International Civil Aviation Organization

The Ninth Meeting of the APANPIRG ATM Sub-Group (ATM/SG/9)

Video Teleconference, 01 – 05 November 2021

Agenda Item 4: Air Navigation Service Deficiencies

ATM AND AIRSPACE SAFETY DEFICIENCIES LIST

(Presented by the Secretariat)

SUMMARY

This paper presents a list of Air Navigation Deficiencies noted by the Thirty-First meeting of Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/31) in the Air Traffic Management (ATM) and Airspace Safety fields for review by the meeting. The list is based on the uniform methodology for the identification, assessment and reporting of such deficiencies as described in Part V of the *APANPIRG Procedural Handbook*.

1. INTRODUCTION

1.1 Under the Terms of Reference of APANPIRG, one of the primary objectives is to identify and address specific deficiencies in the air navigation field. In meeting this objective, APANPIRG facilitates the development and implementation of action plans by States to resolve identified deficiencies, where necessary. Consequently, APANPIRG and its Sub-groups regularly review deficiencies in their respective fields and develop recommendations for remedial actions.

1.2 APANPIRG Air Navigation Services (ANS) deficiencies are identified in accordance with the *Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies*, together with the related Asia/Pacific Supplement to the Uniform Methodology, as detailed in the APANPIRG Procedural Handbook.

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

Conclusion APANPIRG21/ 53 −Elimination of ATM Air Navigation Deficiencies

That, States concerned

a) be urged to take urgent actions to correct the deficiencies in the ATM/AIS/SAR fields identified in Attachment A to the Report on Agenda Item 4;

b) notify details of the problems/difficulties to the Regional Office; and

c) designate a point of contact in each State to deal with deficiencies and provide details to the Regional Office by 22 October 2010.

2. DISCUSSION

2.1 The current List of APANPIRG Air Navigation Deficiencies in the ATM and Airspace Safety fields is at **Attachment A** to this paper.

2.2 The Deficiencies agreed by APANPIRG/31 are shown in **Figure 1**:

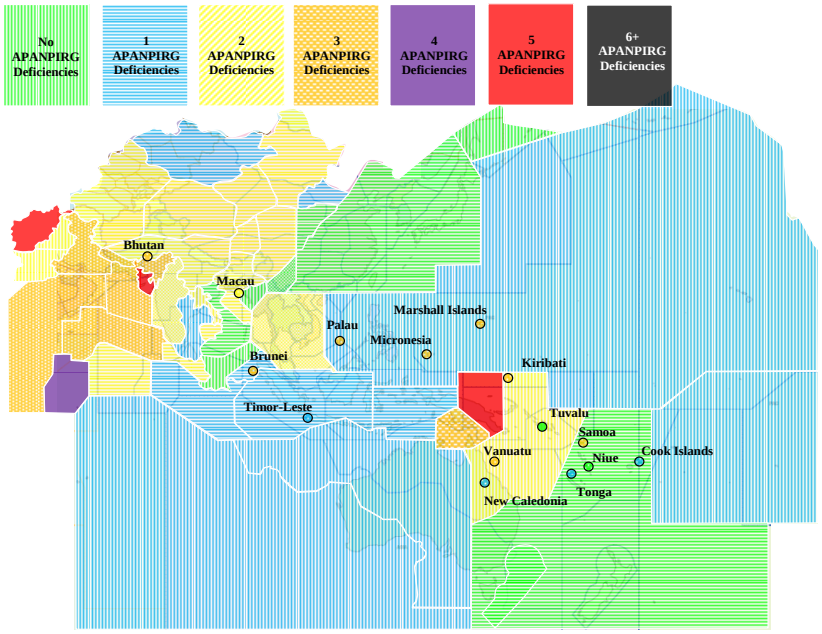


Figure 1: APANPIRG/31 ANS Deficiencies

2.3 **Figure 2** provides a graphical indication of the number of APANPIRG Deficiencies currently recorded by APANPIRG/31 for each State:

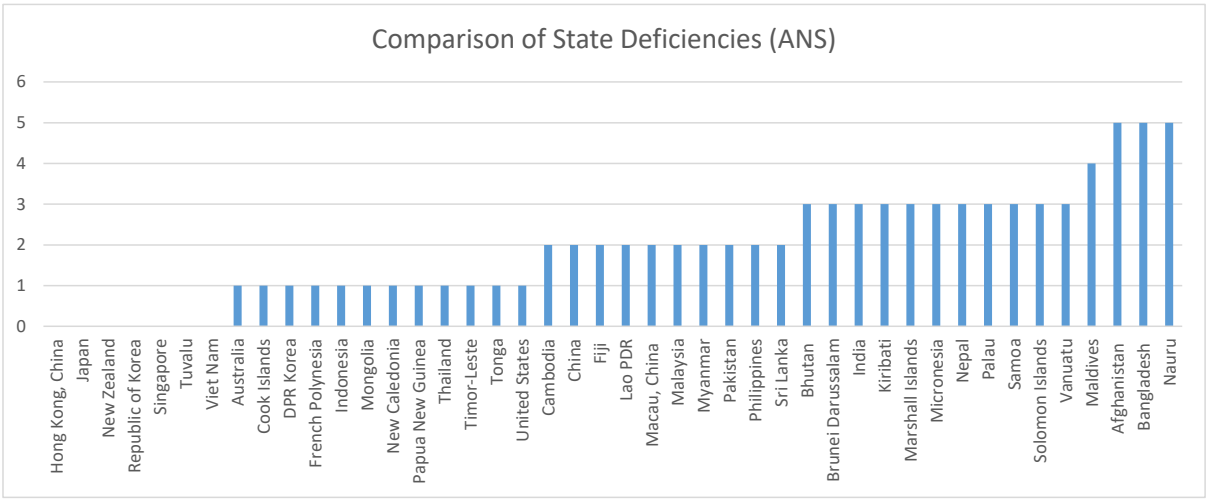


Figure 2: Comparison of State Deficiencies

AIM Deficiencies

2.4 The following States had WGS-84 Deficiencies:

Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Marshall Islands, Micronesia, Nauru, Palau, Samoa, and Vanuatu.

2.5 The following States had AIP format Deficiencies:

Kiribati and Nauru.

2.6 The following States had AIS Quality Management System Deficiencies :

Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, Kiribati, Lao PDR, Maldives, Marshall Islands, Micronesia, Myanmar, Nauru, Nepal, Palau, Philippines, Samoa, Solomon Islands, Sri Lanka, Timor-Leste and Vanuatu.

Aeronautical Data Area of Responsibility Deficiencies

2.7 The following State had airspace classification Deficiencies:

Bangladesh.

Designation of Restricted Areas Deficiencies

2.8 The following States had airspace classification Deficiencies:

Australia, India and Indonesia.

2.9 Indonesia has informed the ICAO Regional Office that a Danger Area has been established to replace the previous Restricted Area in international airspace. It is therefore proposed that the Deficiency recorded against Indonesia in this regard be proposed for removal from the list at APANPIRG/32.

