



International Civil Aviation Organization

**The Sixth Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/6)**

Hong Kong, China, 30 July – 03 August 2018

Agenda Item 7: Air Navigation Service Deficiencies

AIR NAVIGATION SERVICE DEFICIENCIES LIST

(Presented by the Secretariat)

SUMMARY

This paper presents a list of Air Navigation Deficiencies noted by the 28th meeting of Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/28) in the ATM/AIS/SAR 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 21st 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 who 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 updated List of APANPIRG Air Navigation Deficiencies in the ATM, AIS and SAR fields is appended at **Attachment A** to this paper. The current confirmed Deficiencies as at APANPIRG/28 are shown in Figure 1:



Figure 1: APANPIRG/28 ANS Deficiencies

AIM Deficiencies

2.2 The ANS Deficiencies List was reviewed by the Thirteenth Meeting of the ICAO Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/13). There had been no changes in the AIS/AIM Deficiency List since ATM/SG/5.

2.3 The following States had long-standing Deficiencies regarding WGS-84:

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

2.4 The following States had long-standing Deficiencies concerning AIP format:

Kiribati and Nauru.

2.5 The following States had long-standing Deficiencies concerning the lack of an AIS Quality Managements System:

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

Airspace Classification Deficiencies

2.6 It had been noted by ICAO that Macau, China did not use the airspace classification system required by paragraph 2.6 of Annex 11. Instead, the provision of air traffic control service was, according to the Macau Aeronautical Information Publication, provided as an 'equivalent' to a control zone of class C classification; yet no control zone had been designated to support this designation (i.e.: controlled airspace class A – E may only be assigned to a Control Area (CTA, sometimes referred to as CTA or TMA), or a Control Zone (CTR).

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1 Division of airspace

The Macau Aerodrome Traffic Zone (ATZ) lies at the southeast edge of the Guangzhou Flight Information Region abutting the Hong Kong Flight Information Region.

The Macau ATZ is regulated airspace, from the surface up to 3000 ft (900 m) included, extending in a circle of 5 NM radius from the aerodrome reference point except to the west where the boundary is a straight line parallel to the runway at a distance of 3 NM. There is a 5 NM wide stub, out to 10 NM on the approach to Runway 34 and a 2 NM wide stub out to 6.27 NM (Jiuzhou DVOR) on the 215° (true bearing) inbound track to the Runway 16 LLZ.

1.1 Classification of Airspace

The Macau Aerodrome Traffic Zone (ATZ) is equivalent to CTR class C which has been adopted by Macau and recommended by ICAO, and the minimum service to be provided is as follows:

- Air traffic control service ;
- Flight information service ;
- Alerting service.

2.7 Accordingly, Macau, China is proposed for an APANPIRG Deficiency under the Airspace Classification category. The three States already with APANPIRG Deficiencies in this category were China, Nauru and the Solomon Islands.

ATS Messages and Flight Planning Deficiencies

2.8 An APANPIRG Deficiency is proposed for China regarding the requirements of Annex 10 Volume 2, Section 4.4.3 (Address) and Doc 4444 PANS-ATM Section 11.2 (*ATS Messages – General Provisions*), related to the establishment of two Aeronautical Fixed Telecommunication (AFTN) addresses for flight plan processing. This matter was discussed at the ATM/SG/5 (Bangkok, Thailand, 31 July – 04 August 2017) in Flimsy 1 and in subsequent ICAO correspondence, and also noted by APANPIRG/28 in response to WP14.

2.9 As a result of **Conclusion APANPIRG/27/12: Origination and Distribution of Departure (DEP) Messages**, and follow-up communications from the ICAO Regional Office, APANPIRG Deficiencies are also proposed for the following States in respect of the ATS Message Addressing Requirements of Doc 4444 PANS-ATM Section 11.4 (*Message Types and their Application*):

Bangladesh, India, Indonesia, Malaysia, Myanmar, Philippines, Republic of Korea, and the United States.

SAR Deficiencies

2.10 Following a review by the Third Meeting of the Asia/Pacific Regional Search and Rescue Work Group (APSAR/WG/3, 21 – 23 May 2018, Bangkok, Thailand), no changes to SAR deficiencies were proposed. Presently, there were 22 SAR-related APANPIRG Deficiencies issued to the following States and Administrations:

Bhutan, Cambodia, Cook Islands (2), DPR Korea, Fiji, Kiribati, Lao PDR, Macau China, Maldives, Marshall Islands, Micronesia, Myanmar, Nauru, Nepal, Palau, Papua New Guinea, Philippines, Samoa, Solomon Islands, Timor-Leste, Tonga and Vanuatu.

