ICAO Region/ANP: PAC IFALPA Region: NOP

Subsection	IFALPA Deficiency	Action Required/Remarks

PEOPLE'S REPUBLIC OF CHINA

Beijing (ZBAA) DEFICIENT [Nov 2014]

AGA (1)	Crews should expect extended taxi times of over 30 minutes for departure flights at all times of day, due to poor runway usage for departure such as minimum time on runway for landing and line up sequencing, saturated times at peak periods, and insufficient air routes.	
RAC (1)	Approach Clearance Lack of co-ordination between ATC centres; expect early descent with high ROD required by ATC (i.e. 2000ft/min).	A/c may expect to receive delayed hold instructions to effect sufficient separation. Expect Runway changes, radar vectoring can be less than optimum.
	Altitude restrictions in STARs are unreasonably high. However, can be disregarded after confirming with ATC.	Proper descent profiles should be established.
	Late assignment of STAR results in 'heads down' at critical phases of flight.	ATC should assign the STAR at an appropriate time. Multiple runway changes during Approach increases the risk of errors in separation and terrain clearance. ATC should use standard runway assignments and as far as possible, not make changes after the runway has been assigned.
RAC (2)	Non-standard R/T communication. Overcrowded frequencies.	Controllers required to be trained in use of standard R/T. Use of English not always practiced, will be implemented.

Remarks: Sandstorms occur frequently

ICAO Region/ANP: PAC IFALPA Region: NOP

Subsection	IFALPA Deficiency	Action Required/Remarks

Shanghai/Pudong (ZSPD) DEFICIENT [Nov 2014]

AGA (1)	Crews should expect extended taxi time for over 30 minutes for departure at all times of day. Pilots believe that this is due to poor runway usage for departure such as minimum time on runway for landing and line up sequencing, saturated times at peak periods, insufficient air routes,	
RAC (1)	Approach Clearance Lack of co-ordination between ATC centres; expect early descent with high ROD required by ATC (i.e. 2000ft/min). A/C may expect to receive delayed hold instructions to effect sufficient separation. Expect Runway changes, radar vectoring can be less than optimum. Altitude restrictions in STARs are unreasonably high. However, can be disregarded after confirming with ATC. Proper descent profiles should be established. Multiple runway changes during Approach increases the risk of errors in separation and terrain clearance. ATC should use standard runway assignments and as far as possible, not make changes after the runway has been assigned.	
RAC (2)	Non-standard R/T communication. Overcrowded frequencies. Controllers required to be trained in use of standard R/T. Use of English not always practiced, will be implemented.	
MET (1)	Met reports are often unreliable.	

ICAO Region/ANP: PAC IFALPA Region: NOP

Subsection	IFALPA Deficiency	Action Required/Remarks

Hong Kong (VHHH) DEFICIENT [Nov 2014]

RAC (2)	Air routes to and from Beijing and Shanghai from the south are being utilised close to capacity leading to extensive flow control problems. In addition, in the event of bad weather or other disruption, airspace can be closed, leading to aircraft being turned back from PRC airspace or being held on the ground for extended periods (in excess of 30 minutes)	Action is required to increase the capacity on these routes including the release of more airspace for civil use.

PRC FIRs DEFICIENT [Nov 2014]

COM (3)	VHF communication is often interfered with by non-ATC conversation in Mandarin on the same frequency. During peak times when flow control is in operation pertinent information is often not relayed	
RAC (1)	Non-application of positive control procedures within controlled airspace. Non-use of radar vectors for separation to facilitate climb. ATC prefers vertical separation to lateral	

Note: WGS-84 and Non-standard metric altimetry in operation.

WGS 84 is implemented but there is coordinate shift in eastern part of China, impacting the PBN implementation, airlines need to switch off the satellite navigation function on board aircraft and use ILS. Currently it is a State policy to make this shift on map, there is work with the aviation authority to change it.

The hand-over of air traffic from Hong Kong ACC to Guangzhou ACC and vice-versa appears to be well co-ordinated for over-flight traffic probably due to the unidirectional airways employed. Transition from non-metric altimeter info procedures to metric altimeter procedures and vice-versa does not pose any problem.