Airspace Classification Deficiencies

2.10 The following States had airspace classification Deficiencies:

China, Macao China, Nauru and the Solomon Islands.

ATS Messages and Flight Planning Deficiencies

2.11 The following States had ATS messaging Deficiencies:

Bangladesh, India, Malaysia, Maldives, Nepal and the United States.

SAR Deficiencies

2.12 The following States and Administrations had Search and Rescue (SAR) Deficiencies:

Afghanistan, Bangladesh, Bhutan, Brunei, Cambodia, China, Cook Islands, DPR Korea, Fiji, French Polynesia, Kiribati, Lao PDR, Macao China, Malaysia, Maldives, Marshall Islands, Micronesia, Mongolia, Myanmar, Nauru, Nepal, New Caledonia, Palau, Pakistan, Papua New Guinea, Philippines, Samoa, Solomon Islands, Sri Lanka, Thailand, Timor-Leste, Tonga and Vanuatu.

Safety Reporting Deficiencies

2.13 The following States had non-provision of safety-related data Deficiencies:

Afghanistan.

2.14 The RASMAG/26, held from 20-23 September 2021, supported deletion of this deficiency provided Afghanistan continued to provide monthly data in September and October 2021, noting the significant disruption to ANS in Afghanistan since mid-August 2021.

2.15 The following States had ANS Deficiencies concerning responsibility to comply with the Annex 6 height-keeping monitoring requirements of Annex 6:

Afghanistan and Pakistan.

ATS Datalink Deficiencies

2.16 The following States had datalink performance monitoring and analysis Deficiencies:

Fiji, India, and Maldives.

2.17 The RASMAG/26 agreed to recommend the following update of data link-related ATM and Airspace Safety Deficiencies to APANPIRG/32:

- deletion of the following Deficiency:
  - Fiji: Problem reports not provided to CRA.
- amendment of the following Deficiency:
  - India: Performance monitoring and analysis not reported for ~~Kolkata and~~ Mumbai ~~FIRs~~ FIR.

IFALPA Deficiencies

2.18 According to the APANPIRG Procedural Handbook, deficiencies identified by IFALPA are valuable sources of information that should be considered by APANPIRG, especially those that are safety related (excerpt follows):

> *2.3 Appropriate International Organizations, including the International Air Transport Association (IATA) and the International Federation of Air Line Pilots' Associations (IFALPA) are valuable sources of information on deficiencies, especially those that are safety related…*

2.19 Therefore, the deficiencies identified by IFALPA are at **Attachment B** and **Attachment C** for the meeting's review. For States wishing to contact IFALPA to discuss the IFALPA Deficiencies, the following list of contacts has been provided by IFALPA:

- Deputy President – Amornvaj (Ben) Mansumitchai (Thailand) amornvaj@ifalpa.org
- EVP Asia/Pacific- Ishtiaque Hossain (Bangladesh) ishtiaquehossain@ifalpa.org
- RVP Asia/East- Farouk Zahir (Malaysia) faroukzahir@gmail.com
- RVP Asia/West- Shavantha Pedris (Sri Lanka) shavantha.pedris@gmail.com
- RVP NOP- Max Masumoto, (Japan) max.matsumoto@alpajapan.org
- RVP SOP- Dave Griffin (New Zealand) david@griffin.org.nz; and
- Senior Technical Officer/Regional Officer- Carole Couchman (Montreal) carolecouchman@ifalpa.org

Points of Contact

2.20 The List of Contacts for Deficiencies currently on the ICAO Secure Portal website at https://portal.icao.int/DEF/Pages/default.aspx is at **Attachment D** for review as required.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) review and update the list of ANS Deficiencies for review by APANPIRG/32;

b) if possible, identify actions to be taken to correct the identified deficiencies;

c) urge States to discuss any applicable IFALPA-reported safety related deficiencies with IFALPA, with a view to remedying the issues, and to consider long-standing validated concerns as potential APANPIRG Deficiencies (subject to APANPIRG Deficiencies identification process);

d) update the Deficiency Points of Contact List as required; and

e) discuss any relevant matters as appropriate.

…….

ATM and Airspace Safety Deficiencies List (Updated 27 October 2021)

	Deficiencies			Corrective Action		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
	WGS-84 Requirements of Paragraph 1.2.1 of Annex 15					
Afghanistan	WGS-84 - Not implemented	24/6/2014		Afghanistan	TBD	A
Bangladesh	WGS-84 - Not implemented	24/6/2014		Bangladesh	TBD	A
Bhutan	WGS-84 - Not implemented	2/7/1999	Data conversion completed, but not published	Bhutan	TBD	A
Brunei Darussalam	WGS-84 - Not implemented	24/6/2014		Brunei Darussalam	TBD	A
Marshall Islands	WGS-84 - Not implemented	24/6/2014		Marshall Islands	TBD	A
Micronesia	WGS-84 - Not implemented	24/6/2014		Micronesia	TBD	A
Nauru	WGS-84 - Not implemented		Conferring with consultant	Nauru	TBD	A
Palau	WGS-84 - Not implemented	24/6/2014		Palau	TBD	A
Samoa	WGS-84 - Not implemented	24/6/2014		Samoa	TBD	A
Vanuatu	WGS-84 – Not implemented	2/7/1999	Implemented at main airports	Vanuatu	1999	A
	AIP Format Requirements of Chapter 5 of Annex 15					
Kiribati	AIP Format - Not implemented	7/7/99	ATM/AIS/SAR/SG/18 (June 2009) was advised AIP in draft stage	Kiribati		A
Nauru	AIP Format - Not implemented	7/7/99	ATM/AIS/SAR/SG/18 (June 2008) was advised work soon to start	Nauru		A

	Deficiencies			Corrective Action		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
	<u>AIS Quality Management System</u> Requirements of Paragraph 3.6.1 of Annex 15 Quality Management System - Not implemented					
Afghanistan	AIS Quality Management System - Not implemented	24/6/2014		Afghanistan	TBD	A
Bangladesh	AIS Quality Management System - Not implemented	24/6/2014		Bangladesh	TBD	A
Bhutan	AIS Quality Management System - Not implemented	24/6/2014		Bhutan	TBD	A
Brunei Darussalam	AIS Quality Management System - Not implemented	24/6/2014		Brunei Darussalam	TBD	A
Cambodia	AIS Quality Management System - Not implemented	24/6/2014		Cambodia	TBD	A
Kiribati	AIS Quality Management System - Not implemented	24/6/2014		Kiribati	TBD	A
Lao PDR	AIS Quality Management System - Not implemented	24/6/2014		Lao PDR	TBD	A
Maldives	AIS Quality Management System - Not implemented	24/6/2014		Maldives	TBD	A

