MINIMUM REPORTING AREAS

AERODROMES OPERATIONS PLANNING (AOP)								
	ICAO Reference Document	**Description/Area**	**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**		Deficiencies in the provision of adequate runways may adverse safe take-off and landing of aeroplanes they are intended to serve. 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.				

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3.	Annex 14 - Vol 1, Chapter 2, 3 PANS-Aerodromes, Part 1, 2	**Taxiways**		Improperly designed taxiway system will affect the smooth and continuous flow of aircraft ground traffic, with low level of safety and efficiency, as well as minimum optimization of the aerodrome utilization.				
4.	Annex 14 - Vol 1, Chapter 2, 3 PANS-Aerodromes, Part 1, 2	**Aprons**		Inappropriate apron design and safety procedures for aircraft manoeuvring will decrease the 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**		Lack of appropriate visual aids affects the safety and operational efficiency of aircraft and vehicle movements. These aids are essential to ensure that the cues that they provide are available in all circumstances.				

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6.	Annex 10 - Vol 1, Chapter 3	**Radio Navigation Aids**		Radio Navigation Aids contribute to the safety and operational efficiency of aircrafts. Lack of maintenance of zones surrounding these aids and the presence of obstacles will affect the cues that they provide with negative impacts on aeroplanes take-off and landing.				
7.	Annex 14 - Vol 1, Chapter 8 PANS-Aerodromes, Part 1 AFI ANP, Vol II - AOP	**Electrical Systems**		Lack of appropriate electrical systems affects air navigation facilities and the safety and operational efficiency of aircraft and vehicle movements. The design and good maintenance of these aids is essential to ensure that the cues that they provide are available in all circumstances.				

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8.	Annex 14 - Vol 1, Chapter 1	**Terminals**		The lack of integration of international civil aviation security measures in the architectural and infrastructure designs and construction of new facilities and alterations to existing facilities at an aerodrome would negatively affect optimization of implementation of security requirements.				
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								
10.	Annex 14 - Vol 1, Chapter 2 PANS-Aerodromes, Part 1, 2 AFI ANP, Vol II - AOP	**Aerodrome Data**		The lack of determination and reporting of aerodrome related aeronautical data in accordance with the accuracy and integrity classification shall negatively affect the needs of the end users of aeronautical data, and hence the safety of operations.				

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11.	Annex 14 - Vol 1, Chapter 9 PANS-Aerodromes, Part 1	**Emergency planning**		Lack of adequate and effective emergency planning can seriously affect the management 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 adequate and effective rescue and firefighting service can endanger an aircraft involved in an emergency operation, including affecting capabilities to save lives in the event of an aircraft accident or incident occurring at, or in the immediate vicinity of an aerodrome				
13.	Annex 14 - Vol 1, Chapter 2, 9 PANS-Aerodromes, Part 1	**Disable Aircraft Removal**		Lack of adequate and effective disabled aircraft removal plans can interfere with normal activity of an aerodrome by reducing the aerodrome capacity whenever there is an incident including but not limited to runway and taxiway closures which would reduce arrivals, departures and restrict aircraft movements.				

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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.				
16.	Annex 14 - Vol 1, Chapter 9	**Ground Servicing of Aircraft**		Lack of adequate Ground Servicing of Aircraft will affect the safety and efficiency of aircrafts operations.				

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17.	Annex 14 - Vol 1, Chapter 4, 6 PANS-Aerodromes, Part 1	**Control of obstacles**		Lack of define airspace free from obstacles around aerodromes will prevent the intended aeroplane operations at the aerodromes to be conducted safely, leading to the aerodromes from becoming unusable by the growth of obstacles around the aerodromes. Objects which penetrate the obstacle limitation surfaces may in certain circumstances cause an increase in the obstacle clearance altitude/height for an instrument approach procedure or any associated visual circling procedure or have other operational impact on flight procedure design.				
18.	Annex 14 - Vol 1, Chapter 10 PANS-Aerodromes, Part 1	**Aerodrome Maintenance**		The lack of effective aerodrome maintenance programmes can impair the safety, regularity and efficiency of air navigation.				