An issue with a discrepancy between the runway end points supplied for use in the FMC on Boeing aircraft that are not aligned with the actual point on the earth. Consequently there have been a number of nuisance “not on runway” alerts to the extent that the protection has to be switched off. This is a problem throughout China.

ICAO Region/ANP: PAC IFALPA Region: NOP

Subsection	IFALPA Deficiency	Action Required/Remarks

A461 & A470 CRITICALLY DEFICIENT BLACK [Mar 2014] (BEIJING AND SHANGHAI)

The Air Traffic Flow Management within the People's Republic of China has become so saturated that even on a normal day (no weather or airspace issues), there are significant delays to scheduled services between Hong Kong and the Mainland, specifically air routes A461 and A470 (Beijing and Shanghai).

Special Operating Measures Required **AR 2014**

Authorities should adopt Slot Allocation System (SLAS) for departure operation.

Authorities should implement more air routes and flexible tracking, specifically between Hong Kong and Beijing/Shanghai. The routings should be unidirectional (one northbound and one southbound as a minimum) and designed for RNAV/RVSM, taking full advantage of the navigation capabilities of modern airlines. Air Traffic Management should apply more flexibility with respect to weather deviations.

Radio frequencies across China are becoming congested. Extended conversations between Chinese aircraft and ATC Controllers or other aircraft in Mandarin make other important transmissions on the radio more difficult.

The use of the International Guard frequency – 121.5 MHz Aircraft flying in Mainland airspace and even in the Hong Kong FIR often have to switch off the Guard Frequency because there is continual chatter on the Channel in Chinese.

Recurrent training on Radio Discipline is required for both pilots and controllers.

Recommendation from the Asia/Pacific Regional Meeting November 2014 for the status to remain the same.

ICAO Region/ANP: PAC IFALPA Region: NOP

Subsection	IFALPA Deficiency	Action Required/Remarks
RAC (2)	Non-ICAO standard altimetry.	Transition Alt/Level should be unified at all aerodromes in PRC. Potential collision risk high at FIR boundaries due climb/descent required during transition from non-metric altimetry procedures to metric altimetry procedures.
RAC (2)	Control transfer to and from some adjacent FIRs (e.g. Myanmar) are unreliable.	Improvements to the ATC service are being made.
RAC (3)	Pilots should exercise extreme caution whilst arriving and departing all local airports due to lack of positive control and ambiguous instructions.	Improvements to the ATC service are being made. Separate Departure and Approach Control is required. Tower is covering all positions as in some other airports.
	Air routes to and from Beijing and Shanghai from the south are being utilised close to capacity leading to extensive flow control problems. In addition, in the event of bad weather or other disruption, airspace can be closed, leading to aircraft being turned back from PRC airspace or being held on the ground for extended periods.	Action is required to increase the capacity on these routes including the release of more airspace for civil use.
MET (3)/RAC (1)	WX avoidance often difficult to obtain due to military restrictions along coastal airway. This has led to aircraft penetrating CB's	

Remarks

1 The Authorities should be urged to publish appropriate warnings in the National AIP.

2 Pilots should exercise extreme caution at all times.

ICAO Region/ANP: PAC IFALPA Region: NOP

Subsection	IFALPA Deficiency	Action Required/Remarks

JAPAN ALPA -Japan

Chūbu Centrair International Airport (RJGG) DEFICIENT [Nov 2014]

AGA (1)	To prevent bird-strikes, runway may be selected considering the location of bird activity when wind is about 7 knots or less.	

Narita/New Tokyo Int'l (RJAA) DEFICIENT [Nov 2014]

AGA (1)	Obstacles (trees) above the approach surface slope (2%) on finals for runway 34R	
AGA (5)	Taxiway naming in non-standard and can lead to confusion.	

Okinawa/Naha (ROAH) DEFICIENT [Nov 2014]

AGA(8)	No adequate RFF facilities for over water areas.	
RAC (3)	1000ft. altitude restriction for traffic departing RWY 36 is extremely dangerous.	

Osaka/Itami (RJOO) DEFICIENT [Nov 2014]

RAC (2)	Curfew (2100-0700LCL, 1200-2200UTC) is too rigid	No CIQ available. Refuelling for overseas flight takes long time due to fuel tax problem. Recommendation not to use as international alternate airport between 1900LCL (1000UTC) and 0700LCL (2200UTC).