	Deficiencies			Corrective Action		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
Marshall Islands	AIS Quality Management System - Not implemented	24/6/2014		Marshall Islands	TBD	A
Micronesia	AIS Quality Management System - Not implemented	24/6/2014		Micronesia	TBD	A
Myanmar	AIS Quality Management System - Not implemented	9/6/2016		Myanmar	TBD	A
Nauru	AIS Quality Management System - Not implemented	24/6/2014		Nauru	TBD	A
Nepal	AIS Quality Management System - Not implemented	24/6/2014		Nepal	TBD	A
Palau	AIS Quality Management System - Not implemented	24/6/2014		Palau	TBD	A
Philippines	AIS Quality Management System - Not implemented	24/6/2014		Philippines	TBD	A
Samoa	AIS Quality Management System - Not implemented	24/6/2014		Samoa	TBD	A
Solomon Islands	AIS Quality Management System - Not implemented	24/6/2014		Solomon Islands	TBD	A
Sri Lanka	AIS Quality Management System - Not implemented	9/6/2016		Sri Lanka	TBD	A
Timor-Leste	AIS Quality Management System - Not implemented	24/6/2014		Timor-Leste	TBD	A
Vanuatu	AIS Quality Management System - Not implemented	24/6/2014		Vanuatu	TBD	A

	Deficiencies			Corrective Action		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
	<u>Aeronautical Data Area of Responsibility</u> - requirements of Paragraph 2.1.2 of Annex 2 to ensure that the provision of aeronautical data and aeronautical information covers its own territory and those areas over the high seas for which it is responsible for the provision of ATS					
Bangladesh	Aeronautical Data Promulgation Within the State's Area of Responsibility - Not implemented	29/03/2019 SAIOACG /9		Bangladesh	TBD	A
	<u>Designation of Restricted Areas</u> - requirements of Annex 2 (Definitions) to ensure that restricted areas are designated above the land areas or territorial waters of a State					
Australia	Designation of Restricted Areas Above the Land Areas or Territorial Waters of a State - Not implemented	29/03/2019 SAIOACG /9	Danger areas within international airspace that is part of a State's responsibility is acceptable	Australia	TBD	A
India	Designation of Restricted Areas Above the Land Areas or Territorial Waters of a State - Not implemented	29/03/2019 SAIOACG /9	Danger areas within international airspace that is part of a State's responsibility is acceptable	India	TBD	A
~~Indonesia~~	~~Designation of Restricted Areas Above the Land Areas or Territorial Waters of a State – Not implemented~~	~~29/03/2019 SAIOACG /9~~	~~Danger areas within international airspace that is part of a State's responsibility is acceptable~~ The relevant authorities in Indonesia had agreed for the concerned restricted areas to be re-designated as danger areas.	~~Indonesia~~	~~TBD~~	~~A~~

	Deficiencies			Corrective Action		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
	<u>Airspace Classification</u> Requirements of Paragraph 2.6 of Annex 11					
China	Airspace Classification - Not implemented	7/7/99	Difference to Annex 11 is published in AIP, China.	China	APANPIRG/19 updated, implementation planned by end 2010.	A
Macau, China	Airspace Classification - Not implemented	05/09/2018		Macau, China	TBD	A
Nauru	Airspace Classification - Not implemented	7/7/99		Nauru	TBD	A
Solomon Islands	Airspace Classification - Not implemented	7/7/99		Solomon Islands	TBD	A
	<u>ATS Message Addressing</u> Requirements of Doc 4444 PANS-ATM Section 11.4 (Message Types and their Application)		Note: the threshold for a Deficiency is 5% or more DEP messages reported to have not been sent, and where the analysed data provided evidence of a systemic (either systems or human factors) failure to send the message			
Bangladesh	DEP message transmission	05/09/2018	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	Bangladesh	TBD	A

	Deficiencies			Corrective Action		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
India	DEP message transmission	05/09/2018	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	India	TBD	A
Malaysia	DEP message transmission	05/09/2018	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	Malaysia	TBD	A
Maldives	DEP message transmission	09/08/2019	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	Maldives	TBD	A
Nepal	DEP message transmission	09/08/2019	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	Nepal	TBD	A
USA	DEP message transmission	05/09/2018	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	USA	TBD	A
	SAR capability: Requirements of Annex 12 as defined in the Regional Air Navigation Plan Volume II Part I – GENERAL PLANNING ASPECTS Section 3 SPECIFIC REGIONAL REQUIREMENTS, failure to reach 90% or more implementation of the Asia/Pacific SAR Plan					

	Deficiencies			Corrective Action		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
Afghanistan	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 45%	Afghanistan	~~2016~~ 2019	U
Bangladesh	Asia/Pacific SAR Plan	17/05/2019	~~APSAR/WG/5 65%~~ APSAR/WG/6 67%	Bangladesh	2019	U
Bhutan	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 34%	Bhutan	~~2016~~ 2019	U
Brunei	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 63%	Brunei	2019	U
Cambodia	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 76%	Cambodia	2019	U
China	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 82%	China	2019	U
Cook Islands	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Cook Islands	2019	U
DPR Korea	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 66%	DPR Korea	2019	U
Fiji	Asia/Pacific SAR Plan	6/07/2015	~~APSAR/WG/4 80%~~ APSAR/WG/6 89%	Fiji	2019	U
French Polynesia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 84%	French Polynesia	2019	U
Kiribati	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 26%	Kiribati	2019	U
Lao PDR	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 57%	Lao PDR	2019	U
Macau, China	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 85%	Macao, China	2019	U

	Deficiencies			Corrective Action		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
Malaysia	Asia/Pacific SAR Plan	17/05/2019	~~APSAR/WG/5 78%~~ APSAR/WG/6 77%	Malaysia	2019	U
Maldives	Asia/Pacific SAR Plan	6/07/2015	~~APSAR/WG/4 71%~~ APSAR/WG/6 71%	Maldives	2019	U
Marshall Islands	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/5 17%	Marshall Islands	2019	U
Micronesia	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/5 17%	Micronesia	2019	U
Mongolia	Asia/Pacific SAR Plan	17/05/2019	~~APSAR/WG/4 63%~~ APSAR/WG/6 73%	Mongolia	2019	U
Myanmar	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 67%	Myanmar	2019	U
Nauru	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Nauru	2019	U
Nepal	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/5 56%	Nepal	2019	U
New Caledonia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 54%	New Caledonia	2019	U
Palau	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/5 17%	Palau	2019	U
Pakistan	Asia/Pacific SAR Plan	17/05/2019	~~APSAR/WG/4 84%~~ APSAR/WG/6 87%	Pakistan	2019	U
Papua New Guinea	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Papua New Guinea	2019	U

