

MINIMUM REPORTING AREAS

| AERODROMES OPERATIONS (AOP) | | | | | | | | |
|-----------------------------|---|------------------------------|---------------------|--|------------------|--|---|--------|
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| AERODROME DESIGN | | | | | | | | |
| 1. | Annex 14 - Vol 1, Chapter 1 PANS-Aerodromes, Part 1, 2 | Aerodrome Master Plan | | The lack of airports master plans affect their short to medium term capacity enhancement projects; restricting their ability to fulfil capacity needs. | | | | |
| 2. | Annex 14 - Vol 1, Chapter 2, 3 PANS-Aerodromes, Part 1, 2 AFI ANP, Vol II - AOP | Runways | | In view of the vital function of runways in providing for safe and efficient aircraft landings and take-offs, it is imperative that their design take into account the operational and physical characteristics of the aeroplanes expected to use the runway, as well as engineering considerations. | | | | |
| 3. | Annex 14 - Vol 1, Chapter 2, 3 PANS-Aerodromes, Part 1, 2 | Taxiways | | A properly designed taxiway system ensures a smooth, continuous flow of aircraft ground traffic, operating at the highest level of safety and efficiency and contributes to optimum aerodrome utilization | | | | |

MINIMUM REPORTING AREAS

| AERODROMES OPERATIONS (AOP) | | | | | | | | |
|------------------------------------|--|------------------------------|----------------------------|---|-------------------------|---|--|---------------|
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 4. | Annex 14 - Vol 1, Chapter 2, 3 PANS-Aerodromes, Part 1, 2 | Aprons | | Apron design should take into account safety procedures for aircraft manoeuvring and contribute to a high degree of efficiency for aircraft movements and dispensing apron services. | | | | |
| 5. | Annex 14 - Vol 1, Chapter 2, 5, 6, 7 PANS-Aerodromes, Part 1 AFI ANP, Vol II - AOP | Visual Aids | | Visual aids contribute to the safety and operational efficiency of aircraft and vehicle movements. Design and Good maintenance of these aids is essential to ensure that the cues that they provide are available in all circumstances. | | | | |
| 6. | Annex 10 - Vol 1, Chapter 3 | Radio Navigation Aids | | Radio Navigation Aids contribute to the safety and operational efficiency of aircrafts. Good maintenance of these aids is essential to ensure that the cues that they provide are available in all | | | | |

MINIMUM REPORTING AREAS

| AERODROMES OPERATIONS (AOP) | | | | | | | | |
|------------------------------------|---|---------------------------|----------------------------|---|-------------------------|---|--|---------------|
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 7. | Annex 14 - Vol 1, Chapter 8 PANS-Aerodromes, Part 1 AFI ANP, Vol II - AOP | Electrical Systems | | Electrical systems contribute to the safety and operational efficiency of aircraft and vehicle movements. Their design and good maintenance of these aids is essential to ensure that the cues that they provide are available in all circumstances | | | | |
| 8. | Annex 14 - Vol 1, Chapter 1 | Terminals | | Architectural and infrastructure-related requirements for the optimum implementation of international civil aviation security measures shall be integrated into the design and construction of new facilities and alterations to existing facilities at an aerodrome. | | | | |
| 9. | Annex 14 - Vol 1, Chapter 9 PANS-Aerodromes, Part 1 | Fencing | | Lack of fences on an aerodrome could lead to the entrance to the movement area of animals large enough to be a hazard to aircraft. | | | | |
| AERODROME OPERATIONS | | | | | | | | |

MINIMUM REPORTING AREAS

| AERODROMES OPERATIONS (AOP) | | | | | | | | |
|------------------------------------|--|--------------------------------|----------------------------|---|-------------------------|---|--|---------------|
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 10. | Annex 14 - Vol 1, Chapter 2 PANS-Aerodromes, Part 1, 2 AFI ANP, Vol II - AOP | Aerodrome Data | | Determination and reporting of aerodrome-related aeronautical data shall be in accordance with the accuracy and integrity classification required to meet the needs of the end-users of aeronautical data | | | | |
| 11. | Annex 14 - Vol 1, Chapter 9 PANS-Aerodromes, Part 1 | Emergency planning | | Lack of adequately effective emergency planning can seriously affect the effects of an emergency, particularly in respect of saving lives and maintaining aircraft operations. | | | | |
| 12. | Annex 14 - Vol 1, Chapter 2, 9 PANS-Aerodromes, Part 1 AFI ANP, Vol II – AOP | Rescue and Firefighting | | Lack of adequately effective rescue and firefighting service can affect capabilities to save lives in the event of an aircraft accident or incident occurring at, or in the immediate vicinity | | | | |