Osaka/Kansai (RJBB) DEFICIENT [Nov 2014]

AGA(8)	No adequate RFF facilities for over water areas.	

ICAO Region/ANP: PAC IFALPA Region: NOP

Subsection	IFALPA Deficiency	Action Required/Remarks

Tokyo/Haneda (RJTT) DEFICIENT [Nov 2014]

AGA (5)	Taxiway C3B is called "Charlie three Branch", Branch is not standard phraseology	
AGA (5)	Taxiway naming is non standard and can lead to confusion.	
AGA (5)	The addition of the fourth runway means that active runways now have to be crossed for access to and from the fourth runway resulting in several "hotspots".	
AGA (8)	Inadequate RFF equipment for water area.	Launches and amphibious vehicles required.
RAC (2)	The airport has also instituted the use of simultaneous localizer directional aid (LDA) on runways 22 and 23. The Localisers are offset 55° on runway 22 and 47° on runway 23 which may cause misidentification for runway 23 and 22.	See IFALPA Safety Bulletin 11SAB15
RAC (3)	Because of the airport runway allocation procedure, aircraft arriving from the North & East (landing runway 23 will have to cross the track with aircraft inbound from the South & West (landing 22) after the Initial Approach Fix (IAF) with only 1,000ft of vertical separation and vice versa.	See IFALPA Safety Bulletin 11SAB15

MONGOLIA MONALPA

Ulaanbaataar (ZMUB) DEFICIENT [Nov 2014]

AGA (1)	Runway slope (2.1%) excedes normal operations.	
RAC (3) NAVAIDS (1)	Area can be affected by heavy smoke; Mongolia does not have alternate airports therefore diversion to China or Russia would be required.	

ICAO Region/ANP: PAC IFALPA Region: SOP

Subsection	IFALPA Deficiency	Action Required/Remarks

AUSTRALIA AUS-ALPA

Learmonth (YPLM) DEFICIENT [Nov 2014]

AGA (8)	No crash/fire facilities provided at aerodrome within 30 minutes response time.	RFF facility available only from the city.
AGA (8)	Reduced runway length	Runway length reduced significantly when Aircraft Arrester Systems installed.
RAC (2)	Aerodrome control not normally available	Available when aerodrome in use by military
Facilities	No Customs/Immigration facilities	There are no Immigration/ Customs facilities at this alternative airport.

FIJI FALPA

Nadi (NFFN) DEFICIENT[Nov 2014]

NAVAIDS (4)	Radar coverage required due to increased domestic traffic and oceanic crossing traffic.	Congestion causes delays in descent clearances for inbound aircraft and delays on the ground for departure.

Suva Nausori (NFNA) CRITICALLY DEFICIENT BLACK [Apr 2013]

AGA (1)	RWY width only 30m	
AGA (2)	No approach lighting on either RWY	
NAVAIDS (4)	No ILS	ILS required due to frequent adverse weather
RAC (3)	VOR/DME approach procedure inadequate for jet aircraft in marginal conditions	

Special Operating Measures: **AR 2013**

1. Jet aircraft operations should be restricted to VMC in daylight
2. Extreme caution required due to narrow runway.

It is noted that plans are being developed to rectify the deficiencies in the future.

Recommendation from the Asia/Pacific Regional Meeting October 2013 for the status to remain the same.

ICAO Region/ANP: PAC IFALPA Region: SOP

Subsection	IFALPA Deficiency	Action Required/Remarks

NEW ZEALAND NZ-ALPA

Queenstown (NZQN) CRITICALLY DEFICIENT BLACK [Mar 2014]

AGA (1)	1. Runway End Safety Areas inadequate or not yet provided. Apply/Increase RESA length at both ends to 240m (or 240m equivalent if EMAS used). 2. Steep Terrace just short of RWY 23 Threshold. .	Install Full 240M RESA or equivalent EMAS.
AGA (1)	Runway width inadequate (30m) for A320 and B737 aircraft.	Increase runway width to ICAO Compliant 45m.
AGA (2) (4)	There are neither runway or approach lights	Install runway and approach lighting suitable for low visibility daylight operations.
RAC (3)	The non-precision approach requires high descent rates over mountainous terrain. High terrain infringes the circling area. RNP (AR) Approach designs have not had mountainous terrain factoring as per ICAO PANS-OPS. Extreme caution is needed especially with turbulent conditions and with strong South Westerly winds.	Visual illusions in poor visibility due to surrounding mountainous terrain and the runway being higher than the ground under the final approach area with no approach or runway lighting. The non-precision approach requires high descent rates over mountainous terrain. The runway is only 30m wide and the runway strip width is only 150m and infringed by a light aircraft taxiway. The runway environment is not conducive to low minima approaches.