	Deficiencies			Corrective Action		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
Philippines	Asia/Pacific SAR Plan	6/07/2015	~~APSAR/WG/4 61%~~ APSAR/WG/6 88%	Philippines	2019	U
Samoa	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Samoa	2019	U
Solomon Islands	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Solomon Islands	2019	U
Sri Lanka	Asia/Pacific SAR Plan	17/05/2019	~~APSAR/WG/5 75%~~ APSAR/WG/6 78%	Sri Lanka	2019	U
Thailand	Asia/Pacific SAR Plan	17/05/2019	~~APSAR/WG/5 78%~~ APSAR/WG/6 78%	Thailand	2019	U
Timor-Leste	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Timor-Leste	2019	U
Tonga	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Tonga	2019	U
Vanuatu	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Vanuatu	2019	U
	Non Provision of Safety-related Data Requirement of Paragraph 3.3.5.1 of Annex 11 (provision of data for monitoring the height-keeping performance of aircraft) and APANPIRG Conclusion 16/6 – Non Provision of safety related data by States					
~~Afghanistan~~	~~Non-provision of safety related data~~	~~12/07/2019~~	~~Failure to submit Kabul LHD data for January-December 2018 and 2020~~ RASMAG/26 supported deletion of this deficiency provided	~~Afghanistan~~	~~RASMAG26~~	~~U~~

	Deficiencies			Corrective Action		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
			Afghanistan continued to provide monthly data in September and October 2021, noting the significant disruption to ANS in Afghanistan since mid-August 2021			
	State Responsibility to comply with the Annex 6 Height-Keeping Monitoring Requirement Annex 6 Part I Section 7.2.9 (10th Ed.) and Part II Section 2.5.2.10 (9th Ed.)					
Afghanistan	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/ 23	Remaining monitoring burden of ~~85% (RASMAG/25)~~ 42% (RASMAG/26)	Afghanistan	RASMAG24	A
Pakistan	Non-compliance with LTHM requirement (remaining monitoring burden more than 30%)	RASMAG/ 22	Remaining monitoring burden of 46% (RASMAG/25)	Pakistan	RASMAG24	A
	Data Link Performance Monitoring and Analysis Requirements of Paragraph 2.28 and/or 3.3.5.2 of Annex 11 not met					
~~Fiji~~	~~Post-implementation monitoring not implemented~~	~~25/06/2018~~	~~Problem reports not provided to CRA. RASMAG24~~	~~Fiji~~	~~TBD~~	~~A~~
India	Post-implementation monitoring not implemented	13/07/2017	Performance monitoring and analysis was reported for the Chennai FIR, but was not reported for ~~the Kolkata and~~ Mumbai FIR~~s~~.	India	TBD	A
Maldives	Post-implementation monitoring not implemented	29/5/2015	Problem Reports not provided to CRA. Performance monitoring and analysis not reported to FIT.	Maldives	TBD	A

** Note: In accordance with the *APANPIRG Handbook - Asia/Pacific Supplement to the Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies*, priority for Air Navigation Deficiencies is guided by the principle that a deficiency with respect to an ICAO Standard is accorded a "U" status, while a non-compliance with a Recommended Practice or a PANS is considered as "A" or "B" subject to additional expert evaluation. The final prioritization of deficiencies is the prerogative of APANPIRG.

Subsection. This column denotes the ICAO heading under which the deficiency occurs, as follows:

AGA	(1)	Runways
	(2)	Approach Lighting
	(3)	VASIS/ PAPIS
	(4)	Runway Lighting
	(5)	Taxiways
	(6)	Parking Areas
	(7)	Markings
	(8)	Fire & Safety Equipment/Personnel Standards
	(9)	Primary Power Supply
	(10)	Standby Power Supply
	(11)	Snow Removal
ATM	(1)	Air Traffic Clearance
	(2)	Air Traffic Services
	(3)	Arrival and Departure Procedures (SIDs and STARs)
SAR	(1)	SAR Facilities
COM	(1)	VHF Tower
	(2)	VHF Approach
	(3)	VHF
	(4)	HF
	(5)	SELCAL
	(6)	ATIS (COM Aspects)
	(7)	AIM
	(8)	VOLMET
NAVAIDS	(1)	ILS
	(2)	VOR
	(3)	DME
	(4)	Radar (Primary and Secondary)
	(5)	NDB and LOC
	(6)	Other Aids
MET	(1)	Forecasts
	(2)	Briefing
	(3)	Observations
	(4)	SIGMET
	(5)	ATIS (Content)
	(6)	VOLMET (Content)
SECURITY		

ICAO Region/ANP: ASIA IFALPA Region: ASIA/East

Subsection	IFALPA Deficiency	Action Required/Remarks

CAMBODIA

Siem Reap (VDSR) **DEFICIENT [Nov 2019]**

AGA (1) & ATM (1) & MET (3)	Due to Angkor Wat Temple complex being located on final approach to runway 23 landing is only allowed on runway 05. The runway is short and not grooved. Caution should be used at all times particularly in the rainy season where the weather conditions can deteriorate very quickly.	

Phnom Penn (VDPP) (PNH) **DEFICIENT [Oct 2020]**

AGA (4) (5)	No Runway Guard light	Grass cutting required
AGA (5)	No standard color, taxiway blue was used instead of yellow.	

INDONESIA

Jakarta (WIII) **DEFICIENT [October 2020]**

AGA (6)	Poor Apron Lighting and Faint Apron Markings - There have been reports of poor apron lighting and faint apron markings for night operations. The situation can be exacerbated when the apron is wet, resulting in a highly reflective surface. VDGS Panel for Bay G23, has been installed at the same pole as the G22 signage location. This can cause confusion for the flight crew. There are other examples of this for Apron G.	
ATM (1) (3)	Poor ATC Clearances associated with both SID and STAR, non-standard phraseology is used.	Often the STAR does not match with the runway given.
NAVAIDS (1)	Large Kites reported on approach to RWY 07L which are flown higher than the ILS Glidepath.	Only valid in the dry season (March – September). Kites are large often connected by steel cables.

Note: Due to long delays and the possibility of holding prior to landing it is recommended that extra fuel may be required.

ICAO Region/ANP: ASIA IFALPA Region: ASIA/East

Subsection	IFALPA Deficiency	Action Required/Remarks

PHILIPPINES

Manila (RPLL) **DEFICIENT [Oct 2020]**

AGA (4) (5) (7)	Runway Intersection holding points - the runway intersection holding points do not have red runway 'Stop Bars' light and runway intersection signage (e.g. between taxiway D and Rwy 06/24, and taxiway R1 and Rwy 13/31). The intersection of RWY 31 /13 and RWY 06/ 24. This intersection is a known 'hot-spot' area as shown in. This hotspot area is Poorly lit has Markings and signage that are non-standard and poorly maintained The intersection is confusing due to the complex configuration of taxiways. The taxiway markings are newly painted but incorrect in several places such as: a taxiway intermediate holding position marking (broken yellow line) shown as runway holding position markings ("Pattern A" according to Annex14, some pilots call it "CAT-I holding position marking"). Strange markings that looks like "double pattern A"	Lack of current aeronautical charts that accurately depict the airfield layout, dimensions and markings
SEC	Ongoing events of unauthorized illumination of aircraft by laser when operating	

Note: Due to long delays and the possibility of holding prior to landing it is recommended that extra fuel may be required.