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19.	Annex 14 - Vol 1, Chapter 1 PANS-Aerodromes, Part 1	**Safety Management**		Inadequate SMS implementation will affect the proactively mitigate safety risks before they result in aviation accidents/ incidents, and negatively impact 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 signifies to aircraft operators and other organizations operating on the aerodrome that, the aerodrome does not meet the specifications regarding the facility and its operation.				
21.	PANS-Aerodromes, Part 1	**Safety assessments and Aerodrome Compatibility**		Inadequate safety assessments and aerodrome compatibility assurance will impair safe aeroplane operations with regard to aerodrome infrastructure and operations, when an aerodrome accommodates an aeroplane that exceeds its certificated characteristics.				

AIR TRAFFIC MANAGEMENT (ATM)								
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CLASSIFICATION OF AIRSPACES [Annex 11, 2.6]								
22.	[Annex 11 Para 2.6] [AFI/7 Rec. 5/21]	**Designation of Airspace**		Use of non-standard naming of ATS airspace may lead to misunderstanding of the type of ATS available which in turn leads to inefficiency in traffic management and impacts on flight safety				
PERFORMANCE-BASED NAVIGATION [Annex 11, 2.7] [A37 Resolution]								
23.	[Annex 11, Para 2.7] AFI/7 Rec. 6/9 APIRG 18 CONC. 18/09	**Implementation PBN National Plan**		Lack of implementation of a national PBN plan will lead to inability to achieve targets set as part of the Global PBN implementation goals and thus impact on efficient traffic management				
24.	[A37 Resolution] [AFI/7 Conc. 5/7]	**Implementation of PBN RNAV and RNP routes**		Insufficient number of RNAV/RNP routes impacts on efficient traffic management, flight safety and environment				

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25.	[A37 Resolution]	**Implementation of PBN approach procedures with vertical guidance (APV)**		Insufficient implementation of RNP approaches with/without vertical guidance				
26.	[A37 Resolution]	**Implementation of PBN approach procedures with vertical guidance (APV)**		Inefficient implementation of RNAV/RNP terminal routes (CCO/CDO) impacts on environment and fuel saving				
27.	AFI ASBU Plan/ APIRG/19	**Implementation of ASBU Block BO-APTA**		Lack of Optimization of Approach Procedures including vertical guidance impacts on flight safety				
28.	AFI ASBU Plan/ APIRG/19	**Implementation of ASBU Block BO-FRTO**		Lack of Improved Operations through Enhanced En-Route Trajectories leads to inefficiency in traffic management and impacts on flight safety				

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29.	AFI ASBU Plan/ APIRG/19	**Implementation of ABSU BO- TBO, CDO, and CCO**		Lack of Improved Flexibility and Efficiency in Descent Profiles (CDO) and Continuous Climb Operations (CCO) impacts on environment and fuel saving				
30.	AFI ASBU Plan/ APIRG/19	**Implementation of ASBU BO- SNET**		Lack of Increased Effectiveness of Ground-Based Safety Nets impacts on flight safety and inefficiency in traffic management				
31.	AFI ASBU Plan/ APIRG/19	**Implementation of ASBU BO-RSEQ and WAKE**		Lack of efficient AMAN/DMAN may lead to inefficiency in traffic management and cause delays				
32.	AFI ASBU Plan/ APIRG/19	**Implementation of ASBU BO- ASEP**		Lack of Air Traffic Situational Awareness(ATSA)				
33.	AFI ASBU Plan/ APIRG/19	**Implementation of ASBU BO- OPFL**		Improved access to Optimum Flight Levels through Climb/Descent Procedures using ADS-B				

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34.	AFI ASBU Plan/ APIRG/19	**Implementation of ASBU BO- TBO**		Lack of Improved Safety and Efficiency through the initial application of Data Link En-Route may impact on flight safety				
35.	ICAO Doc.8168 PANSOPS	**Implementation of PANSOPS oversight office**		Inefficient implementation of PANSOPS oversight structures within CAAs may lead to poorly designed flight procedures which may impact on flight safety				
36.	[ICAO PBCS DOC 9869] APIRG 20 CONC. 20/09	**PBCS: State database of RSP 180/RCP 240 approval/ withdrawal status**		Lack of implementation of a state database may lead to exclusion from PBCS implemented airspace, and inefficiency in flight operations.				
37.	[Annex 11, 2.27.1]	**Implementation of States Safety Plan (SSP)**		Lack of implementation of a robust and efficient SSP leads to inability to oversight safety levels in the provision of services which will result in inability for state to guarantee acceptable level of safety in the provision of ATS				