MINIMUM REPORTING AREAS

| AERODROMES OPERATIONS (AOP) | | | | | | | | |
|-----------------------------|---|---|---------------------|---|------------------|--|---|--------|
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 13. | Annex 14 - Vol 1, Chapter 2, 9 PANS-Aerodromes, Part 1 | Disable Aircraft Removal | | Disabled aircraft can interfere with normal activity of an aerodrome. In addition, runway and taxiway closures can substantially reduce the number of arrivals and departures and restrict movement around the aerodrome, resulting in the reduction of the aerodrome capacity. | | | | |
| 14. | Annex 14 - Vol 1, Chapter 9 PANS-Aerodromes, Part 1 | Wildlife Strike Hazard Reduction | | Lack of measures (successful bird/wildlife control programme) on an airport and in its vicinity to minimize the likelihood of collisions between wildlife and aircraft will increase the risk to aircraft operations | | | | |
| 15. | Annex 14 - Vol 1, Chapter 2, 9 PANS-Aerodromes, Part 1 | Operational Area Management | | Lack of appropriate airport operational services will affect the safety and efficiency of aircrafts operations. | | | | |

MINIMUM REPORTING AREAS

| AERODROMES OPERATIONS (AOP) | | | | | | | | |
|------------------------------------|--|-------------------------------------|----------------------------|---|-------------------------|---|--|---------------|
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 16. | Annex 14 - Vol 1, Chapter 9 | Ground Servicing of Aircraft | | Lack of appropriate Ground Servicing of Aircraft will affect the safety and efficiency of aircrafts operations. | | | | |
| 17. | Annex 14 - Vol 1, Chapter 4, 6 PANS- Aerodromes, Part 1 | Control of obstacles | | The airspace around aerodromes shall be maintained free from obstacles so as to permit the intended aeroplane operations at the aerodromes to be conducted safely and to prevent the aerodromes from becoming unusable by the growth of obstacles around the aerodromes. This also applies to the surfaces that are meant to protect visual and radio aids in order for them to work as expected. | | | | |
| 18. | Annex 14 - Vol 1, Chapter 10 PANS- Aerodromes, Part 1 | Aerodrome Maintenance | | A maintenance programme, shall be established at an aerodrome to maintain facilities in a condition which does not impair the safety, regularity or efficiency of air navigation | | | | |

MINIMUM REPORTING AREAS

| AERODROMES OPERATIONS (AOP) | | | | | | | | |
|------------------------------------|--|---|----------------------------|--|-------------------------|---|--|---------------|
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 19. | Annex 14 - Vol 1, Chapter 1 PANS- Aerodromes, Part 1 | Safety Management | | Implementation of SMS seeks to proactively mitigate safety risks before they result in aviation accidents/ incidents and improve operational efficiencies. | | | | |
| AERODROME CERTIFICATION | | | | | | | | |
| 20. | Annex 14 - Vol 1, Chapter 1 to 10 PANS- Aerodromes, Part 1, 2 | Aerodrome Certification | | Lack of certification of an aerodrome means that aerodrome does not meet the specifications regarding the facility and its operation | | | | |
| 21. | PANS- Aerodromes, Part 1 | Safety assessments and Aerodrome Compatibility | | The compatibility between aeroplane operations and aerodrome infrastructure and operations when an aerodrome accommodates an aeroplane that exceeds the certificated characteristics of the aerodrome should be assessed | | | | |
| ASBU MODULES | | | | | | | | |

MINIMUM REPORTING AREAS

| AERODROMES OPERATIONS (AOP) | | | | | | | | |
|-----------------------------|---------------------------------|----------------|---------------------|--|------------------|--|---|--------|
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 22. | [APIRG Conc. 19/06] AFI eANP | B0-ACDM | | Airport operational improvements through the way operational partners at airports work together by means of an airport collaborative information sharing platform and procedures as a base for A-CDM implementation. | | | | |
| 23. | [APIRG Conc. 19/06] AFI eANP | B1-ACDM | | Airport and ATM operational improvements through the way operational partners at airports work together. This entails implementing collaborative airport operations planning (AOP) and where needed an airport operations centre (APOC). | | | | |

MINIMUM REPORTING AREAS

| AIR TRAFFIC MANAGEMENT (ATM) | | | | | | | | |
|---|---|--|---------------------|---|-------------------|--|---|--------|
| Item No | Deficiencies | | | | Corrective Action | | | |
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| CLASSIFICATION OF AIRSPACES [Annex 11, 2.6] | | | | | | | | |
| 24. | [Annex 11 Para 2.3] [AFI/7 Rec. 5/21] | Lack of provision of area control service | | Inefficient and unsafe provision of ATS | | | | |
| PERFORMANCE-BASED NAVIGATION [Annex 11, 2.7] [A37 Resolution] | | | | | | | | |
| 25. | [Annex 11, Para 2.7] AFI/7 Rec. 6/9 | Lack of implementation of PBN | | Will not achieve targets set as part of Global PBN implementation goals | | | | |
| 26. | [A37 Resolution] [AFI/7 Conc. 5/7] | Lack of implementation of RNAV and RNP routes | | Insufficient number of RNAV/RNP routes | | | | |