2.11 It should be noted that the APSAR/WWG/3 agreed that the new benchmark for APANPRG Deficiencies related to SAR capability would be less than 90% implementation of the Asia/Pacific SAR Plan's 41 elements, which was expected to come into effect in 2019. Therefore, some of the current Deficiencies may be affected by this change in 2019.

Safety Reporting Deficiencies

2.12 India had an ANS Deficiency regarding the non-provision of safety-related data required by paragraph 3.3.5.1 of Annex 11 (*provision of data for monitoring the height-keeping performance of aircraft*). The following States were proposed for new Deficiencies in this area by RASMAG/23:

- French Polynesia and Nepal.

2.13 The following States were proposed to have their ANS Deficiency in this area deleted by RASMAG/23, with satisfactory safety reporting in 2017 confirmed by the relevant Regional Monitoring Agency (RMA):

- Bangladesh, Lao PDR and the Maldives.

2.14 The following had ANS Deficiencies concerning responsibility to comply with the Annex 6 height-keeping monitoring requirements of Annex 6 Part I Section 7.2.7 and Part II Section 2.5.2.7:

- Bangladesh, Indonesia and Pakistan.

ATS Datalink Deficiencies

2.15 RASMAG/23 proposed several changes related to datalink performance monitoring and Analysis requirements of Annex 11 paragraph 2.28 and/or 3.3.5.2 not being met after recommendations from the FANS Future Air Navigation Systems (FANS) Implementation Team – Asia (FIT-Asia):

- new: Fiji;
- current, not amended: India and the Maldives;
- current, amended: Malaysia and Myanmar; and
- to be deleted: Sri Lanka and Viet Nam.

ATS Messages and Flight Planning Deficiencies

2.16 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). Therefore, the deficiencies identified by IFALPA are at **Attachment B** and **Attachment C** for the meeting's information.

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. In their capacity as users of air navigation facilities they should identify facilities, services and procedures that are not implemented or are unserviceable for prolonged periods or are not fully operational. In this context it should be noted that Assembly Resolution A33-14, Appendix M and several decisions of the Council obligate users of air navigation facilities and services to report any serious problems encountered due to the lack of implementation of air navigation facilities or services required by regional plans. It is emphasized that this procedure, together with the terms of reference of the PIRGs should form a solid basis for the identification, reporting and assisting in the resolution of non-implementation matters.*

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/29;
- b) if possible, identify actions to be taken to correct the identified deficiencies;
- c) review the IFALPA safety related deficiencies, with a view to identifying and confirmed any long-standing ANS facilities, services and procedures that are not implemented or are unserviceable for prolonged periods or are not fully operational, for consideration as APANPIRG Deficiencies; and
- d) discuss any relevant matters as appropriate.

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ATM/AIM/SAR Deficiencies List (Updated 03 August 2018)

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
	WGS-84 Requirements of Paragraph 3.7.1 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
Cook Islands	WGS-84 - Not implemented	24/6/2014		Cook Islands	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
Thailand	WGS-84 - Not implemented	24/6/2014		Thailand	TBD	A
Vanuatu	WGS-84 – Not implemented	2/7/1999	Implemented at main airports	Vanuatu	1999	A
	AIP Format Requirements of Chapter 4 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

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
	<u>AIS Quality Management System Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented</u>					
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
Cook Islands	AIS Quality Management System - Not implemented	24/6/2014		Cook Islands	TBD	A
Indonesia	AIS Quality Management System - Not implemented	24/6/2014		Indonesia	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
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

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
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
Thailand	AIS Quality Management System - Not implemented	24/6/2014		Thailand	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
	<u>Airspace Classification Requirements of Paragraph 2.6 of Annex 11</u>					