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38.	[Annex 11, 2.27.3] [PANS-ATM, Doc. 4444 Chapter 2]	**Implementation of Safety Management System (SMS)**		Lack of implementation of a robust and efficient SMS leads to inability to achieve or guarantee acceptable level of safety in the provision of ATS				
LANGUAGE PROFICIENCY [Annex 11, 2.29]								
39.	[Annex 1 Annex 11] [A37-10 Resolution] [AFI/7 RAN]	**Compliance with the English Language Proficiency (ELP) requirements**		Lack of compliance with ELP requirements can result in miscommunication leading to risk on flight safety				
40.	[PANS-ATM Doc. 4444 Chapter 12]	**Phraseology**		Use of non-standard phraseology in the provision of ATS can result in confusion and misinterpretation of instructions which can impact on safety of air navigation				
AIRSPACE MANAGEMENT (ASM)								

AIR TRAFFIC MANAGEMENT (ATM)								
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41.	[AFI/7, Rec. 5/1] GPI-7	**Cooperative Approach in Airspace Management**		Lack of implementation of a system for cooperative approach to airspace management may lead to inefficiency in airspace management which then impacts on flight safety and flight operations.				
42.	[Annex 11 Para 2.12]	**Route Designators**		Use of non-standard ATS route designators may lead to 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.				
43.	[PANS-ATM Doc. 4444 Chapter 2] [ICAO SL 2017_101 Ref: AN 11/45.5-17/	**Five- Letter Naming Code (5-LNC)**		Uncoordinated use of 5 – Letter Naming Code (5-LNC) for waypoints may lead to duplication of waypoints and conflicting waypoints having same name but different coordinates and/or similar pronunciation of waypoints located within close proximity which impacts on flight safety				

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44.	[AFI/7, Rec. 5/3] [Annex 11 Para 2.17, 2.30] [PANS ATM Doc. 4444 Chap. 10] [Doc.10088]	**Civil/Military Coordination**		Lack of effective civil/military coordination may result in unsafe and inefficient use of airspace				
45.	[Annex 11 Para 2.12] AFI eANP VOL II	**ANP – Route Network**		Non implementation of the approved regional route network results into lack of route continuity across the region leading to inefficiency in airspace management and impact on flight safety				
46.	[AFI/7, Rec. 5/2] [Annex 11] [PANS ATM Doc. Chap. 15.6] APIRG 21 CONC. 21/05	**Contingency Plan**		Lack of a well-defined National Contingency Plan may lead to uncoordinated and unsafe operation of aircraft during disruption of ATS within affected airspace(s).				

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47.	[LIM AFI, Rec. 2/1] APIRG 19 Conc. 19/13	**Airspace Sectorization**		Non applicability of uniform division between lower and upper airspace across FIRs and ICAO Regions leads to inefficiency in traffic management and impacts on flight safety				
48.	[AFI/7, Rec. 5/5] Chicago Convention - Article 3 bis	**Interception of Civil Aircraft**		Non publication of interception procedures in AIP/ or lack of clear procedures for handling civil aircraft under interception may lead to misunderstanding of instructions during interception which would endanger the aircraft under interception and the lives of those on board.				
49.	[AFI/7, Rec. 5/4] Chicago Convention - Article 3 bis	**Interception of Civil Aircraft**		Non 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				

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50.	[AFI/7, Rec. 5/10] [Annex 11] [Doc 9426]	**SIDs and STARs**		Non implementation of Standard Instrument Departures (SIDs) and Standard Arrival Routes (STARs) leads to inefficiency in traffic management and impacts in flight efficiency and safety.				
AIR TRAFFIC SERVICES (ATS)								
51.	[Annex 11 Chapter 3,4&5] [APIRG 19 Conc. 19/13] [PANS ATM Doc.4444 Chap.4]	**Provision of ATS**		Lack of the provision for air traffic services where required leads to inefficiency in traffic management and impacts on flight safety				
52.	[Annex 11 Para 2.3] [AFI/7 Rec. 5/21] [APIRG 19 Conc. 19/13]	**Area Control Service**		Lack of the provision of area control service where required leads to inefficiency in enroute traffic management and impacts on flight safety				