There are often CPDLC issues in the west of the airspace.

THAILAND **THAIPA**

Bangkok (VTBS) **DEFICIENT [Oct 2020]**

AGA (1)	Runway Surface - Rwy 01R/19L does not have grooving or any open macro-texture surface. Under heavy precipitation, there is an increased likelihood of aquaplaning during a landing or rejected take-off.	There are some improvements.
AGA (1)	RWY 19L standard taxi out routes is via C, C2, B, B1, but in practice B, B1 is cleared.	Why not amend the books to reflect actual procedure?
AGA (5)	Underground water problem on taxiways causing surface damage, when they are being repaired appropriate markings and lighting	There are some improvements.

ICAO Region/ANP: ASIA IFALPA Region: ASIA/East

Subsection	IFALPA Deficiency	Action Required/Remarks
	needs to be addressed. Heavy rutting on taxiways.	
Wildlife Management	Vegetation in the water way close to runways. This attracts different species of birds. The water level needs managing, and the marshy ground needs to be removed.	Many different bird species flying in large flocks are reported

Phuket (VTSP) **DEFICIENT [Nov 2019]**

AGA (1)	No runway end safety area (RESA) at the end of both runways (09-27).	According to ICAO Annex 14 para 3.5.3 (90m from end of runway strip for aerodrome code 3 or 4).
AGA (1)	Insufficient width of runway strip	According to ICAO Annex14 para 3.4.3 (150m from each side of runway centerline for a precision approach runway code 3 or 4).
SECURITY	People congregating outside the perimeter fence at both ends of the runway.	

Suggestion to review the classification as no progress has been made

ICAO Region/ANP: ASIA IFALPA Region: ASIA/West

Subsection	IFALPA Deficiency	Action Required/Remarks

AFGHANISTAN

Kabul (OAKB) **CRITICALLY DEFICIENT BLACK [April 2020]**

~~AGA (5) (6)~~	~~Some uncontrolled vehicle traffic and pedestrians on TWY's and aprons. TWY's used as parking space, helicopter landings and cargo offloading~~	
AGA (1)(5)(6)	ICAO has been informed that runway incursions by vehicles and persons have been observed at Kabul.	
NAVAIDS (1)	The ILS at Kabul was operating, but the need for a flight check to validate correct operation was acknowledged.	Flights operating at Kabul had been requested to monitor the ILS operation, and reported it appeared to be operating normally
NAVAIDS (4)	Primary and Secondary Surveillance Radar was operating at Kabul but used for advisory purposes only.	
NAVAIDS (6)	Afghanistan CAA website has two separate NOTAM pages. At time of publication the page http://notam-acaa.com/ has not been updated. NOTAMs for Kabul FIR (OAKX), Kabul International aerodrome (OAKB) and other aerodromes, have also been published on the USA Defense Internet NOTAM Service (DINS, https://www.notams.faa.gov/dinsQueryWeb/). The DINS has now been updated with new Afghanistan NOTAMS, and the NOTAMS previously issued by military agencies prior to 31 August 2021 have been removed.	

Remarks: ~~Civilian traffic is limited to flying between sunrise and sunset.~~
NOTAM Kabul FIR (OAKX) indicates 24 hour prior notification is required for all flights landing at Kabul (OAKB).

ICAO Region/ANP: ASIA IFALPA Region: ASIA/West

Subsection	IFALPA Deficiency	Action Required/Remarks

Special Operating Measures: **AR 2021**

~~Operations should be restricted to daylight VMC only~~

All stakeholders are urged to check all available sources to verify notam information until further notice.

Relevant ATM contingency-related information are made available on a dedicated webpage, accessible through the ICAO Asia/Pacific Regional Office website:
Regional Office website:
https://www.icao.int/apac/Pages/default.aspx.
Afghanistan ATM Contingency 2021 webpage:
https://www.icao.int/APAC/Meetings/Pages/2021-AFGH-ATM.aspx.

ICAO Region/ANP: ASIA IFALPA Region: ASIA/West

Subsection	IFALPA Deficiency	Action Required/Remarks
Kabul FIR		**DEFICIENT [Oct 2020]**
	~~Safety of aircraft operating in the Kabul FIR requires strict adherence to AIP procedures.~~ ~~Due to the nature of operations within the Kabul FIR, some deviations from ICAO Standards, Recommended Practices and Procedures may not be detailed in this AIP~~.	It is the aircrew's responsibility to read all NOTAMS prior to flight. ~~Operators are advised that NOTAM publishing during weekends and holidays is limited.~~
~~ATM (2)~~	~~Poor co-ordination Kabul/Ashgabat sometimes results in last-minute re-routing, or else much lower flight levels assigned due to airspace restrictions~~	
~~NAV (6)~~	~~En Route holding will be used in Kabul FIR when needed to expedite the flow of traffic. There are no established holding patterns in the En Route structure.~~	
	Some limited contingency procedures have been published in NOTAMs, however these may not yet have been fully coordinated with or agreed by neighbouring ANSPs: Flights inbound for landing are to be at or below FL280 within the Kabul FIR; Inbound flights to expect delaying action to achieve 15 minute longitudinal spacing;	
	Contingency procedures such as TIBA frequencies (all traffic), contingency ATS routes (all traffic), flight level requirements for overflights and other requirements facilitating separation or collision avoidance have **not yet been published**.	
	All relevant States have been urged to activate any contingency arrangements they may have relating to non-availability of ATS in the Kabul FIR	

ICAO Region/ANP: ASIA IFALPA Region: ASIA/West

Subsection	IFALPA Deficiency	Action Required/Remarks

Notes:

~~There is a steady improvement with the reliability. It is however necessary to call Kabul 10 minutes prior to the FIR boundary. The IFBP should be used if communications are not established.~~

~~Pilots shall continuously monitor the VHF emergency frequency 121.5 MHz and shall operate their transponder at all times during flight.~~

~~It is imperative for aircraft flight safety that the procedures within this AIP are strictly followed and that operators check all current NOTAMS issued by the Airspace Control Authority regarding flight operations in the Kabul FIR.~~

~~There should be no over flight below FL310. Flight level changes should not be initiated except in an emergency – as long as Kabul ACC has not become operational and high-level airways have not been reclassified as Class A airspace.~~

~~Additional fuel is required to cover possible en-route holdings, rerouting or airspace entry denial.~~

~~RNAV equipment should be operated so as to give a warning well before the RNP 10 criteria.~~

~~Operators must review NOTAMs regularly for changes affecting the information in this document.~~

The current situation necessitates that NOTAMs are checked regularly for updates to contingency procedures. There is a bulletin published by ICAO at regular intervals and republished as a safety bulletin by IFALPA.

Relevant ATM contingency-related information are made available on a dedicated webpage, accessible through the ICAO Asia/Pacific Regional Office website:

Regional Office website:

https://www.icao.int/apac/Pages/default.aspx.