MINIMUM REPORTING AREAS

| AIR TRAFFIC MANAGEMENT (ATM) | | | | | | | | |
|------------------------------|----------------------------|---|---------------------|---|-------------------|--|---|--------|
| Item No | Deficiencies | | | | Corrective Action | | | |
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 27. | [A37 Resolution] | Implementation of approach procedures with vertical guidance (APV) | | Insufficient implementation of RNP approaches with/without vertical guidance | | | | |
| | | | | Inefficient implementation of RNAV/RNP terminal routes (CCO/CDO) | | | | |
| ATM ASBU MODULES | | | | | | | | |
| 28. | AFI ASBU Plan/ APIRG/19 | ASBU Block BO-APTA | | Lack of Optimization of Approach Procedures including vertical guidance | | | | |
| 29. | AFI ASBU Plan/ APIRG/19 | ASBU Block BO-FRTO | | Improved Operations through Enhanced En-Route Trajectories | | | | |
| 30. | AFI ASBU Plan/ APIRG/19 | ASBU BO- TBO, CDO, and CCO | | Improved Flexibility and Efficiency in Descent Profiles (CDO) and Continuous Climb Operations (CCO) | | | | |

MINIMUM REPORTING AREAS

| AIR TRAFFIC MANAGEMENT (ATM) | | | | | | | | |
|-------------------------------------|--------------------------------|------------------------------|----------------------------|--|--------------------------|---|--|---------------|
| Item No | Deficiencies | | | | Corrective Action | | | |
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 31. | AFI ASBU Plan/ APIRG/19 | ASBU BO- SNET | | Lake of Increased Effectiveness of Ground-Based Safety Nets | | | | |
| 32. | AFI ASBU Plan/ APIRG/19 | ASBU BO-RSEQ and WAKE | | Lack of efficient AMAN/DMAN | | | | |
| 33. | AFI ASBU Plan/ APIRG/19 | ASBU BO- ASEP | | Lack of Air Traffic Situational Awareness (ATSA) | | | | |
| 34. | AFI ASBU Plan/ APIRG/19 | ASBU BO- OPFL | | Improved access to Optimum Flight Levels through Climb/Descent Procedures using ADS-B | | | | |
| 35. | AFI ASBU Plan/ APIRG/19 | ASBU BO- TBO | | Lack of Improved Safety and Efficiency through the initial application of Data Link En-Route | | | | |
| ATM OVERSIGHT FUNCTION | | | | | | | | |

MINIMUM REPORTING AREAS

| AIR TRAFFIC MANAGEMENT (ATM) | | | | | | | | |
|--|---|--|---------------------|--|--|--|---|--------|
| Item No | Deficiencies | | | | Corrective Action | | | |
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 36. | PANS - ATM | Implementation of PANSOPS oversight office | | Inefficient implementation of PANSOPS oversight structures within CAAs | | | | |
| 37. | [ICAO PBCS DOC 9869] | State database of RSP 180/RCP 240 approval/ withdrawal status | | Exclusion from PBCS implemented airspace, no reduced separation applied. | States to complete new amended F2 and F3 forms which include RSP 180 and RCP 240(PBCS) Approvals | | | |
| 38. | [Annex 11, 2.27.1] | States Safety Plan (SSP) | | | | | | |
| 39. | [Annex 11, 2.27.3] [PANS-ATM, Chapter 2] | Safety management system (SMS) | | Cannot achieve or guarantee acceptable level of safety in the provision of ATS | | | | |
| LANGUAGE PROFICIENCY [Annex 11, 2.29] | | | | | | | | |
| 40. | [Annex 1 Annex 11] [A37-10 Resolution] [AFI/7 RAN] | Language proficiency | | Can result in mis-communication leading to risk on flight safety | | | | |

MINIMUM REPORTING AREAS

| AIR TRAFFIC MANAGEMENT (ATM) | | | | | | | | |
|------------------------------|----------------------------|--|---------------------|--|-------------------|--|---|--------|
| Item No | Deficiencies | | | | Corrective Action | | | |
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 41. | [PANS-ATM Chapter 12] | Non use of appropriate language for ATS provision | | Can result in confusion and misinterpretation of instructions which can impact on safety of air navigation | | | | |
| AIRSPACE MANAGEMENT (ASM) | | | | | | | | |
| 42. | [AFI/7, Rec. 5/1] GPI-7 | Cooperative approach to airspace management | | Lack of safe, orderly and expeditious flow of air traffic Lack of efficiency in upper airspace management | | | | |
| 43. | [Annex 11 Para 2.12] | Non standard use of ATS Route designators | | Confusion/misinterpretation of ATC requirements for position reports that can affect situation awareness and lead to provision of non standard separation minima by ATC Units. | | | | |
| 44. | [PANS-ATM Chapter 2] | Uncoordinated use of waypoints (5LNCs) | | Conflicting waypoints (having same name but different coordinates) Similar pronunciation of waypoints located within close proximity | | | | |

