

AIR NAVIGATION MINIMUM REPORTING AREAS

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	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]								
1.	[Annex 11 Para 2.3] [AFI/7 Rec. 5/21] GPI-4	Lack of provision of area control service		Inefficient and unsafe provision of ATS				
PERFORMANCE-BASED NAVIGATION [Annex 11, 2.7] [A37 Resolution]								
2.	[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				
3.	[A37 Resolution] [AFI/7 Conc. 5/7] GPI-5, GPI-11, GPI-21	Implementation of RNAV and RNP operations						
4.	[A37 Resolution] GPI-5, GPI-14, GPI-21	Implementation of approach procedures with vertical guidance (APV)						

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5.	[A37 Resolution] GPI-5, GPI-14, GPI-21	Implementation of LNAV only procedures						
6.	[AFI/7, Rec 5/16] GPI-5	State database of approval status						
7.	[Annex 11, 2.27.1]	States Safety Plan (SSP)						
8.	[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]								
9.	[Annex 1 Annex 11] [A37-10 Resolution] [AFI/7 RAN]	Language proficiency						

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10.	[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)								
11.	[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				
12.	[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.				
13.	[PANS-ATM Chapter 2]	Uncoordinated use of waypoints (SLNCs)		Conflicting waypoints (having same name but different coordinates) Similar pronunciation of waypoints located within close proximity				

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14.	[AFI/7, Rec. 5/3] [Annex 11 Para 2.17, 2.30] GPI-1	Civil/military coordination		Lack of effective civil/military coordination resulting in unsafe and inefficient use of airspace				
15.	[Annex 11 Para 2.12]	Non implementation of Table of ATS 1		Lack of route continuity across the region Inefficient use of airspace				
16.	[AFI/7, Rec. 5/2] [Annex 11]	Contingency planning		Uncoordinated and unsafe operation of aircraft during disruption of ATS within affected airspace(s).				
17.	[LIM AFI, Rec. 2/1] GPI-3, GPI-4	Plane of division between the lower and upper airspace		Non applicability of uniform division between lower and upper airspace across FIRs and ICAO Regions				
18.	[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				

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19.	[AFI/7, Rec. 5/10] [Annex 11] [Doc 9426] GPI-11	Establishment of standard departure and arrival routes		Lack of safe, orderly and expeditious flow of air traffic				
20.	[AFI/7, Rec. 5/4]	Ratification of Article 3 bis of the Convention on International Civil Aviation						
AIR TRAFFIC SERVICES (ATS)								
21.	[Annex 11 Chapter 3,4&5]	Implementation of ATS provisions		Unsafe provisions of ATS				
22.	[Annex 11 Para 2.3] [AFI/RAN Rec 5/21]	Lack of provision of area control service		Inefficient and unsafe provision of ATS				
23.	[AFI/7 RAN Rec 14/7] [Annex 1]	Lack of trained and competent personnel in the provision of ATS		Unsafe provision of ATS				

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24.	[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				
25.	[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				
26.	[PANS-ATM Chapter 4]	Poor ATC proficiency and lack of proper ATC procedures		Inconsistent and unsafe provision of ATS				
27.	[AFI/7, Rec. 5/22]	Repetitive flight plans						
28.	[AFI/7, Rec. 5/26]	Reporting and analysis of ATS incidents						
29.	GPI-2	RVSM approvals and monitoring		Lack of updated information on RVSM approved aircraft				
30.	[APIRG Conc.17/43]	Application of strategic lateral offset procedures (SLOP)		Lack of direct routings Lack of efficiency in aircraft operations				

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31.	[PANS-ATM] [Doc 7030]	RVSM flight levels restriction		Non-efficient use of RVSM airspace				
32.	[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				
33.	[PANS-ATM Chapter 5]	Use of non- standard separation minima		Increased potential for air traffic incidents including accidents				
34.	[SP/RAN] [Annex 11 Para 3.3.5.1]	Non provision of RMA data		Insufficient data results in incomplete safety assessment by ARMA				
35.	[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				
REDUCED VERTICAL SEPARATION MINIMA (RVSM)								
36.	AFI/RAN 8 Rec. 5/21	No safety data		No contribution to CRA	CAAs/ACCs to periodically submit data to ARMA	Target date: 1/8/2011		

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37.	Annex 6	No records of Approvals/ Withdrawals	2006	RVSM safety reduction in separation	RVSM Approvals/Withdrawals to be submitted to ARMA (F2, F3)	Target date: 1/8/2011		
38.	Annex 6	No or limited Height Monitoring	2006	No monitoring of ASE	CAAs to comply with Height Monitoring Plan	Target date: 1/8/2011		
FLIGHT INFORMATION SERVICE (FIS)								
39.	[AFI/6, Rec. 6/12]	Provision of aerodrome flight information service		Lack of AFIS can impact on safety of air navigation				
40.	[AFI/7, Rec. 5/12] GPI-22	Implementation of VHF radio coverage		Non availability of two-way communication between ATS units and aircraft				
41.	[AFI/6, Rec. 6/15] GPI-4	Air traffic advisory service						
ATS REQUIREMENTS FOR AERONAUTICAL FIXED SERVICE COMMUNICATIONS								
42.	[LIM AFI, Rec. 10/36] GPI-22	Implementation of ATS direct speech circuits						