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53.	[AFI/7 RAN Rec 14/7] [Annex 1]	**ATS Personnel Competency**		Provision of ATS by non-competent personnel will lead to unsafe provision of ATS which impacts on flight safety				
54.	[PANS ATM Doc. 4444 Chapter 10]	**Letters of Agreements or Procedures**		Lack of coordinated and signed letters of agreements between ATS and other ATS units (ATSU) may lead to lack of uniformity in application of ICAO standards which would impact on flight safety.				
55.	[AFI/7, Rec. 5/6] [APIRG 23 Conc. 23/08]	**Civil/Military Coordination**		Lack of coordinated and signed letters of agreements between ATS and the Military may lead to lack of uniformity in application of ICAO standards which would impact on flight safety.				
56.	[PANS-ATM Doc. 4444 Chapter 4]	**ATC Procedures**		Implementation of inadequate ATC procedures leads to inconsistent and unsafe provision of ATS which impacts on flight safety				

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57.	[AFI/7, Rec. 5/22] [PANS ATM Doc.4444 Chap.4.4, Chap. 16.4 and Appendix 2]	**Flight Planning**		Use of non-standard format in for the repetitive flight planning may lead to inconsistency of flight data and increase the numbers of missing flight plans and possible overload on the ATM system. This impacts on operational flight safety and efficiency.				
58.	[AFI/7, Rec. 5/26] [PANS ATM Doc.4444 Chap. 16.3 and Appendix 4]	**ATS Incident Investigation**		Lack of an effective system for reporting and investigation of ATS incidents leads to an ineffective Safety Management System (SMS) which leads to continuous occurrence of similar incidents leading to high probability of aircraft accident				

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59.	[PANS-ATM Doc. 4444 Chap. 16.5] [ICAO Cir. 331] [APIRG Conc.17/43] [APIRG 20 Conc. 20/19]	**Strategic Lateral Offset Procedures (SLOP)**		Lack of implementation of SLOP increases the potential to aircraft collision				
60.	[PANS-ATM Doc. 4444] [Doc 7030]	**Flight Level Allocation Scheme (FLAS)**		Application of undue Flight Level restriction in the RVSM airspace leads to Non-efficient use of RVSM airspace and impacts on flight efficiency and safety				
61.	[AFI/6, Rec. 7/11] [PANS-ATM Doc. 4444 Chap. 12]	**Radiotelephony Procedures**		Lack of applicability of standard radiotelephony phraseologies and procedures can create confusion and impact on safety of air navigation				
62.	[PANS-ATM Doc. 4444 Chapter 5]	**Separation Standards**		Use of non-standard separations minima increases potential for air traffic incidents including accidents				

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63.	[Annex 11 Chapter 7] [PANS ATM Doc 4444 Chap. 4.12]	**Provision of Met Information To ATS**		Lack of provision of timely and accurate MET information to pilots can affect operational decisions and safety of operations				
REDUCED VERTICAL SEPARATION MINIMA (RVSM)								
64.	[SP AFI/RAN Rec. 5/21] [APIRG 23 CONC 23/03]	**RVSM Data**		Lack of submission of monthly RVSM data to ARMA leads to lack of data used to calculate Critical Risk Assessment (CRA) which impacts on flight safety				
65.	[Doc 9574] [Annex 11 Para 3.3.5.1] [SP AFI/RAN Rec 5/21] [APIRG 23 CONC. 23/03]	**Large Height Deviation**		Non-reporting of LHD leads to unsafe trends and inability to detect hotspots. It also leads to lack of information used to calculate the total Target Level of safety (TLS) in the annual collision risk assessment.				