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
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 (proposed)	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
	ATS Message Addressing Requirements of Annex 10 Volume 2 section 4.4.3 (Address) and Doc 4444 PANS-ATM Section 11.2 (ATS Messages – General Provisions)					
China (Proposed)	Procedures for Addressing ATS Messages	05/09/2018	Non-compliant ATS message addressing requirement – ATM/SG/5 and ICAO correspondence	China	TBD	A
	ATS Message Addressing Requirements of Doc 4444 PANS-ATM Section 11.4 (Message Types and their Application)					
Bangladesh (Proposed)	DEP message transmission	05/09/2018	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	Bangladesh	TBD	A

States/facilities	Deficiencies			Corrective Action		
	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
Indonesia	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
Myanmar	DEP message transmission	05/09/2018	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	Myanmar	TBD	A
Philippines	DEP message transmission	05/09/2018	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	Philippines	TBD	A
Republic of Korea	DEP message transmission	05/09/2018	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	Republic of Korea	TBD	A
USA	DEP message transmission	05/09/2018	DEP messages inconsistently transmitted Conclusion APANPIRG/27/12 and ICAO correspondence	USA	TBD	A
	<u>SAR capability:</u> Requirements of Annex 12					

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Afghanistan	SAR Capability Matrix	6/07/2015	SAR Capability (no data)	Afghanistan	2016	U
Bhutan	SAR Capability Matrix	6/07/2015	SAR Capability (no data)	Bhutan	2016	U
Cambodia	SAR Capability Matrix	6/07/2015	SAR Capability (14 of 20)	Cambodia	2016	U
Cook Islands	SAR Capability Matrix	6/07/2015	SAR Capability (19 of 20)	Cook Islands	2016	U
Cook Islands	Annex 12 requirements not implemented. No agreements with adjacent States.	31/1/95	Cook Islands - implement Annex 12 requirements and co-ordinate LOA with adjacent States ICAO - assist to develop SAR capability and to co-ordinate with adjacent States	Cook Islands	2009. SAR agreement with New Zealand completed 2007.	U
DPR Korea	SAR Capability Matrix	6/07/2015	SAR Capability (15 of 20 elements non- compliant)	DPR Korea	2016	U
Fiji	SAR Capability Matrix	6/07/2015	SAR Capability (13 of 20 elements non- compliant)	Fiji	2016	U
Kiribati	SAR Capability Matrix	6/07/2015	SAR Capability (no data)	Kiribati	2016	U
Lao PDR	SAR Capability Matrix	6/07/2015	SAR Capability (10 of 20 elements non- compliant)	Lao PDR	2016	U
Macau, China	SAR Capability Matrix	6/07/2015	SAR Capability (10 of 20 elements non- compliant)	Macau, China	2016	U

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Maldives	SAR Capability Matrix	6/07/2015	SAR Capability (9 of 20 elements non- compliant)	Maldives	2016	U
Marshall Islands	SAR Capability Matrix	6/07/2015	SAR Capability (no data elements non- compliant)	Marshall Islands	2016	U
Micronesia	SAR Capability Matrix	6/07/2015	SAR Capability (20 of 20 elements non- compliant)	Micronesia	2016	U
Myanmar	SAR Capability Matrix	6/07/2015	SAR Capability (17 of 20 elements non- compliant)	Myanmar	2016	U
Nauru	SAR Capability Matrix	6/07/2015	SAR Capability (no data elements non- compliant)	Nauru	2016	U
Nepal	SAR Capability Matrix	6/07/2015	SAR Capability (12 of 20 elements non- compliant)	Nepal	2016	U
Palau	SAR Capability Matrix	6/07/2015	SAR Capability (no data)	Palau	2016	U
Papua New Guinea	SAR Capability Matrix	6/07/2015	SAR Capability (11 of 20 elements non- compliant)	Papua New Guinea	2016	U
Philippines	SAR Capability Matrix	6/07/2015	SAR Capability (12 of 20 elements non- compliant)	Philippines	2016	U
Samoa	SAR Capability Matrix	6/07/2015	SAR Capability (no data elements non- compliant)	Samoa	2016	U