MINIMUM REPORTING AREAS

| AIR TRAFFIC MANAGEMENT (ATM) | | | | | | | | |
|------------------------------|---|---|---------------------|--|-------------------|--|---|--------|
| Item No | Deficiencies | | | | Corrective Action | | | |
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 45. | [AFI/7, Rec. 5/3] [Annex 11 Para 2.17, 2.30] | Civil/military coordination | | Lack of effective civil/military coordination resulting in unsafe and inefficient use of airspace | | | | |
| 46. | [Annex 11 Para 2.12] | Non implementation of Table of ATS 1 | | Lack of route continuity across the region Inefficient use of airspace | | | | |
| 47. | [AFI/7, Rec. 5/2] [Annex 11] | Contingency planning | | Uncoordinated and unsafe operation of aircraft during disruption of ATS within affected airspace(s). | | | | |
| 48. | [LIM AFI, Rec. 2/1] | Plane of division between the lower and upper airspace | | Non applicability of uniform division between lower and upper airspace across FIRs and ICAO Regions | | | | |

MINIMUM REPORTING AREAS

| AIR TRAFFIC MANAGEMENT (ATM) | | | | | | | | |
|------------------------------|--|---|---------------------|--|-------------------|--|---|--------|
| Item No | Deficiencies | | | | Corrective Action | | | |
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 49. | [AFI/7, Rec. 5/5] | Publication of interception of civil aircraft information in aeronautical information publications | | Lack of clear procedures applicable for interception of civil aircraft | | | | |
| 50. | [AFI/7, Rec. 5/10] [Annex 11] [Doc 9426] | Establishment of standard departure and arrival routes | | Lack of safe, orderly and expeditious flow of air traffic | | | | |
| 51. | [AFI/7, Rec. 5/4] | Ratification of Article 3 bis of the Convention on International Civil Aviation | | Lack of adequate procedures to handle aircraft under interception leading to risk to flight safety | | | | |
| AIR TRAFFIC SERVICES (ATS) | | | | | | | | |
| 52. | [Annex 11 Chapter 3,4&5] | Implementation of ATS provisions | | Unsafe provisions of ATS | | | | |

MINIMUM REPORTING AREAS

| AIR TRAFFIC MANAGEMENT (ATM) | | | | | | | | |
|------------------------------|---|--|---------------------|---|-------------------|--|---|--------|
| Item No | Deficiencies | | | | Corrective Action | | | |
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 53. | [Annex 11 Para 2.3] [AFI/RAN Rec 5/21] | Lack of provision of area control service | | Inefficient and unsafe provision of ATS | | | | |
| 54. | [AFI/7 RAN Rec 14/7] [Annex 1] | Lack of trained and competent personnel in the provision of ATS | | Unsafe provision of ATS | | | | |
| 55. | [PANS ATM Chapter 10] | Operational Letters of Agreements between ATS units | | Unsafe operation of traffic due to outdated LOAs Unsafe operation of traffic due to lack of LOAs | | | | |
| 56. | [AFI/7, Rec. 5/6] | Operational Letter of Agreement between ATS and military units | | Lack of uniformity in application of ICAO standards relating to interception of civil aircraft | | | | |
| 57. | [PANS-ATM Chapter 4] | Poor ATC proficiency and lack of proper ATC procedures | | Inconsistent and unsafe provision of ATS | | | | |

MINIMUM REPORTING AREAS

| AIR TRAFFIC MANAGEMENT (ATM) | | | | | | | | |
|------------------------------|-------------------------|--|---------------------|--|-------------------|--|---|--------|
| Item No | Deficiencies | | | | Corrective Action | | | |
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 58. | [AFI/7, Rec. 5/22] | Repetitive flight plans | | Lack of operational safety and efficiency. Missing flight plans and possible overload of flight planning in the ATM system | | | | |
| 59. | [AFI/7, Rec. 5/26] | Reporting and investigation of ATS incidents | | Lack of effective SMS implementation. Continuous occurrence of similar incidents leading to high probability of aircraft accident | | | | |
| 60. | Doc. 4.4.1.4 (b) | RVSM approvals and monitoring | | Lack of updated information on RVSM approved aircraft leading to risk to flight operations in the RVSM airspace | | | | |
| 61. | [APIRG Conc.17/43] | Application of strategic lateral offset procedures (SLOP) | | Lack of direct routings. Lack of efficiency in aircraft operations Increased potential to aircraft collision | | | | |