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66.	[Doc.4444 Chap. 4.4.1.4 (b)] [Annex 6] [APIRG 22 & RASG AFI/5 Conc. 23/1/04]	**RVSM Approvals and Monitoring/**		Lack of updated information on RVSM approved aircraft leading to risk to flight operations in the RVSM airspace				
67.	[Annex 6]	**Long Term Height Monitoring (LTHM)/**	2006	Non-adherence to requirements for LTHM may leads to restrictions for operations in global RVSM airspace which impacts on flight efficiency and safety.				
FLIGHT INFORMATION SERVICE (FIS)								
68.	[AFI/6, Rec. 6/12]	**Aerodrome Flight Information Service (AFIS)**		Lack of AFIS can lead to inefficient management of aerodrome traffic and may impact on safety of air navigation				

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69.	[AFI/7, Rec. 5/12]	**VHF radio coverage**		Non availability of two-way communication between ATS units and aircraft leads to inefficient management of traffic and impacts on flight safety				
70.	[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								
71.	[LIM AFI, Rec. 10/36]	**ATS direct speech circuits**		Lack of timely coordination of traffic information leading to inefficient of air traffic management				
72.	[AFI/7, Rec. 5/24]	**Communications**		Lack of routine or outdated communication systems may lead to lack of interoperability/integration that leads to poor/ lack of timely coordination of traffic and inefficiency in traffic management.				

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73.	[AFI/7, Rec. 5/14]	**VOLMET**		Non Provision of HF and VHF for VOLMET broadcasts. Inadequate exchange of VOLMET information between ATSU and Aircraft can lead to risk to flight safety.				
SEARCH & RESCUE (SAR)								
74.	[Annex 12, Chapter 3] [AFI/7 Rec. 6/3] [APIRG 23 Conc. 23/07]	**SAR Agreements**		Lack of SAR agreements between neighbouring States / RCCs can be detrimental to safety of persons in distress where searches overlap national boundaries.				
75.	[Annex 12, Section 4.3]	**SAR 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				
76.	[AFI/7 Rec. 6/5]	**SAR Training**		Lack of formal and refresher training for SAR personnel can hinder the effectiveness of SAR operation				

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77.	[Annex 12, Section 4.4]	**Search and Rescue Exercises (SAREX)**		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.				
78.	[AFI/7 Rec. 6/1] [AFI/7 Rec. 6/2] [APIRG 23 Conc. 23/07]	**Satellite Aided SAR**		Lack of implementation of procedures to receive satellite aided SAR will result in difficulty in detection, identification and location of activated 406 MHz ELTs and loss of valuable time for SAR				

COMMUNICATION NAVIGATION AND SURVEILLANCE (CNS)								
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COMMUNICATION								
79.	[AFI/7, Rec. 5/24] Annex 10 Vol.2 &3	**Improvement of communications**		Unreliable communication systems				
80.	[LIM AFI, Rec. 10/36] Annex 10 Vol 2 Chap.4 Para4.2	**Implementation of ATS direct speech circuits**		Unavailable ground /ground voice communication				
81.	[APIRG Conc. 19/25]	**Implementation of VoIP**		Unavailable ground /ground voice communication switching system				
82.	[APIRG Conc. 21/26]	**Implementation of AIDC**		Unavailable automated data ground/ground coordination communication between ATSUs				
83.	[AFI/7, Rec. 9/7] Annex 10 Vol 2	**Aeronautical fixed telecommunication network (AFTN)**		Unavailable alphanumeric ground/ground messages communication between ATSUs				
84.	[AFI/7, Rec. 9/5] Annex 10 Vol 2	**AFTN COM centre management**		Potential loss of alphanumeric messages communication				

COMMUNICATION NAVIGATION AND SURVEILLANCE (CNS)								
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85.	[AFI/7, Rec. 9/4] Annex 10 Vol 2	**AFTN circuits/performance**		Potential loss of performance of alphanumeric messages communication				
86.	[AFI/7, Rec. 9/3] Annex 10 Vol 2	**AFTN efficiency**		Potential loss of efficiency of alphanumeric messages communication				
87.	[APIRG Conc. 20/22]	**AMHS circuits/performance**		Potential loss of performance of digital messages communication				
88.	[AFI/6, Rec. 12/26]	**AFS personnel training**		Lack of technical & operational personnel capacity to handle technical task related to a proper operation of AFS circuits				
89.	[LIM AFI, Rec. 7/13]	**Liaison visits by communication centre personnel**		Lack of assistance and guidance to technical personnel in the conduct of proper functioning and operation of AFS circuits				
90.	[AFI/7, Rec. 9/10]	**Satellite broadcast**		Unavailability of regional wide area satellite broadcasted communication				