Afghanistan ATM Contingency 2021 webpage:

https://www.icao.int/APAC/Meetings/Pages/2021-AFGH-ATM.aspx.

SECURITY ISSUES

Considering the threat arising from MANPADS, vehicle mounted armour, and ground fire, over flight of the national airspace of Afghanistan, should take place 10,000 ft above the maximum known ceiling capability of the specific weapon, or under certain circumstances and in coordination with appropriate security agencies. Each Member Association is asked to evaluate the above and appropriately advise their crews.

ICAO Region/ANP: ASIA IFALPA Region: ASIA/West

Subsection	IFALPA Deficiency	Action Required/Remarks

BANGLADESH **BAPA**

Dhaka (VGHS) **DEFICIENT [October 2020]**

AGA (1)	Tire deposits on Runway 14. There is no established procedure to remove this deposit.	
AGA (6)(7)	Surface markings on apron area and guidelines are not visible during night hours and rain owing to improper paint being used for markings. Ground control not sufficient for amount of traffic.	
AGA (6)	Marshallers need to be trained to ensure smooth docking in on hard standing.	
COM (6) & MET (5)	ATIS inadequate in content and communication.	
NAVAIDS (1)	ILS runway 32 is in use with higher visibility requirement. As a result, it become unusable during morning fog in winter resulting approaches to runway 14 using a maximum tailwind component. This then results in several go-arounds in winter due to the sun's position.	
NAVAIDS (4) ATM (2)	On Saturdays the service remains unavailable for 3 hours. Radar vectoring by controllers is not always been accurate. In adequate on performance of different type of aircraft and lacking in anticipation ability creates difficulties to maintain efficient traffic flow pattern. In general, the ATS/ATC service provided by DAC is extremely poor, due in part to poor knowledge of ATC procedures and English Language. Frequent resolution advisory (RA) on TCAS particularly during military flying in TMA which is rarely NOTAMed.	
MET (3)	No lighted wind-sock. Airfield beacon not visible during night hours.	

Remarks: Caution bird hazard at all times causing frequent bird-strikes.
Bird Control Programme required to prevent birds from hovering over the runway and taxiways.
WIP in all manoeuvring areas

ICAO Region/ANP: ASIA IFALPA Region: ASIA/West

Subsection	IFALPA Deficiency	Action Required/Remarks
Chittagong (VGEG)		**DEFICIENT [Oct 2020]**
AGA (1)(5)(6)(7)	Runway, Taxiway and Apron Markings faded and require repainting. Taxiway signs are difficult to identify and not lit hard to see in poor visibility conditions and at night. Taxiway markings and guidelines are not visible during night hours and rain owing to improper paint being used for markings. No lighted wind-sock. Runway surface is very rough and uneven.	
AGA (6)	Marshallers need to be trained to ensure smooth docking in.	
NAVAIDS (1)	ILS still needs to be recalibrated.	
NAVAIDS (4) ATM (2)	Radar service unavailable ATC controlling is very poor.	

Remarks: Frequent bird activities in and around the airfield causing frequent bird-strikes. Bird Control Programme required to prevent birds from hovering over the runway and taxiways.

Sylhet (VGSY)		**DEFICIENT [Oct 2020]**
AGA (1)	Tire deposits on Runway 11.	
NAVAIDS (1)	ILS Glideslope is frequently U/S.	
NAVAIDS (4) ATM (2)	Radar service unavailable ATC gives misleading weather information	

Caution: Frequent bird activities in and around the airfield causing frequent bird strikes. Bird Control Programme required to prevent birds from hovering over the runway and taxiways.

ICAO Region/ANP: ASIA IFALPA Region: ASIA/West

Subsection	IFALPA Deficiency	Action Required/Remarks

INDIA **ALPA INDIA**

General

Poor frequency discipline with up to 5 clearances given in one transmission.

Mumbai /Chatrapati Shivaji Int (VABB) **DEFICIENT [Oct 2020]**

AGA (5) (7)	Taxiway E. The lead in lights and markings cut across runway 09/27 but there are no stop bars installed so there is a potential for aircraft to cross an active runway without realising.	
AGA (6)	Visual docking guidance system requires further calibration.	
AGA (6) (7)	Lead-in Lines - Lead-in lines to the parking bays have been reported to be difficult to discern, especially when the taxiway surface is wet	

Kolkata (VECC) **DEFICIENT [Nov 2019]**

AGA (1)	Runway19L/01 R Holding Position on Taxiway A - The runway holding position marking for RWY 19L/01R on taxiway A was reportedly marked before the brightly lit runway holding position sign. Active visual acquisition of the faint markings on taxiway A is necessary to prevent overshooting the designated hold short position and causing any possible runway incursion.	
AGA (5)	Taxiway signage - There are no signs or markings to indicate taxiway G from F. CAT 1 holding point and signage do not coincide at runway 19L. Signage is placed next to the edge lights at taxiway beyond the holding point on taxiway A.	
AGA (6)	New international terminal stand number can only be seen when docking in, markings not illuminated and not clear. Stand number placed in an inappropriately	

ICAO Region/ANP: ASIA IFALPA Region: ASIA/West

Subsection	IFALPA Deficiency	Action Required/Remarks

MYANMAR [Burma]

Yangon (VYYY) **DEFICIENT-[Oct 2020]**

AGA (1) (4)	Approach and Landing - The runway elevation is 43ft at the RWY 21 threshold point rising to 110ft at the end of the runway. Due to the pronounced runway slope and poor drainage, water accumulation at the touch down zone may occur during rain. The runway lights are located beyond the runway edge and can affect the visual perspective during the landing phase. Do note that the runway does not have a paved runway shoulder.	
AGA (3)	There is only one PAPI for Runway 21 and that needs to be calibrated.	

ICAO Region/ANP: ASIA IFALPA Region: ASIA/West

Subsection	IFALPA Deficiency	Action Required/Remarks

NEPAL

Kathmandu (VNKT) **DEFICIENT [Oct 2020]**

Notes

1 Flights departing for Kathmandu with any navigation system failure should not be permitted.
2 Pilots should be aware of terrain surrounding the airport, especially on the "Romeo" approach path.
3. RWY 02 VOR/DME App, MDA point results in a steep final segment, resulting in a far from optimal situation.
4. High descent profile required between 10nm and 5nm DME on Romeo approach due to terrain. Departure and go-around procedures are restrictive and demanding due to terrain.

Remarks:

1. Caution: bird hazards during months of October and November.
2. Due to long delays and the possibility of holding prior to landing it is recommended that extra fuel may be required at peak times.
3. Pilots should have received their ADC/FIC number prior to departure

PAKISTAN **PALPA**

Lahore FIR: Chirat is controlled by military.

Lahore (OPLA) **DEFICIENT [Oct 2020]**

COM (2)	Unable to contact Delhi control at low level on departure	

Remarks:

Caution bird hazards at all times – no effective BCU

Response from Pakistan

Unable to contact Delhi control is a deficiency belong to Delhi FIR and problem of communication with Delhi FIR at low level after departure from Lahore which is under jurisdiction of Delhi Control. Matter requires to addressed to Delhi instead of Lahore.