MINIMUM REPORTING AREAS

| AIR TRAFFIC MANAGEMENT (ATM) | | | | | | | | |
|-------------------------------------|---------------------------------------|---|----------------------------|--|---|---|--|---------------|
| Item No | Deficiencies | | | | Corrective Action | | | |
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 62. | [PANS-ATM] [Doc 7030] | RVSM flight levels restriction | | Non-efficient use of RVSM airspace | | | | |
| 63. | [AFI/6, Rec. 7/11] | Compliance with standard radiotelephony phraseologies and procedures | | Lack of applicability of standard radiotelephony phraseologies and procedures can create confusion and impact on safety of air navigation | | | | |
| 64. | [PANS-ATM Chapter 5] | Use of non- standard separation minima | | Increased potential for air traffic incidents including accidents | | | | |
| 65. | [Doc 9574] [Annex 11 Para 3.3.5.1] | Reports for Large Height Deviation (LHD) | | Unsafe trends and hotspots cannot be determined if reports are not submitted, information is also used to calculate the total TLS in the annual collision risk assessment. | States are to ask ACC's to address reports submitted that are in regards to their operations, investigate and find corrective action. | | | |
| 66. | [Annex 11 Chapter 7] | Non provision of Met information at ATS units | | Lack of provision of timely and accurate MET information to pilots can affect operational decisions and safety of operations | | | | |

MINIMUM REPORTING AREAS

| AIR TRAFFIC MANAGEMENT (ATM) | | | | | | | | |
|--|--------------------------------|--|----------------------------|---|--|---|--|---------------|
| Item No | Deficiencies | | | | Corrective Action | | | |
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| REDUCED VERTICAL SEPARATION MINIMA (RVSM) | | | | | | | | |
| 67. | SP AFI/RAN Rec. 5/21 | No submission of monthly RVSM safety data returns | | No contribution to CRA | CAAs/ACCs to periodically submit data to ARMA | | | |
| 68. | APIRG/22 | Investigation of RVSM LHD, Coordination Failures and submission of reports to ARMA | | | | | | |
| 69. | Annex 6 | No records of RVSM Approvals/ Withdrawals | | RVSM safety reduction in separation | RVSM Approvals/Withdrawals to be submitted to ARMA (F2, F3) | | | |
| 70. | Annex 6 | Long term height monitoring(LTHM) requirements | | No operations accepted in global RVSM airspace | CAAs to comply with Height Monitoring Plan. Encourage Operators to comply with LTHM requirements. | | | |
| FLIGHT INFORMATION SERVICE (FIS) | | | | | | | | |
| 71. | [AFI/6, Rec. 6/12] | Provision of Aerodrome Flight Information Service (AFIS) | | Lack of AFIS can impact on safety of air navigation | | | | |

MINIMUM REPORTING AREAS

| AIR TRAFFIC MANAGEMENT (ATM) | | | | | | | | |
|---|--------------------------------|---|----------------------------|---|--------------------------|---|--|---------------|
| Item No | Deficiencies | | | | Corrective Action | | | |
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 72. | [AFI/7, Rec. 5/12] | Implementation of VHF radio coverage | | Non availability of two-way communication between ATS units and aircraft | | | | |
| 73. | [AFI/6, Rec. 6/15] | Air Traffic Advisory Service (ADS) | | Lack of ADS can impact on safety of air navigation | | | | |
| ATS REQUIREMENTS FOR AERONAUTICAL FIXED SERVICE COMMUNICATIONS | | | | | | | | |
| 74. | [LIM AFI, Rec. 10/36] | Implementation of ATS direct speech circuits | | Lack of timely coordination of traffic information leading to inefficient of air traffic management | | | | |
| 75. | [AFI/7, Rec. 5/24] | Improvement of communications | | Outdate communication systems leading to lack of interoperability/integration | | | | |
| ATS REQUIREMENT FOR OPERATIONAL FLIGHT INFORMATION | | | | | | | | |
| 76. | [AFI/7, Rec. 5/14] | HF and VHF VOLMET broadcasts | | Inadequate communication between ATSU and Aircraft leading to risk to flight safety. | | | | |

MINIMUM REPORTING AREAS

| AIR TRAFFIC MANAGEMENT (ATM) | | | | | | | | |
|--|---|---|----------------------------|--|--------------------------|---|--|---------------|
| Item No | Deficiencies | | | | Corrective Action | | | |
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 77. | [APIRG Conc. 21/26] | Implementation of AIDC | | | | | | |
| 78. | [APIRG Conc.17/25] | Implementation of controller-pilot data link communications (CPDLC) | | | | | | |
| ATS OPERATIONAL REQUIREMENTS FOR SURVEILLANCE | | | | | | | | |
| 79. | [PANS-ATM Chapter 8] | Lack of essential surveillance facilities to support the provisions of ATS | | May lead to Loss of situational awareness; increase potential of collision | | | | |
| SEARCH & RESCUE (SAR) | | | | | | | | |
| 80. | [Annex 12, Chapter 3] AFI/7 Rec. 6/3 | Lack of Search and Rescue Agreements between neighbouring States | | Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. | | | | |