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. 5/12] Annex 10 Vol 2	**Implementation of VHF radio coverage**		Poor reliable duplex Air/ground voice communication				
92.	[AFI/6, Rec. 13/4]	**Provision of SELCAL**		Poor reliable duplex Air/ground voice communication				
93.	[Annex 11, Chapter 6]	**Lack of essential communication facilities to support the provisions of ATS (internal and external)**		Unavailable ground /ground voice communication				
94.	[AFI/6, Rec. 13/3]	**Improved use of the aeronautical mobile service (HF)**		Poor reliable duplex Air/ground voice communication				
95.	[AFI/7, Rec. 5/14]	**HF and VHF VOLMET broadcasts**		Poor reliable duplex Air/ground voice communication				
96.	[APIRG Conc.17/25]	**Implementation of controller-pilot data link communications (CPDLC)**		Poor reliable duplex Air/ground datalink communication				
97.	[APIRG Conc.17/26]	**Implementation of Required Performance Communication (RCP)**		Inefficient duplex air/ground datalink communication				

COMMUNICATION NAVIGATION AND SURVEILLANCE (CNS)								
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98.	[AFI/6, Rec. 13/12, FASID Table ATS 2]	**HF VOLMET broadcasts**		Unavailability of MET information broadcast system				
NAVIGATION (FASID Table CNS 3)								
99.	[Doc. 9718 Vol II]	**Planning principles for radio navigation aids**		Potential lack of ARNS				
100.	[AFI/6, Rec. 14/1]	**Testing of radio navigation aids**		Potential inaccurate signal radiated by radio navigation aids				
101.	[AFI/6, Rec. 14/3]	**Reliability of operation of radio navigation aids**		Potential unreliable signal radiated by radio navigation aids				
SURVEILLANCE (FASID Tables CNS 4A and 4B)								
102.	[AFI/7, Conc. 11/2]	**Application of procedures for 24-bit aircraft address assignment**		Potential risks of dysfunction of SSR Mode S service due to non-harmonized procedures for 24-bit aircraft address assignment				

COMMUNICATION NAVIGATION AND SURVEILLANCE (CNS)								
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103.	[PANS-ATM Chapter 8]	**Lack of essential surveillance facilities to support the provisions of ATS**		Lack of surveillance service provision to support ATS delivery				
104.	[APIRG Conc.17/31]	**Implementation of automatic dependent surveillance (ADS-C)**		Lack of surveillance service provision to support ATS delivery in the oceanic and continental remote airspace				
105.	[APIRG Conc. 20/09 APIRG Conc.21/09]	**Implementation Required Surveillance Performance RSP**		Inefficient duplex air/ground datalink surveillance service				
106.	[APIRG Conc. 21/33 APIRG Conc. 22/40]	**Implementation of automatic dependent surveillance (ADS-B)**		Lack of surveillance service provision to support ATS delivery				
SPECTRUM								
107.	[LIM AFI, Rec. 9/3]	**Frequency utilization lists LF/MF, 108 MHz to 117.975 MHz and 960 MHz to 1 215 MHz bands**		Potential risks of harmful interferences				
108.	[Doc 9718]	**Geographical separation criteria for VHF air-ground communications**		Potential risks of harmful interferences				

COMMUNICATION NAVIGATION AND SURVEILLANCE (CNS)								
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109.	[APIRG Conc. 13/18]	**Frequency stability and effective adjacent channel rejection characteristic in the VHF mobile**		Potential risks of harmful interferences				
110.	[LIM AFI, Rec. 8/5]	**Elimination of interference on AMS frequencies**		Lack or poor quality of air/ground duplex communication				
111.	[LIM AFI, Rec. 8/6]	**Measures to reduce harmful interference from carrier systems**		Lack or poor quality of air/ground duplex communication				
112.	[Doc 9718 Vol 2]	**VHF frequency utilization list**		Lack or poor quality of air/ground duplex communication				
113.	[AFI/6, Rec. 13/13]	**Notification of frequency assignments**		Non updated regional and global COM Lists				
114.	[AFI/6, Rec. 13/14]	**VHF channels for aerodrome and approach control**		Risk of VHF channels congestion in the aerodrome				
115.	[AFI/6, Rec. 14/4]	**Notification of frequency assignments to radio navigation aids**		Non updated regional and global COM Lists				