PEOPLE'S REPUBLIC OF CHINA — ChALPA

Beijing (ZBAA) — **DEFICIENT [Oct 2020]**

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.	
AGA (5)	Taxiway nomenclature is illogical and confusing.	
AGA (7)	In many airports, the CAT 2 holding point on the charts but in actual fact is CAT 1 in the airport. e.g. SYZ, NNG	
ATM (1)	Due to poor airspace design Approach Clearance 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.
ATM (2)	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.
ATM (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.
NAVAIDS (1)	ILS Signal RWY 36L/R & 01 There have been some reports of poor integrity of the ILS signals at low altitudes.	

Remarks: Sandstorms occur frequently

Shanghai/Pudong (ZSPD) **DEFICIENT [Oct 2020]**

ATM (1)	Due to poor airspace design Approach Clearance 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.	
ATM (1)	Pilots being asked to request for a FIR handover at a certain waypoint in a radar environment.	This is not the correct procedure
ATM (2)	Non-standard R/T communication. Overcrowded frequencies. Controllers required to be trained in use of standard R/T.	

Hong Kong (VHHH) **DEFICIENT [Oct 2020]**

ATM (1)	Due to poor airspace design. Approach Clearance from North and West expect early and high ROD before GYA.	
ATM (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 [2020]**

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	There are improvements being made.
ATM (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 Often separation is kept at 15-20 minutes at all levels.	
ATM (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.
	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)/ATM (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.

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.

A461 & A470 (BEIJING & SHANGHAI) **DEFICIENT [Oct 2020]**

The Air Traffic Flow Management within the People's Republic of China is still saturated however, there has been some improvement to the significant delays to scheduled services between Hong Kong and the Mainland, specifically on the air routes A461 and A470 (Beijing and Shanghai). Airspace management problems that, in the past, have led to delays in excess of 6 hours for flights departing from Hong Kong to Shanghai and/or Beijing seem to have decreased somewhat.
Authorities have yet to adopt a visible 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 airliners.
Air Traffic Management have yet to be more flexible with respect to weather deviations. Radio frequencies across China are becoming congested making requests difficult to get through in an appropriate time frame. 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 still remains a problem for aircraft flying in Mainland airspace and even in the Hong Kong FIR. Aircrew who are monitoring the Guard frequency often have to switch it off due to the continual chatter on the Channel in Chinese.
M503, has alleviated some of the congestion but ad-hoc military airspace closure makes weather avoidance extremely difficult with limited deviations allowed toward the East near Taiwanese airspace.

Editorial note: Minor improvements are being made with the introduction of M503, but it should be noted there is NOTAM action indicating that a 7nm right offset is required.

JAPAN ALPA -Japan

Chūbu Centrair International Airport (RJGG) **DEFICIENT [Oct 2020]**

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 [Oct 2020]**

AGA (1)	Obstacles (trees) above the approach surface slope (2%) on finals for runway 34R	This will not be affected when Runway 34R extension to 3,000m in 2029.
AGA (5)	Taxiway naming in non-standard and can lead to confusion.	Some TWY naming have improved. Taxiway layouts itself are still complicated.

Okinawa/Naha (ROAH) **DEFICIENT [Oct 2020]**

AGA (8)	No adequate RFF facilities for over water areas.	
ATM (3)	1,200ft altitude restriction for traffic departing/go-around for all RWYS is a hazard.	

Osaka/Itami (RJOO) **DEFICIENT [Oct 2020]**

ATM (2)	Not suitable for international flights as alternate. CIQ is not expected. Strict curfew 1200-2200UTC.	

Osaka/Kansai (RJBB) **DEFICIENT [Oct 2020]**

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

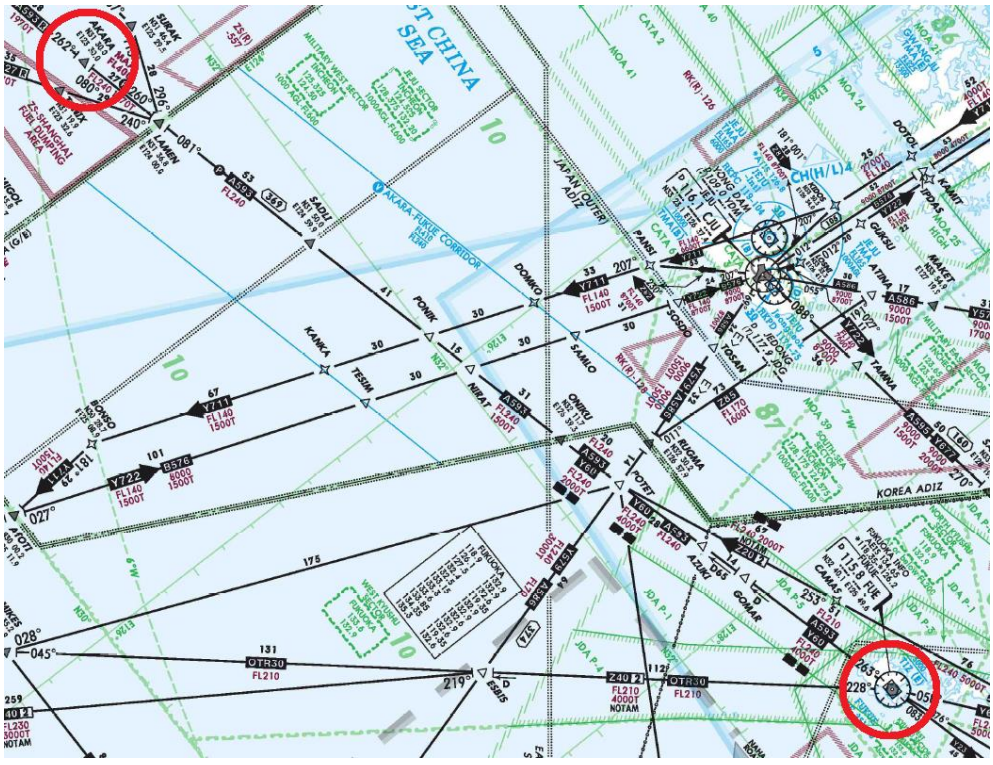
Tokyo/Haneda (RJTT) **DEFICIENT [Oct 2020]**

AGA (8)	Inadequate RFF equipment for water area.	Launches and amphibious vehicles required.
ATM (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
ATM (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

KOREA — ALPA-K

A593 in Incheon FIR (Korea) — DEFICIENT [Oct 2020]

ATM (2)	Aircraft flying through airway A593, between the waypoint AKARA in Shanghai FIR and FUE (FUKUE VOR) in Fukuoka FIR are not in contact with Incheon ATC even though they fly through Incheon FIR. There is a limitation on available Flight Levels; FL250, 290, 310, 390 for east-bound and FL240, 280, 300, and 400 for west-bound under the agreement between the China/Korea/Japan authorities. There are crossing airways to A593 which are Y711 and Y722/B576 mainly for inbound/outbound to Korean destinations. Traffic flying through these airways, can choose flight levels other than those for A593 and under the control of the Korean ATC. Due to the traffic expansion in this region, safety issues are becoming a concern. If there is an abnormal aircraft engine/system occurrence, it may occur in the Incheon FIR but on different frequencies and under the control of different agencies (China and Japan for east/west traffic, and Korea for north/south traffic). Additionally, traffic departing from Shanghai / PUD, are often forced to be grounded until the east-bound airspace become available.	