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Solomon Islands	SAR Capability Matrix	6/07/2015	SAR Capability (no data)	Solomon Islands	2016	U
Timor-Leste	SAR Capability Matrix	6/07/2015	SAR Capability (no data)	Timor-Leste	2016	U
Tonga	SAR Capability Matrix	6/07/2015	SAR Capability (18 of 20 elements non-compliant)	Tonga	2016	U
Vanuatu	SAR Capability Matrix	6/07/2015	SAR Capability (no data)	Vanuatu	2016	U
	<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)</u>					
Bangladesh (proposed by RASMAG/23)	Annex 11 requirement not implemented	13/07/2017	Conclusion 16/6 – Non Provision of safety related data by States, established by RASMAG/22 Failure to submit 2016 TSD Failure to provide sufficient feedback regarding RVSM approval data	Bangladesh	RASMAG23	A
French Polynesia (proposed by RASMAG/23)	Annex 11 requirement not implemented	05/07/2018	Conclusion 16/6 – Non Provision of safety related data by States, established by RASMAG/22 Failure to provide sufficient feedback regarding RVSM approval data	French Polynesia	RASMAG23	A

Deficiencies				Corrective Action		
States/facilities	Description	Date first reported	Remarks	Executing body	Target date	Priority **
India	Annex 11 requirement not implemented.	13/07/2017	Established by RASMAG/20 failure to provide RVSM approvals summary data Conclusion 16/6 – Non Provision of safety related data by States, established by RASMAG/22 Failure to provide sufficient feedback	India		U
Lao PDR (proposed for RASMAG/23)	Annex 11 requirement not implemented	13/07/2017	Conclusion 16/6 – Non Provision of safety related data by States, established by RASMAG/22 Failure to submit 2016 TSD Failure to provide RVSM approvals update and RVSM annual snapshot	Lao PDR	RASMAG23	A
Maldives (proposed for RASMAG/23)	Annex 11 requirement not implemented	13/07/2017	Conclusion 16/6 – Non Provision of safety related data by States, established by RASMAG/22 Failure to submit LHD reports and 2016 TSD	Maldives	RASMAG23	A
Nepal (proposed for RASMAG/23)	Annex 11 requirement not implemented	05/07/2018	Conclusion 16/6 – Non Provision of safety related data by States, established by RASMAG/23	Nepal	TBD	A
	State Responsibility to comply with the Annex 6 Height-Keeping Monitoring Requirement Annex 6 Part I Section 7.2.7 and Part II Section 2.5.2.7					
Bangladesh (2017 44%)	Requirements of Annex 6 paragraph 7.2.7 regarding the monitoring burden of more than 50% airframes to be monitored	RASMAG/ 22	Bangladesh was also identified for a deficiency at RASMAG/20	Bangladesh	RASMAG23	A
Indonesia (2017 42%)	Requirements of Annex 6 paragraph 7.2.7 regarding the monitoring burden of	RASMAG/ 22		Indonesia	RASMAG23	A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
	more than 50% airframes to be monitored					
Pakistan (2017 69%)	Requirements of Annex 6 paragraph 7.2.7 regarding the monitoring burden of more than 50% airframes to be monitored	RASMAG/22		Pakistan	RASMAG23	A
	Data Link Performance Monitoring and Analysis Requirements of Paragraph 2.28 and/or 3.3.5.2 of Annex 11 not met					
Fiji (proposed for RASMAG/23)	Post-implementation monitoring not implemented	25/06/2018	Problem reports not provided to CRA. Performance monitoring and analysis not reported to FIT	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 FIRs.	India	TBD	A
Indonesia (proposed for RASMAG/23)	Post-implementation monitoring not implemented	29/5/2015	Problem Reports not provided to CRA. Performance monitoring and analysis was conducted, but problem reports were not provided to the CRA.	Indonesia	TBD	A
Malaysia (proposed by RASMAG/23)	Post-implementation monitoring not implemented	29/5/2015	Problem Reports not provided to CRA. Performance monitoring and analysis not reported to FIT.	Malaysia	TBD	A
Myanmar (proposed by RASMAG/23)	Post-implementation monitoring not implemented	29/5/2015	Problem Reports not provided to CRA. Performance monitoring and analysis not reported to FIT.	Myanmar	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
Sri Lanka (proposed by RASMAG/23)	Post-implementation monitoring not implemented	29/5/2015	Problem Reports not provided to CRA. Problem reports were not provided to CRA, performance	Sri Lanka	Post Implementation Monitoring	A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
			monitoring and analysis was not reported to FIT, but Sri Lanka was now registered with a competent CRA. Agreed by FIT Asia/5-6, endorsed by RASMAG/21-22		partially implemented. Data Link Reporting based on the SITA AIRCOM ATS-622 Traffic & Performance Report will be submitted on monthly basis from Sept 2017 onward. Data Link Performance Reports will be submitted to FIT with effect from Feb 2018. (Target date)	
Viet Nam (proposed by RASMAG/23)	Post implementation monitoring not implemented	29/5/2015	Performance monitoring and analysis not reported to FIT.	Viet Nam	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 | <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 [Oct 2017]**