MINIMUM REPORTING AREAS

| AIR TRAFFIC MANAGEMENT (ATM) | | | | | | | | |
|------------------------------|----------------------------------|--|---------------------|--|-------------------|--|---|--------|
| Item No | Deficiencies | | | | Corrective Action | | | |
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 81. | [Annex 12, Section 4.3] | Search and rescue units | | Lack of adequately equipped and trained search and rescue units and adequate survival and medical supplies can seriously affect the conduct and outcome of SAR operation | | | | |
| 82. | AFI/7 Rec. 6/5 | Search and Rescue Training | | Lack of formal training for SAR personnel can hinder the effectiveness of SAR operation | | | | |
| 83. | [Annex 12, Section 4.4] | Search and rescue exercises | | Lack of regular training of search and rescue personnel and conduct of regular search and rescue exercises can prevent achievement of maximum efficiency in search and rescue operation. | | | | |
| 84. | AFI/7 Rec. 6/1 AFI/7 Rec. 6/2 | Satellite aided search and rescue | | Lack of implementation will result in difficulty in detection, identification and location of activated 406 Mhz ELTs and loss of valuable time for SAR | | | | |

MINIMUM REPORTING AREAS

COMMUNICATION NAVIGATION AND SURVEILLANCE (CNS)

| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
|----------------------|--------------------------------|--|----------------------------|--|-------------------------|---|--|---------------|
| COMMUNICATION | | | | | | | | |
| 85. | [AFI/7, Rec. 5/24] | Improvement of communications | | | | | | |
| 86. | [LIM AFI, Rec. 10/36] | Implementation of ATS direct speech circuits | | | | | | |
| 87. | [APIRG Conc. 19/25] | Implementation of VoIP | | | | | | |
| 88. | [APIRG Conc. 21/26] | Implementation of AIDC | | | | | | |
| 89. | [AFI/7, Rec. 9/7] | Aeronautical fixed telecommunication network (AFTN) | | | | | | |
| 90. | [AFI/7, Rec. 9/5] | AFTN COM centre management | | | | | | |

MINIMUM REPORTING AREAS

COMMUNICATION NAVIGATION AND SURVEILLANCE (CNS)

| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
|-----|--------------------------------|---|----------------------------|--|-------------------------|---|--|---------------|
| 91. | [AFI/7, Rec. 9/4] | AFTN circuits/performance | | | | | | |
| 92. | [AFI/7, Rec. 9/3] | AFTN efficiency | | | | | | |
| 93. | [APIRG Conc. 20/22] | AMHS circuits/performance | | | | | | |
| 94. | [AFI/6, Rec. 12/26] | AFS personnel training | | | | | | |
| 95. | [LIM AFI, Rec. 7/13] | Liaison visits by communication centre personnel | | | | | | |
| 96. | [AFI/7, Rec. 9/10] | Satellite broadcast | | | | | | |

MINIMUM REPORTING AREAS

COMMUNICATION NAVIGATION AND SURVEILLANCE (CNS)

| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
|------|--------------------------------|--|----------------------------|--|-------------------------|---|--|---------------|
| 97. | [AFI/7, Rec. 5/12] | Implementation of VHF radio coverage | | | | | | |
| 98. | [AFI/6, Rec. 13/4] | Provision of SELCAL | | | | | | |
| 99. | [Annex 11, Chapter 6] | Lack of essential communication facilities to support the provisions of ATS (internal and external) | | | | | | |
| 100. | [AFI/6, Rec. 13/3] | Improved use of the aeronautical mobile service (HF) | | | | | | |
| 101. | [AFI/7, Rec. 5/14] | HF and VHF VOLMET broadcasts | | | | | | |
| 102. | [APIRG Conc.17/25] | Implementation of controller-pilot data link communications (CPDLC) | | | | | | |

MINIMUM REPORTING AREAS

COMMUNICATION NAVIGATION AND SURVEILLANCE (CNS)

| COMMUNICATION NAVIGATION AND SURVEILLANCE (CNS) | | | | | | | | |
|--|--|---|----------------------------|--|-------------------------|---|--|---------------|
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 103. | [APIRG Conc.17/26] | Implementation of Required Performance Communication (RCP) | | | | | | |
| 104. | [AFI/6, Rec. 13/12, FASID Table ATS 2] | HF VOLMET broadcasts | | | | | | |
| NAVIGATION (FASID Table CNS 3) | | | | | | | | |
| 105. | [Doc. 9718 Vol II] | Planning principles for radio navigation aids | | | | | | |
| 106. | [AFI/6, Rec. 14/1] | Testing of radio navigation aids | | | | | | |
| 107. | [AFI/6, Rec. 14/3] | Reliability of operation of radio navigation aids | | | | | | |
| SURVEILLANCE (FASID Tables CNS 4A and 4B) | | | | | | | | |
| 108. | [AFI/7, Conc. 11/2] | Application of procedures for 24-bit aircraft address assignment | | | | | | |