MONGOLIA MONALPA

Ulaanbaataar (ZMUB) **DEFICIENT [Oct 2020]**

AGA (1)	Runway slope (2.1%) excedes normal operations.	
ATM (3)	No STAR	

Subsection. This column denotes the ICAO heading under which the deficiency occurs, as follows:

AGA	(1)	Runways
	(2)	Approach Lighting
	(3)	VASIS/ PAPIS
	(4)	Runway Lighting
	(5)	Taxiways
	(6)	Parking Areas
	(7)	Markings
	(8)	Fire & Safety Equipment/Personnel Standards
	(9)	Primary Power Supply
	(10)	Standby Power Supply
	(11)	Snow Removal
ATM	(1)	Air Traffic Clearance
	(2)	Air Traffic Services
	(3)	Arrival and Departure Procedures (SIDs and STARs)
SAR	(1)	SAR Facilities
COM	(1)	VHF Tower
	(2)	VHF Approach
	(3)	VHF
	(4)	HF
	(5)	SELCAL
	(6)	ATIS (COM Aspects)
	(7)	AIM
	(8)	VOLMET
NAVAIDS	(1)	ILS
	(2)	VOR
	(3)	DME
	(4)	Radar (Primary and Secondary)
	(5)	NDB and LOC
	(6)	Other Aids
MET	(1)	Forecasts
	(2)	Briefing
	(3)	Observations
	(4)	SIGMET
	(5)	ATIS (Content)
	(6)	VOLMET (Content)
SECURITY		

ICAO Region/ANP: PAC IFALPA Region: SOP

Subsection	IFALPA Deficiency	Action Required/Remarks

AUSTRALIA **AUSALPA**

Melbourne (YMEN) (MEB) **CRITICALLY DEFICIENT BLACK [April 2020]**

AGA (1)	Runway 08/26 Runway strip width should be 150 m either side of the centre line. - CASA Instrument 153/15 requires 300 m Runway strip width to be published by YMEN. Non-frangible obstacles, including buildings infringe to 230 m. Current YMEN airport operator publishes Runway strip width at 180 m.	Airport should be regulated to maintain 300 m Runway strip width with existing infringing buildings and obstacles listed in AIP.
AGA (1)	RESA RWY 08/26 inadequate	(100m Western end and 110 m Southern end) Increase RESA length at both ends to 240m (or 240m equivalent)

Special Operating Measures **AR 2020**

1. Limited runway operations for corporate business jets, (narrow runway operations)
2. Special departure procedure needs to be developed for new building in the vicinity of RWY 26
3. Plans for runway strip width to be reduced to 75m.

Remarks:

1. Pilots should exercise extreme caution at all times as this airport does not meet international or domestic standards.
2. The State Authorities should be urged to enforce local and ICAO standards when national aerodromes under lease, plan to change obstacle limitation and runway surface dimensions.
3. The State Authorities should publish differences to ICAO RWY dimensions and warn operators and pilots of obstacles in AIP. Airports should refrain from planning building developments that infringe ICAO and local OLS/RWY dimension standards.

ICAO Region/ANP: PAC IFALPA Region: SOP

Subsection	IFALPA Deficiency	Action Required/Remarks

FIJI FALPA

Nandi (NFFN) (NAN) **DEFICIENT [Oct 2020]**

MET (1) (3)	The Automated Weather Observing System (AWOS) is situated adjacent the runway intersection and there is no threshold measuring equipment. The surface wind measurement is taken 2500m away from the threshold of Runway 02. This has resulted in inaccurate information being relayed to the operators who at times have not had sufficient fuel. .	There is inadequate funding for MET services for Fiji.

NEW ZEALAND NZ-ALPA

Queenstown (NZQN) **DEFICIENT [Oct 2020]**

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.
ATM (3)	1.Non-Precision (NPA), non-Runway aligned circling approaches that require high descent rates over mountainous terrain. 2.The NPA circling approaches do not meet ICAO PANS OPS circling criteria due to high terrain infringing the circling areas. 3.Approaches with straight-in landing DA(H) minima are available, but these are Proprietary RNP(AR) approaches available only to operators with CAANZ approval. 4.Extreme caution is needed especially with turbulent conditions and with strong South Westerly winds.	

Remarks: Due to the proximity of steep mountains in nearly all directions, some turbulence is experienced in most wind conditions.

ICAO Region/ANP: PAC IFALPA Region: SOP

Subsection	IFALPA Deficiency	Action Required/Remarks

Taupo (NZAP) **DEFICIENT [Oct 2020]**

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.
3. Intensive PJE takes place on the field.
4. Intense glider activity takes place in and around C478, Operating on a separate frequency (134.45) at Centennial Field. The lateral boundary of C478 passes close to the RNAV 17 final approach track.

Rotorua International (NZRO) **DEFICIENT [Oct 2020]**

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

Wellington Intl. (NZWN) **DEFICIENT [Oct 2020]**

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 (1)	Runway strip width should be 150m either side of the centre line.	Exemption of 75m approved by CAA

Note Each end of the single RWY [16/34] has an embankment.

ICAO Region/ANP: PAC IFALPA Region: SOP

Subsection	IFALPA Deficiency	Action Required/Remarks

PAPUA NEW GUINEA PNG-ALPA

Port Moresby (AYPY) **DEFICIENT [Oct 2020]**

NAVAIDS (6)	NOTAMS on ATC Procedures are outdated (2002) and require updating.	
MET (1)	METARS often not available, weather information in general is insufficient.	

SAMOA

Apia (NSFA) **DEFICIENT [Nov 2019]**

ATM (2) MET (3)	Inaccurate reporting of weather conditions	

SOLOMON ISLANDS

Honiara (NFTF) **DEFICIENT [Nov 2019]**

SECURITY	Dog hazard – packs of dogs regularly access and run wild on the runway.	

TONGA

Tongatapu/Fua'Amotu (NFTF) **DEFICIENT [Nov 2019]**

AGA (3) (4)	Settings for the runway lights and PAPIs low intensity with inconsistent brightness which tower is occasionally unable to control.	
MET (3)	Inaccurate cloud heights in met reports are made by Fua'Amotu tower.	

Remarks:
No marine rescue equipment available here.

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Updated: December 2020

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