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. Wind reports are often inaccurate and given as no more than 15kts to ensure landing on runway 05 can be achieved. Therefore 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 2017]**

AGA (4) (5)	No Runway Guard light and no stop-bar lights.	
AGA (5) (7)	Taxiway control and markings are in poor condition.	

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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PHILIPPINES**Cebu (RPVM)****DEFICIENT [Oct 2017]**

AGA (1)	Runway Slippery when wet.	
AGA (1) (4) (5) (6)	Poor lighting of Runway, Taxiways and Terminal Gates.	
ATM (2) (3)	Poor ATC terminology/service. Non-precision approaches only, with known but unpredictable issues of approach path stability. Extremely high chance of unstable approaches into "black hole" conditions.	
NAVAIDS (4)	Approach radar is available, but there is a gap between Manila radar coverage and Cebu coverage at the early part of the descent.	

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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Manila (RPLL)**DEFICIENT [Oct 2017]**

AGA (1)	Runway Condition/ Poor Braking Action- Extensive rubber deposits still found particularly at touchdown zones. Braking action has been reported to be poor in these areas, especially when wet.	Despite recently resurfacing
AGA (4)	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 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"	
ATM (3)	Poor arrival and departure ATC services: Inappropriate spacing of arrival aircraft causing missed approaches and poor spacing of arrival traffic results in long delays to departing traffic. Other instances include allowing a small jet to takeoff after a wide body airplane without the proper separation intervals for wake turbulence and the absence of any such advisories from ATC.	Authorities should make sure that Air Traffic Controllers are given proper training to address these inadequacies.

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
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INDONESIA**Jakarta (WIII)****DEFICIENT [Oct 2017]**

AGA (1) (7)	Runway Condition / Poor Braking Action - Runway surface is uneven with extensive rubber deposits found particularly at touchdown zones. Braking action may be poor in these areas, especially when wet. Runway centreline markings required.	
AGA (1) (5)	Runway 07L holding point is difficult to see at night when taxiing on taxiway N7. The holding point signage is 100m to the left of taxiway N7 and there are no holding point lights. There is a risk in poor vis/rain of a runway incursion.	Suggest holding point lights be installed at either side of the taxiway and a sign on the right-hand side of the holding point on taxiway N7. The ideal holding point lights would be red stop bar lights. In the interim a NOTAM should be promulgated detailing the poor lighting and risk of a runway incursion. Airfield charts should be amended to have a hotspot at the intersection of taxiway N7 and Runway 07L at WIII
AGA (5)	Taxi along TWY WC1 - After vacating RWY 25L and proceeding to the northern apron via WC1, it may be difficult to ascertain wing-tip clearance from aircraft parked at the apron east of WC1 due to poor lighting.	
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.	
AGA (7)	Aim-Point Markings on all Runways - Multiple aim-point markings exist. The old markings have not been sufficiently removed and are still visible along with the new markings.	
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
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THAILAND**THAIPA****Bangkok (VTBS)****DEFICIENT [Oct 2017]**

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 (5)	Underground water problem on taxiways causing surface damage, when they are being repaired appropriate markings and lighting needs to be addressed. Heavy rutting on taxiways problem increasing especially in the vicinity of holding points.	There are some improvements.

Phuket (VTSP)**DEFICIENT [Nov 2017]**

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).

ICAO Region/ANP: ASIA**IFALPA Region: ASIA/WEST**

Subsection	IFALPA Deficiency	Action Required/Remarks
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AFGHANISTAN**Kabul (OAKB)****CRITICALLY DEFICIENT BLACK [May 2018]**

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	
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Remarks: Civilian traffic is limited to flying between sunrise and sunset.

Special Operating Measures:**AR 2018**

Operations should be restricted to daylight VMC only

ICAO Region/ANP: ASIA**IFALPA Region: ASIA/WEST**

Subsection	IFALPA Deficiency	Action Required/Remarks
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Kabul FIR**DEFICIENT [Oct 2017]**

	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.
RAC (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.	