MINIMUM REPORTING AREAS

COMMUNICATION NAVIGATION AND SURVEILLANCE (CNS)

| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
|-----------------|--|---|----------------------------|--|-------------------------|---|--|---------------|
| 109. | [PANS-ATM Chapter 8] | Lack of essential surveillance facilities to support the provisions of ATS | | | | | | |
| 110. | [APIRG Conc.17/31] | Implementation of automatic dependent surveillance (ADS-C) | | | | | | |
| 111. | [APIRG Conc. 20/09 APIRG Conc.21/09] | Implementation Required Surveillance Performance RSP | | | | | | |
| 112. | [APIRG Conc. 21/33 APIRG Conc. 22/40] | Implementation of automatic dependent surveillance (ADS-B) | | | | | | |
| SPECTRUM | | | | | | | | |
| 113. | [LIM AFI, Rec. 9/3] | Frequency utilization lists LF/MF, 108 MHz to 117.975 MHz and 960 MHz to 1 215 MHz bands | | | | | | |
| 114. | [Doc 9718] | Geographical separation criteria for VHF air-ground communications | | | | | | |

MINIMUM REPORTING AREAS

COMMUNICATION NAVIGATION AND SURVEILLANCE (CNS)

| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
|------|--------------------------------|--|----------------------------|--|-------------------------|---|--|---------------|
| 115. | [APIRG Conc. 13/18] | Frequency stability and effective adjacent channel rejection characteristic in the VHF mobile | | | | | | |
| 116. | [LIM AFI, Rec. 8/5] | Elimination of interference on AMS frequencies | | | | | | |
| 117. | [LIM AFI, Rec. 8/6] | Measures to reduce harmful interference from carrier systems | | | | | | |
| 118. | [Doc 9718 Vol 2] | VHF frequency utilization list | | | | | | |
| 119. | [AFI/6, Rec. 13/13] | Notification of frequency assignments | | | | | | |
| 120. | [AFI/6, Rec. 13/14] | VHF channels for aerodrome and approach control | | | | | | |

MINIMUM REPORTING AREAS

COMMUNICATION NAVIGATION AND SURVEILLANCE (CNS)

| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
|---|---------------------------------------|--|----------------------------|--|-------------------------|---|--|---------------|
| 121. | [AFI/6, Rec. 14/4] | Notification of frequency assignments to radio navigation aids | | | | | | |
| 122. | [AFI/7, Rec. 10/2] | Geographical separation criteria for VOR and/or VOR/DME installations in the AFI region | | | | | | |
| 123. | [AFI/7, Rec. 10/3] | Geographical separation criteria for ILS installations in the AFI region | | | | | | |
| ASBU MODULES – COMMUNICATION NAVIGATION AND SURVEILLANCE (CNS) | | | | | | | | |
| 124. | [GANP Doc;. 9750 APIRG Conc 19/39] | B0-FICE: Interoperability, Efficiency and Capacity through Ground-Ground Integration | | | | | | |
| 125. | [GANP Doc;. 9750] | B0-ASUR: Initial capability for ground surveillance | | | | | | |

MINIMUM REPORTING AREAS

COMMUNICATION NAVIGATION AND SURVEILLANCE (CNS)

| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
|------|--------------------------------|---|----------------------------|--|-------------------------|---|--|---------------|
| 126. | APIRG Conc 19/39] | B0-APTA: Optimization of Approach Procedures including vertical guidance | | | | | | |
| 127. | APIRG Conc 19/39] | B0-AMET: Meteorological information supporting enhanced operational efficiency and safety | | | | | | |
| 128. | [GANP Doc;. 9750 | B0-ACAS: ACAS Improvements | | | | | | |
| 129. | APIRG Conc 19/39] | B0-TBO: Improved Safety and Efficiency through the initial application of Data Link En-Route | | | | | | |

MINIMUM REPORTING AREAS

| AERONAUTICAL INFORMATION MANAGEMENT (AIM) | | | | | | | | |
|--|--|--|----------------------------|--|-------------------------|---|--|---------------|
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 130. | [Annex 15 Para 3.7.1] | Non implementation of WGS-84 | | | | | | |
| 131. | [Annex 15 Para 4.1- 4.2] | Non standard format of AIP | | | | | | |
| 132. | [Annex 15 Para 5] | Lack of regular and effective updating of AIP | | | | | | |
| 133. | [Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1] | AIP containing conflicting/misleading information within the different sections | | | | | | |
| 134. | [Annex 15, Para 5] | Lack of implementation of AIRAC system | | | | | | |
| 135. | Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3] | Non production of aeronautical charts appropriate to the State | | | | | | |
| 136. | [Annex 4] | Non use of standard units of measurement | | | | | | |