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43.	[AFI/7, Rec. 5/24] GPI-22	Improvement of communications						
ATS REQUIREMENT FOR OPERATIONAL FLIGHT INFORMATION								
44.	[AFI/7, Rec. 5/14] GPI-19, GPI-22	HF and VHF VOLMET broadcasts						
COMMUNICATIONS								
45.	[AFI/7, Rec. 9/7] GPI-22	Aeronautical fixed telecommunication network (AFTN)						
46.	[AFI/7, Rec. 9/5] GPI-22	AFTN COM centre management						

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47.	[AFI/7, Rec. 9/4] GPI-22	AFTN circuits/performance						
48.	[AFI/7, Rec. 9/3] GPI-22	AFTN efficiency						
49.	[AFI/6, Rec. 12/26] GPI-22	AFS personnel training						
50.	[LIM AFI, Rec. 7/13] GPI-22	Liaison visits by communication centre personnel						
51.	[AFI/7, Rec. 9/10] GPI-19, GPI-22	Satellite broadcast						
52.	[AFI/6, Rec. 13/4] GPI-22, GPI-23	Provision of SELCAL						

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53.	[LIM AFI, Rec. 8/5] GPI-22, GPI-23	Elimination of interference on AMS frequencies						
54.	[LIM AFI, Rec. 8/6] GPI-22, GPI-23	Measures to reduce harmful interference from carrier systems						
55.	 GPI-22, GPI-23	VHF frequency utilization list						
56.	[AFI/6, Rec. 13/13] GPI-22, GPI-23	Notification of frequency assignments						
57.	[AFI/6, Rec. 13/14] GPI-22, GPI-23	VHF channels for aerodrome and approach control						
58.	[Annex 11, Chapter 6]	Lack of essential communication facilities to support the provisions of ATS (internal and external)		Lack of coordination of flights Unsafe operation of flights with increased risks of incidents				

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59.	[APIRG Conc. 13/18] GPI-22, GPI-23	Frequency stability and effective adjacent channel rejection characteristic in the VHF mobile						
60.	[AFI/6, Rec. 13/3]	Improved use of the aeronautical mobile service (HF)						
61.	[APIRG Conc.17/25] GPI-17, GPI-22	Implementation of controller-pilot data link communications (CPDLC)		Congestion in communication No assurance of two-way communications between ATS and aircraft where VHF/HF communication is not available or unreliable				
62.	[AFI/6, Rec. 13/12, FASID Table ATS 2] GPI-19, GPI-22	HF VOLMET broadcasts						
NAVIGATION (FASID Table CNS 3)								
63.	GPI-21, GPI-23	Planning principles for radio navigation aids						

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64.	[AFI/6, Rec. 14/1] GPI-21	Testing of radio navigation aids						
65.	[AFI/6, Rec. 14/3] GPI-21	Reliability of operation of radio navigation aids						
66.	[AFI/6, Rec. 14/4] GPI-21, GPI-23	Notification of frequency assignments to radio navigation aids						
67.	[AFI/7, Conc. 10/1] GPI-21	Flight checking of radio navigation aids						
68.	[AFI/7, Rec. 10/2] GPI-21, GPI-23	Geographical separation criteria for VOR and/or VOR/DME installations in the AFI region						
69.	[AFI/7, Rec. 10/3] GPI-21, GPI-23	Geographical separation criteria for ILS installations in the AFI region						

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70.	[LIM AFI, Rec. 9/3] GPI-23	Frequency utilization lists LF/MF, 108 MHz to 117.975 MHz and 960 MHz to 1 215 MHz bands						
71.	GPI-23	Geographical separation criteria for VHF air-ground communications						
SURVEILLANCE (FASID Tables CNS 4A and 4B)								
72.	[APIRG Conc.17/31] GPI-9, GPI-17	Implementation of automatic dependent surveillance (ADS-C)						
73.	[AFI/7, Conc. 11/2] GPI-9, GPI-17	Application of procedures for 24-bit aircraft address assignment						
74.	[PANS-ATM Chapter 8]	Lack of essential surveillance facilities to support the provisions of ATS		Ineffective and inefficient surveillance facilities can impact on outcome of emergencies				

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SEARCH & RESCUE (SAR)								
75.	[Annex 12, Chapter 3] AFI/7 Rec. 6/3	Lack of Search and Rescue Agreements between neighboring States		Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries.				
76.	[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				
77.	AFI/7 Rec. 6/5	Search and Rescue Training		Lack of formal training for SAR personnel can hinder the effectiveness of SAR operation				
78.	[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.				

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79.	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				

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AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements	WGS-84 Implemented			
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP Standard Format available electronic format available			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		Lack of updated information can lead to safety of air navigation being compromised	Amendment Publication on AIRAC dates			

4.	[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		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Cross checking of Published data effected			
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	Lack of timely issuance of notams		Non- availability of critical aeronautical information via notams	Full NOTAM Provision			
7.	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		Lack of critical information essential for safety of air navigation	Aeronautical Chart available			
8.	[Annex 4]	Non use of standard units of measurement		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	Automated system available			

12.	[Annex 15, Para 8.1]	Non provision of pre-flight information service at international airports		Lack of pre-flight information can affect flight planning by users and safety of air navigation	Full PIB is available			
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all International Airports			
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel		Inadequate human resources to sustain the provision of AIS				

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AOP LIST OF DEFICIENCIES