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.

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
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BANGLADESH**BAPA****Dhaka (VGHS)****DEFICIENT [Oct 2017]**

AGA (1)(5)(6)(7)	Taxiway markings and guide lines are not visible during night hours and rain owing to improper paint being used for markings.	Currently non-luminous paint is used in Taxiway except Apron area
AGA (6)	FOD and other loose items observed in the parking area and taxiways. Marshalls need to be trained to ensure smooth docking in.	
NAVAIDS (1)	ILS runway 32 is in use with higher visibility requirement. ILS needs to be calibrated	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)	Radar service is often not available on a 24 hour basis. Radar vectoring by controllers is not always been accurate. 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.	On Saturdays the service remains unavailable.
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.

Bangladesh FIRs**DEFICIENT [Oct 2017]**

ATM (2)	Excessive unnecessary RT requesting crews to give full details of the flight which will be on the flight plan.	
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ICAO Region/ANP: ASIA**IFALPA Region: ASIA/WEST**

Subsection	IFALPA Deficiency	Action Required/Remarks
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Chittagong (VGEG)**DEFICIENT [Oct 2017]**

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 guide lines 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.	Currently non-luminous paint is used
AGA (6)	FOD and other loose items observed in the parking area and taxiways. Marshalls need to be trained to ensure smooth docking in.	
NAVAIDS (1)	ILS needs to be calibrated.	
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 2017]**

AGA (1)	Runway deposits on Runway 11.	
COM (1)	Same VHF frequency is used for 03 airfields as a result the frequency is often jammed especially during approach and landing	)
NAVAIDS (1)	ILS Glideslope is frequently U/S.	
NAVAIDS (4) ATM (2)	Radar service unavailable ATC gives misleading weather information	
ATM (2)	Smog on approach path of RWY 11 from neighbouring brick field.	
NAVAIDS (1)	ILS Glideslope is frequently U/S when it rains.	N

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.

ICAO Region/ANP: ASIA**IFALPA Region: ASIA/WEST**

Subsection	IFALPA Deficiency	Action Required/Remarks
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INDIA**ALPA INDIA****Mumbai /Chatrapati Shivaji Int (VABB)****DEFICIENT [Oct 2017]**

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	
ATM (2)	Firecrackers used for bird scaring.	

Jabalpur (VAJB)**DEFICIENT [Oct 2017]**

SECURITY	There is no fence around the active area, wildlife have free access to the runway.	There has already been an accident where an aircraft has sustained damage to avoid a herd of boars shortly after touching down. Fence required
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ICAO Region/ANP: ASIA**IFALPA Region: ASIA/WEST**

Subsection	IFALPA Deficiency	Action Required/Remarks
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Kolkata (VECC)**DEFICIENT [Oct 2017]**

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 been seen when docking in, markings not illuminated and not clear. Stand number placed in an inappropriately	

MALDIVES**Male VRMM****DEFICIENT [Oct 2017]**

AGA (6)	Passengers allowed to disembark onto the Apron and into the Terminal building unescorted and without any supervision.	Passengers should be bussed to the Terminal building or escorted by Aerodrome/airline personnel.
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ICAO Region/ANP: ASIA**IFALPA Region: ASIA/WEST**

Subsection	IFALPA Deficiency	Action Required/Remarks
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MYANMAR [Burma]**Yangon FIR****DEFICIENT-[Oct 2017]**

COM (3)	VHF Communications can be unreliable and poor quality (poor contact, intermittent background noise and echoes on VHF frequencies 126.75 and 128.75)	
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Yangon (VYYY)**DEFICIENT-[Oct 2017]**

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.	
AGA (6)	Very congested Parking area causing repeated ground incidents between aircraft.	
AGA (7)	Markings on RWY 21 - Rwy threshold, 1000ft markers, and RWY edge markings have faded away. These faded markings are difficult to identify with reduced visibility in rain.	
RAC (2)	Aircraft are being vectored through prohibited areas.	