MINIMUM REPORTING AREAS

| AERONAUTICAL INFORMATION MANAGEMENT (AIM) | | | | | | | | |
|--|--------------------------------|--|----------------------------|--|-------------------------|---|--|---------------|
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 137. | [Annex 15, Para 3.2] | Non implementation of AIS Quality Management System (QMS) | | | | | | |
| 138. | [Doc 8126, Para 3.2.2 & 3.3] | Lack of effective AIS system | | | | | | |
| 139. | [Annex 15, Para 3.6.5] | Lack of AIS automation | | | | | | |
| 140. | [Annex 15, Para 8.1] | Non provision of pre-flight information service at international airports | | | | | | |
| 141. | [Annex 15, Para 8.1] | Lack of AIS Aerodrome Units at International Airports | | | | | | |
| 142. | [Annex 15, Para 3.2] | Lack of adequate training of AIS personnel | | | | | | |
| ASBU MODULES- AIM | | | | | | | | |

MINIMUM REPORTING AREAS

AERONAUTICAL INFORMATION MANAGEMENT (AIM)

| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
|------|--------------------------------|---|----------------------------|--|-------------------------|---|--|---------------|
| 143. | [GANP Doc;. 9750 | B0-DAIM: Service Improvement through Digital Aeronautical Information Management | | | | | | |

MINIMUM REPORTING AREAS

| AERONAUTICAL METEOROLOGY (MET) | | | | | | | | |
|---------------------------------------|--|--|----------------------------|---|-------------------------|---|--|---------------|
| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
| 144. | Annex 3, Part I, Chapter 2 | Establishment and implementation of a MET quality management system | | Quality of the meteorological information supplied to the users. MET information supports enhanced operational efficiency and safety. | | | | |
| 145. | AFI eANP Vol II Part V Annex 3, Part I, Chapter 3 | Meteorological Watch Office/s (MWO) | | Continuous watch on meteorological conditions affecting flight operations- supports enhanced operational efficiency and safety. | | | | |
| 146. | AFI eANP Vol II Part V Annex 3, Part I, Chapter 4 | MET observations and reports (METAR/ SPECI) | | MET routine observations support enhanced operational efficiency and safety. | | | | |
| 147. | AFI eANP Vol II Part V Annex 3, Part I, Chapter 6 | Forecasts | | Issue of TAFs for aerodromes supports enhanced operational efficiency and safety. | | | | |

MINIMUM REPORTING AREAS

AERONAUTICAL METEOROLOGY (MET)

| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
|------|---|---|----------------------------|---|-------------------------|---|--|---------------|
| 148. | AFI eANP Vol II Part V Annex 3, Part I, Chapter 7 and Part II, Appendix 6 APIRG CONC. 19/42; 20/43; 21/24 | OPMET information | | Unavailability of OPMET data for users if information from the AMBEX Handbook is not utilised. | | | | |
| 149. | AFI eANP Vol II Part V | Service for operators and flight crew members | | VOLMET broadcasts containing TAF and SIGMET; METAR, SPECI and TAF available for uplink to aircraft via D-VOLMET | | | | |
| 150. | Annex 3, Part I, Chapter 3 and Part II, Appendix 2 APIRG CONC. 19/44; 20/44; 21/21 | ICAO Meteorological Information Exchange Model (IWXXM) | | Exchange of OPMET data in digital format from 05 Nov 2020- supports enhanced operational efficiency and safety. | | | | |

MINIMUM REPORTING AREAS

AERONAUTICAL METEOROLOGY (MET)

| | ICAO Reference Document | Description | Date first reported | Remarks/ Impact of non-implementation | Action by States | Action taken/planned by State (including timelines/target dates) | Identified implementation impediment and action thereon | Status |
|---|---|---|----------------------------|--|-------------------------|---|--|---------------|
| 151. | AFI eANP Vol II Part V APIRG CONC. 20/42 | Implementation of SADIS | | MET information supports enhanced operational efficiency and safety. | | | | |
| ASBU MODULES- AERONAUTICAL METEOROLOGY (MET) | | | | | | | | |
| 152. | [GANP Doc. 9750] | AMET-B0/1: Meteorological observations products | | | | | | |
| 153. | [GANP Doc. 9750] | AMET-B0/2: Meteorological forecasts and warning products | | | | | | |
| 154. | [GANP Doc. 9750] | AMET-B0/3: Climatological and historical meteorological products | | | | | | |
| 155. | [GANP Doc. 9750] | AMET-B0/4: Dissemination of meteorological products | | | | | | |

MINIMUM REPORTING AREAS

Note: ICAO Council definition of a Deficiency:

'A deficiency is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation'.