Remarks: Due to the proximity of steep mountains in nearly all directions, some turbulence is experienced in most wind conditions. In strong south to Southwest airstreams frequent turbulence and windshear occurs on approach.

Special Operating Measures: **AR 2014**

Exercise extreme caution due to dangerous runway end areas and lack of adequate Runway End Safety Areas. Use caution when flying an RNP approach in strong winds as no Mountainous Terrain Factoring has been applied to their design.

Recommendation from the Asia/Pacific Regional Meeting November 2014 for the status to remain the same.

ICAO Region/ANP: PAC IFALPA Region: SOP

Subsection	IFALPA Deficiency	Action Required/Remarks

Taupo (NZAP) DEFICIENT [Nov 2014]

NAVAIDS (5)	NDB step-down approaches do not provide adequate protection against CFIT.	Disestablish NDB approaches. Use the published RNAV/GNSS approaches.

Remarks:

1. Use of NDB/DME BRAVO approach should be avoided unless by day, reported conditions indicate VMC will be encountered before commencement of final approach.
2. Arrivals from the south are required to make no less than four frequency changes coincident with transitioning from controlled airspace into uncontrolled airspace (Ohakea ACC(R), Christchurch ACC(R) (Bay Sector), Christchurch FIS, Taupo AWIB and Taupo). Expect very high flight deck workload and decreased ability to maintain good situational awareness.

Rotorua International (NZRO) DEFICIENT [Nov 2014]

AGA (1)	RESA RWY 18/36 inadequate (110m Northern end and 220 m Southern end)	Increase RESA length at both ends to 240m (or 240m equivalent if EMAS used)
AGA (1)	Runway Width inadequate (30m) for A320 and B737 Aircraft	Increase runway 18/36 width to 45m
AGA (5) (7)	Taxiway holding point signs non-ICAO	Install ICAO holding point signs

Wellington Intl. (NZWN) DEFICIENT [Nov 2014]

AGA (1)	Runway-End Safety Areas RWY 16/34 inadequate (only 90m at each end)	Increase RESA length from 90m to 240m (or 240m equivalent if EMAS used)
AGA (5)(7)	No Mandatory Instruction Signs and inadequate information signs Current signs non standard and unlit	Install ICAO compliant Mandatory and Information signs

Note Each end of the single RWY [16/34] has an embankment. At the northern end this leads steeply down to a roadway with a gas main running parallel and trolley-bus wires above. The southern end has a sea-wall surmounted by a wave trap.

PAPUA NEW GUINEA PNG-ALPA

Port Moresby (AYPY) DEFICIENT [Nov 2014]

NAVAIDS (6)	NOTAMS on ATC Procedures are outdated (2002) and require updating.	

ICAO Region/ANP: PAC IFALPA Region: SOP

Subsection	IFALPA Deficiency	Action Required/Remarks

TONGA

Tongatapu/Fua'Amotu (NFTF) DEFICIENT [Nov 2014]

AGA (1) (7)	For wide body aircraft there is no guidance for 180 degree turns at runway 11 threshold	
AGA (4)	For night operations that there are a significant amount of unserviceable lights.	Replace and maintain lighting for the runway
MET (3)	Inaccurate cloud heights in met reports are made by Fua'Amotu tower.	

Remarks

No marine rescue equipment available here.

WGS 84 DEFICIENCY [Nov 2014]]

Vanuatu, Kiribati, Nauru and the Solomon Islands are not surveyed to WGS 84 standards.

Note: This deficiency is already listed with ICAO

AIP's DEFICIENCY [Nov 2014]

Kiribati

Note: This deficiency is already listed with ICAO