

International Civil Aviation Organization



ICAO

**Twenty Sixth Meeting of the Communications/
Navigation and Surveillance Sub-group (CNS SG/26) of
APANPIRG**

Video Tele-Conference, 5 – 9 September 2022

Agenda Item 10: Review Status of CNS deficiencies (APANPIRG Deficiency List)

REVIEW STATUS OF CNS DEFICIENCIES

(Presented by the Secretariat)

SUMMARY

This paper presents information on the progress in resolving the deficiencies in the CNS fields.

1. INTRODUCTION

1.1 Under the Terms of Reference, the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) has been regularly reviewing the status of implementation of the Asia Pacific Air Navigation Plan through its subgroups to identify and address the air navigation deficiencies according to the uniform methodology approved by the ICAO Council. In meeting this objective, APANPIRG facilitated the development and implementation of action plans by States to resolve identified deficiencies, where necessary.

1.2 APANPIRG/32 (1 - 3 December 2021) noted the list of Air Navigation Deficiencies in CNS field which was reviewed and updated by CNS/SG/25.

2. DISCUSSION

2.1 The updated List of Air Navigation Deficiencies in the CNS field was presented in APANPIRG/32. The issue related to unreliability of AFS communication between Afghanistan and Pakistan had been an outstanding AFS communication deficiency. Poor performance of AFS including data communication between Kabul and Karachi and ATS voice communication between Lahore and Kabul had become issues of regional concerns. A COM coordination meeting (Afghanistan, China and Pakistan) held in July 2019 in ICAO APAC Regional Sub-Office agreed to restore the VSAT connection by upgrading the VSAT terminals and equipment in Lahore and Karachi. Afghanistan Civil Aviation Authority would provide assistance and Network Control Centre settings. Both Afghanistan and Pakistan were also agreed to implement CRV as soon as practical. There was no further progress after last update in 2020 and relevant States are urged to work on the Deficiency identified and report progress to the ICAO APAC Regional Office.

2.2 The ICAO APAC Regional Office benchmarked Deficiencies in CNS fields in other Regions for information that is openly available. It was noticed that not all Regions identified

Agenda Item 10

05-09/09/22

Deficiencies in CNS fields. For a Region that identified with Deficiencies in CNS field, these Deficiencies are related to requirements in Regional Air Navigation Plan and/or ICAO SARPs, such as ATS Direct speech circuits, Inter-Regional Communication link and HF service.

2.3 The current List of Air Navigation Deficiencies in the CNS field by APANPIRG/32 is provided as **Appendix A** to this paper for meeting review and update.

2.4 In addition, in the Ninth Meeting of ATM Sub-Group (ATM SG/9) held in 1-5 November 2021, its WP/10 reviewed the IFALPA deficiencies, according to the APANPIRG Procedural Handbook, *that appropriate International Organizations, including International Federation of Air Line Pilots' Associations (IFALPA), are valuable sources of information on deficiencies, especially those that are safety related.* For ease of reference, the information of IFALPA deficiencies are provided in **Appendices B and C to this paper**. States/Administrations are encouraged to take note of CNS-related IFALPA deficiencies, and take proper action to address these IFALPA deficiencies.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) review and revise the **Appendix A** with the update by concerned States;
- c) note the IFALPA deficiencies related to CNS domain provided in **Appendices B and C**; and
- d) discuss any relevant matter as appropriate.

CNS SG/26
Appendix A to WP/17

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS FIELDS IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action
<p>Reliable ground to ground communication as specified in the regional Air Navigation Plan (Doc.9673)</p> <p>Tables CNS II-1; CNS II-2 & CNS II-3</p>	Afghanistan and Pakistan	<p>Unreliability of AFS communication between Afghanistan and Pakistan was brought to the notice of APANPIRG/21. Lack of reliability in the AFS including data communication between Kabul and Karachi and ATS voice communication between Lahore and Kabul was identified.</p>	September 2010	A follow-up COM coordination meeting held in July 2019 discussed way forward	<p>1. Site visits in Pakistan by expert from the VSAT service provider were made in February and March 2016. Remedial recommendations were provided to CAA. Pakistan.</p> <p>2. Both Afghanistan and Pakistan agreed to as first step to recover the VSAT connection by upgrading terminals in Lahore and Karachi. Afghanistan will provide assistance and does the Network Configuration settings;</p> <p>3. Both States also agreed to implement CRV as soon as practical to resolve the existing COM deficiencies.</p>	CAA. Afghanistan and CAA. Pakistan	June 2020	A