COMMUNICATION NAVIGATION AND SURVEILLANCE (CNS)								
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116.	[AFI/7, Rec. 10/2]	**Geographical separation criteria for VOR and/or VOR/DME installations in the AFI region**		Risks of harmful interferences amongst VHF/UHF Nav'Aids				
117.	[AFI/7, Rec. 10/3]	**Geographical separation criteria for ILS installations in the AFI region**		Risks of harmful interferences amongst VHF/UHF landing systems				
118.	[APIRG Conc. 20/30]	**VSAT station frequency not registered in the ITU Master International Frequency Register (IMIFR)**		Lack of protection and risk of harmful interferences				

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**
INTERNATIONAL NOTAM OFFICE								
119.	Annex 15: chapter 6 PANS-AIM: chapter 6, appendices 3,4,5,7	**NOTAM service**		In order to meet the operational needs of the users, it is essential to provide information that is timely and fit for purpose. Lack of timely issuance of relevant NOTAM about status and condition of air navigation services infrastructure can affect the safely and efficient conduct flight operations.				
CARTOGRAPHY OFFICE								
120.	Annex 15: chapter 5 Annex 4: all chapters PANS-AIM: chapter 5, appendix 2 PANS-OPS: part I, chapter 9 and all "promulgation" chapters	**Cartography service**		Annex 4 requires each Contracting State to ensure the availability of the required charts either by producing the charts itself, or by arranging for production by another Contracting State or by an agency. Non-provision of up to date aeronautical charts that fit operational need can impact on safety of air navigation				

AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
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PUBLICATION OFFICE								
121.	Annex 15: chapter 5 PANS-AIM: chapter 5, appendix 2 PANS-OPS: part III, section 5	**Aeronautical Information Publication service**		The AIP constitutes the basic source for aeronautical information of permanent and long duration nature. Non-provision of an AIP that is standard formatted, of quality-assured and regularly updated can jeopardize the safety of air navigation.				
AERODROME/HELIPORT AIS UNITS								
122.	Annex 15: chapter 5 PANS-AIM: chapter 5	**Pre-flight briefing service**		For any aerodrome used for international air operations, aeronautical information of operational significance relative to the route stages originating at the aerodrome shall be provided to flight operations personnel. Lack of pre-flight information can affect flight planning and safety of air navigation.				

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**
123.	Annex 15: chapter 5	**Post-flight information service**		Information concerning the state and operation of air navigation facilities or services, or information relative to the presence of wildlife hazards reported by flight crews is essential for the safety of other flights. Non-implementation of an effective post-flight information service will fail to update AIS with operational significant information noted by flight crews.				

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**
124.	Annex 3, Chapter 9, App. 8	**Fight briefing services**		Deficiencies in providing Aeronautical users with the latest available information on existing and/or expected meteorological conditions along the route to be flown, at the aerodrome of intended landing, alternate aerodromes and other aerodromes as relevant, may lead to safety issues for aircrafts				
125.	Annex 3, Chapter 3, 4; App. 2,3 AFI eANP Volume II Part V, Table II-2, 3 ; §2.2, §2.3, §2.8, §2.11, §2.12	**Met. observations and report services**		Lack of local routine and local special reports (disseminated at the aerodrome of origin) may deprive aircrafts arriving /departing of information on hazardous weather conditions at the airport, which constitutes a safety risk. Lack of routine and special reports (disseminated beyond the aerodrome of origin in appropriate format) may affect the effectiveness of the flight planning and may affect efficiency and safety of aircrafts in-flight in case of failure of VOLMET broadcast and D-VOLMET services.				

