR Capability (no data)
  - WGS-84
  - *Application of Class E airspace non-standard, Poor co-ordination Kabul/Ashgabat (IFALPA: Kabul)*
- **Bangladesh**
  - AIS QMS
  - Provision of data for monitoring height-keeping performance of aircraft
  - WGS-84
  - *Poor knowledge of ATC procedures and English language by ATS/ATC, frequent TCAS resolution advisories during military flying (IFALPA: Dhaka)*
  - *Radar service unavailable, ATC controlling is very poor (IFALPA: Chittagong)*
- **Bhutan**
  - AIS QMS
  - SAR Capability (no data)
  - WGS-84
- **Brunei Darussalam**
  - AIS QMS
  - WGS-84
- **Cambodia**
  - AIS QMS
  - SAR Capability
  - *Wind report unreliability (IFALPA: Siem Reap)*
- **China**:
  - Airspace Classification
  - *Insufficient air routes Lack of co-ordination between ATC Centres, late assignment of STAR, non-standard R/T communication, Use of English not always practiced overcrowded frequencies, non-application of positive control procedures, non-use of radar vectors for separation - ATC prefers vertical separation to lateral, lack of proper Air Traffic Flow Management practices (IFALPA: Beijing, Shanghai, PRC FIRs)*
  - *WGS 84 is implemented but there is a coordinate shift in China, impacting PBN implementation and requiring airlines to switch off the on-board satellite navigation function (IFALPA)*
  - *Transition altitude and level is not harmonised throughout China, and there is use of metric equivalent flight levels (IFALPA)*
  - *Lack of flexible use airspace - weather avoidance is often difficult to obtain due to military restrictions, which has led to aircraft penetrating thunderstorms (IFALPA)*

- **Cook Islands**
  - AIP format
  - AIS QMS
  - SAR Capability
  - WGS-84
- **DPR Korea**
  - AIS QMS
  - SAR Capability
- **Fiji**
  - SAR Capability
  - *VOR/DME approach procedure inadequate for jet aircraft in marginal conditions (IFALPA: Suva)*
- **India**
  - SAR Capability
- **Indonesia**
  - AIS QMS
  - *Poor ATC clearances associated with SID (IFALPA: Jakarta)*
- **Japan**
  - *1000ft. altitude restriction for traffic departing RWY 36 is potentially hazardous (IFALPA, Naha)*
  - *Possible misidentification of runway 23 and 22 with offset localisers (IFALPA: Haneda)*
- **Kiribati**
  - AIP format
  - Airspace Classification
  - AIS QMS
  - SAR Capability (no data)
  - WGS-84
- **Lao PDR**
  - AIS QMS
  - SAR Capability
  - WGS-84
- **Macau, China**
  - SAR Capability
- **Maldives**
  - AIS QMS
  - SAR Capability
  - WGS-84
- **Marshall Islands**
  - AIS QMS
  - SAR Capability (no data)
  - WGS-84
- **Micronesia**
  - AIS QMS
  - SAR Capability
  - WGS-84

- **Myanmar**
  - SAR Capability
- **Nauru**
  - AIP format
  - Airspace Classification
  - AIS QMS
  - SAR Capability (no data)
  - WGS-84
- **Nepal**
  - AIS QMS
  - SAR Capability
  - *Frequency changes from approach to tower at a high cockpit workload time (IFALPA: Kathmandu)*
- **New Caledonia**
  - SAR Capability)
- **Pakistan**
  - AIS QMS
  - WGS-84
- **Palau**
  - AIS QMS
  - SAR Capability (no data)
  - WGS-84
- **Papua New Guinea**
  - AIP format
  - Airspace Classification
  - AIS QMS
  - SAR Capability
  - *NOTAM on ATC Procedures are outdated (2002) and require updating (IFALPA: Port Moresby)*
- **Philippines**
  - AIS QMS
  - SAR Capability
  - WGS-84
  - *Poor ATC terminology/service, no radar service (IFALPA: Cebu)*
  - *Inappropriate spacing of aircraft and poor vectoring (IFALPA: Manila)*
- **Samoa**
  - AIS QMS
  - SAR Capability (no data)
  - WGS-84
- **Solomon Islands**:
  - Airspace Classification
  - AIS QMS
  - SAR Capability (no data)

- **Thailand**
  - AIS QMS
  - WGS-84
  - *High speed descent and climbing ATC clearances conflict with bird activity (IFALPA: Bangkok)*
- **Timor Leste**
  - AIS QMS
  - SAR Capability (no data)
- **Tonga**
  - SAR Capability
- **Vanuatu**
  - AIS QMS
  - SAR Capability (no data)
  - WGS-84
- **Viet Nam**:
  - AIS QMS
  - SAR Capability

*note: not all IFALPA deficiencies are indicated, such as aerodrome, some communication and surveillance facility issues, curfew concerns and other problems that could be considered to be non-conclusive or not relevant to ATM, AIM or SAR. Moreover, deficiencies that highlight alleged poor service are indicated only for information, and are unlikely to be considered as APANPIRG Deficiencies as they could be considered as subjective in nature.

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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