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

- | | |
|---------|---|
| AGA | <ul style="list-style-type: none"> (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 | <ul style="list-style-type: none"> (1) Air Traffic Clearance (2) Air Traffic Services (3) Arrival and Departure Procedures (SIDs and STARs) |
| SAR | <ul style="list-style-type: none"> (1) SAR Facilities |
| COM | <ul style="list-style-type: none"> (1) VHF Tower (2) VHF Approach (3) VHF (4) HF (5) SELCAL (6) ATIS (COM Aspects) (7) AIM (8) VOLMET |
| NAVAIDS | <ul style="list-style-type: none"> (1) ILS (2) VOR (3) DME (4) Radar (Primary and Secondary) (5) NDB and LOC (6) Other Aids |
| MET | <ul style="list-style-type: none"> (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
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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.	
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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)	<p>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).</p> <p>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.</p> <p>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"</p>	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
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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-aaa.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
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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
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Kabul FIR

DEFICIENT [Oct 2020]

	<p>Safety of aircraft operating in the Kabul FIR requires strict adherence to AIP procedures.</p> <p>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.</p>	<p>It is the aircrew's responsibility to read all NOTAMS prior to flight.</p> <p>Operators are advised that NOTAM publishing during weekends and holidays is limited.</p>
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.	
	<p>Some limited contingency procedures have been published in NOTAMs, however these may not yet have been fully coordinated with or agreed by neighbouring ANSPs:</p> <p>Flights inbound for landing are to be at or below FL280 within the Kabul FIR;</p> <p>Inbound flights to expect delaying action to achieve 15 minute longitudinal spacing;</p>	
	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
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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)	Marshalls 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. Inadequate 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
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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)	Marshalls 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
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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
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MYANMAR [Burma]**Yangon (VYYY)****DEFICIENT-[Oct 2020]**

AGA (1) (4)	<p>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.</p> <p>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.</p>	
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
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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	
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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.	
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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.	
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Osaka/Kansai (RJBB)**DEFICIENT [Oct 2020]**

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

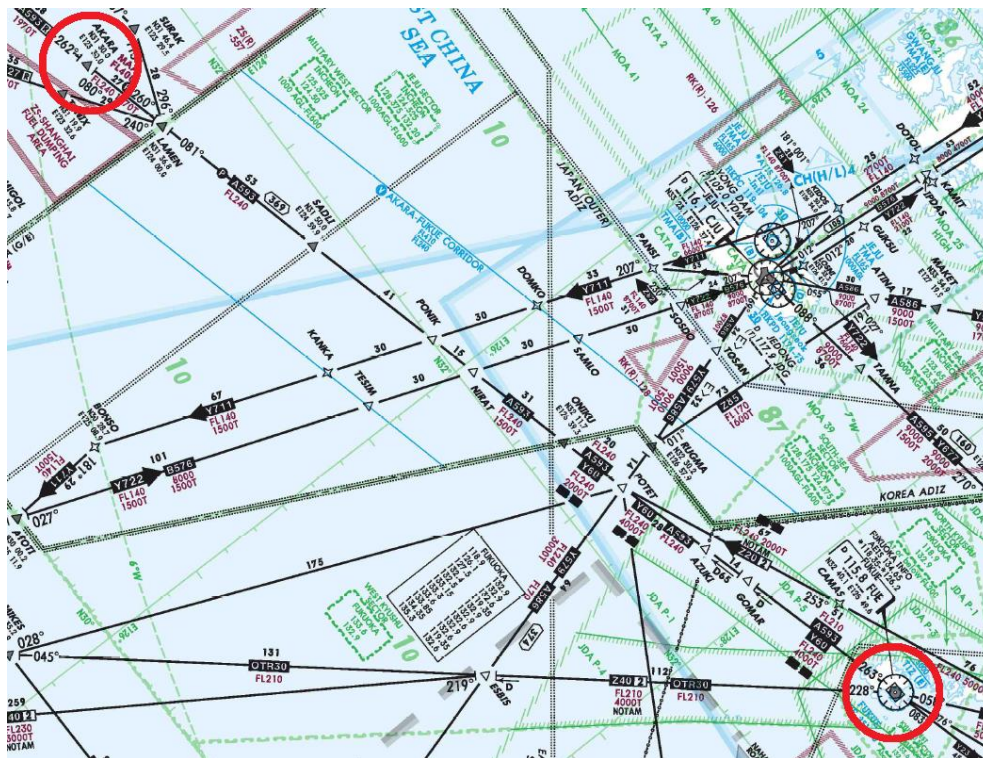
KOREA

ALPA-K

A593 in Incheon FIR (Korea)

DEFICIENT [Oct 2020]

<p>ATM (2)</p>	<p>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.</p>	
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MONGOLIA

MONALPA

Ulaanbaatar (ZMUB)

DEFICIENT [Oct 2020]

AGA (1)	Runway slope (2.1%) exceeds 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
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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
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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.
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NEW ZEALAND**NZ-ALPA****Queenstown (NZQN)****DEFICIENT [Oct 2020]**

AGA (1)	<ol style="list-style-type: none"> 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)	<ol style="list-style-type: none"> 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
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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.
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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
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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	
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SOLOMON ISLANDS**Honiara (NFTF)****DEFICIENT [Nov 2019]**

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