AERONAUTICAL METEOROLOGY (MET)								
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126.	Annex 3, Chapter 3, 6; App. 2,5 AFI eANP Volume II Part V Table II-2, §2.4 - §2.8, §3.5, §3.6	**Aeronautical meteorological forecast**		The failure of provision of aeronautical meteorological forecasts, or the provision of aeronautical meteorological forecasts not complying with ICAO related SARPs may affect flights operations including descent phase, landing and take-off.				
127.	Annex 3, Chapter 7; App. 6 AFI eANP Part V Table II-1, Tableau II-2	**Aeronautical meteorological warnings services**		The lack of provision information on hazardous weather phenomena at the aerodrome in the form of aeronautical meteorological warnings (AD WRNG, WS WRNG and Alerts) may lead to safety issues for aircrafts for: • **A**ircrafts on the ground, parked aircraft, and the aerodrome facilities and services • Aircrafts on the approach path or take-off path or during circling approach : my experience WS in the approach/take-off paths.				

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**
128.	Annex 3, Chapter 8; App. 7	**Aeronautical climatological information services**		The lack of climatological information may cause some issues for flight planning specially when real time information is missing. the absence of climatological information may represent concerns for aeronautical users including AGA, etc.				
129.	Annex 3, Chapter 3,7; App.6 AFI eANP Volume II Part V Table II-1 ; §2.8, §2.9, §3.5	**SIGMET services**		The lack of provision of SIGMET information in accordance with ICAO MET related SARPs will keep in-flight aircrafts out of information on en-route hazardous weather phenomena which may adversely affect the safety of high levels flights.				

AERONAUTICAL METEOROLOGY (MET)								
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130.	Annex 3; Chapter 3,7; App.6	**AIRMET services (where applicable)**		The failure in providing airspace users operating in the low layers with the information on en-route hazardous phenomena (including the development of those phenomena in time and space), may cause safety issues to low-level flights..				
131.	Annex 3; Chapter 6, App. 5	**GAMET services**		The lack of area forecasts covering the layer between the ground and flight level 100 (or up to flight level 150 in mountainous areas, or higher, where necessary) may adversely cause safety issues to aircrafts operating at the low levels.				
132.	Annex 3; Chapter 5; App. 4,6	**AIREP**		The lack of the air-report /special air-report may deprive aircrafts of relevant information on weather phenomena (Icing, TURB, WS, Volcanic eruption, Volcanic ash), which may adversely affect the safety of other aircrafts in the areas affected.				

AERONAUTICAL METEOROLOGY (MET)								
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133.	Annex 3, Chapter 3; App.2 AFI eANP Volume I Part V §2.1, §2.1	**WAFS services**		In the Africa-Indian Ocean Region, WAFS products in digital form should be disseminated to AFI States by WAFC London using the Secure SADIS FTP service and/or WIFS. The lack of the development of capacities by the State to receive and disseminate WAFS services in accordance with the related ICAO SARPs will mainly cause safety issues for en-route aircrafts operating at the high levels				
134.	Annex 3, Chapter 3; App.2 AFI eANP Volume I Part V §2.3, §2.4 ; Table AFI Met I-1 AFI eANP Volume II Part V Table FAI MET II-1	**IAVW services**		The failure of providing as required by ICAO SARPs and Air Navigation Plan, relevant information on volcanic ash in case of volcanic eruption, will cause serious safety issues for aircrafts operating in the affected areas.				

AERONAUTICAL METEOROLOGY (MET)								
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135.	Annex 3, Chapter 3; App.2 AFI eANP Volume I Part V §2.5 AFI eANP Volume II Part V Table FAI MET II-1	**TCAC services**		Failure by the AFI MWOs to develop capabilities to receive and deal with TC advisories issued by TCAC La reunion in accordance with ICAO related SARPs will cause safety issues to airspace users operating in the affected areas.				
136.	Annex 3 Chapter 3 §3.8 ; App. 2	**Space weather advisory information**		Failure to provide airspace users with relevant information on space weather in conformity with ICAO SARPs, may result in safety risks that can affect airborne HF communications systems, Communications via satellite (propagation, absorption), GNSS-based navigation and surveillance (degradation) GNSS.				

AERONAUTICAL METEOROLOGY (MET)								
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137.	Annex 3, Chapter 3 §3.1, §3.2, §3.5, §3.8; App.2 AFI eANP Volume I Part V §2	**RMM services**		In AFI Region, SADIS Services Provider State remotely provides agreed Aeronautical Meteorological Offices States with SADIS products, technical and administrative messages. States that fails to receive these products and technical/administrative information may experience some difficulties to adequately to respond to the airspace users' needs in terms of regular and reliable weather information.				

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'.