ICAO Region/ANP: ASIA**IFALPA Region: ASIA/WEST**

Subsection	IFALPA Deficiency	Action Required/Remarks
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NEPAL**Kathmandu (VNKT)****DEFICIENT [Oct 2017]**

RAC (1)	Between 10 DME and 8 DME crews are being asked to change from Approach frequency to Tower frequency at a critical time of descent causing increased cockpit workload.	
RAC (3)	High descent profile required between 10nm and 5nm DME on Romeo approach due to terrain.	
RAC (3)	Departure and go-around procedures are restrictive and demanding due to terrain.	
COM (3)	Radio communication is a problem	
NAVAIDS (1)	No ILS/MLS	
NAVAIDS (3)	DME readout intermittent beyond 40nm DME	
NAVAIDS (4)	Approach radar only available to 15DME on final approach	Radar cover limited due to high terrain.
NAVAIDS (5)	NDB transmission is not always continuous	

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.

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

ICAO Region/ANP: ASIA**IFALPA Region: ASIA/WEST**

Subsection	IFALPA Deficiency	Action Required/Remarks
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PAKISTAN**PALPA**

Lahore FIR: Chirat is controlled by military.

Lahore (OPLA)**DEFICIENT [Nov 2016]**

RAC (1)	Improved co-ordination between Delhi and Lahore but the issue of Air Defence Clearance (ADC) & Flight Information Centre (FIC) numbers remain and the short transit time between Pakistan airspace to Indian airspace increases pilot workload	Pilots should have received their ADC/FIC number prior to departure.
COM (2)	Unable to contact Delhi control at low level on departure	

Remarks:

Caution bird hazards at all times – no effective BCU

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: PAC**IFALPA Region: NOP**

Subsection	IFALPA Deficiency	Action Required/Remarks
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PEOPLE'S REPUBLIC OF CHINA**Beijing (ZBAA)****DEFICIENT [Oct 2017]**

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.	
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

ICAO Region/ANP: PAC**IFALPA Region: NOP**

Subsection	IFALPA Deficiency	Action Required/Remarks
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Shanghai/Pudong (ZSPD)**DEFICIENT [Oct 2017]**

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. 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.	

ICAO Region/ANP: PAC**IFALPA Region: NOP**

Subsection	IFALPA Deficiency	Action Required/Remarks
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Hong Kong (VHHH)**DEFICIENT [Oct 2017]**

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 [Oct 2017]**

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.	

ICAO Region/ANP: PAC**IFALPA Region: NOP**

Subsection	IFALPA Deficiency	Action Required/Remarks
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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**CRITICALLY DEFICIENT BLACK [March 2018]****(BEIJING AND SHANGHAI)**

The Air Traffic Flow Management within the People's Republic of China has become so saturated that even on a normal day (no weather or airspace issues), there are significant delays to scheduled services between Hong Kong and the Mainland, specifically air routes A461 and A470 (Beijing and Shanghai). Airspace management problems can lead to delays in excess of 6 hours for flights departing from Hong Kong to Shanghai and/or Beijing.

Special Operating Measures Required**AR 2018**

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

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

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

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

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

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.

ICAO Region/ANP: PAC**IFALPA Region: NOP**

Subsection	IFALPA Deficiency	Action Required/Remarks
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.
ATM (2)	Control transfer to and from some adjacent FIRs (e.g. Myanmar) are unreliable.	Improvements to the ATC service are being made.
ATM (3)	Pilots should exercise extreme caution whilst arriving and departing all local airports due to lack of positive control and ambiguous instructions.	Improvements to the ATC service are being made. Separate Departure and Approach Control is required. Tower is covering all positions as in some other airports.
	Air routes to and from Beijing and Shanghai from the south are being utilised close to capacity leading to extensive flow control problems. In addition, in the event of bad weather or other disruption, airspace can be closed, leading to aircraft being turned back from PRC airspace or being held on the ground for extended periods.	Action is required to increase the capacity on these routes including the release of more airspace for civil use.
MET (3)/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.

ICAO Region/ANP: PAC**IFALPA Region: NOP**

Subsection	IFALPA Deficiency	Action Required/Remarks
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JAPAN**ALPA -Japan****Chūbu Centrair International Airport (RJGG)****DEFICIENT [Oct 2017]**

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 2017]**

AGA (1)	Obstacles (trees) above the approach surface slope (2%) on finals for runway 34R	
AGA (5)	Taxiway naming in non-standard and can lead to confusion.	Some TWY naming have improved. Taxiway layouts itself are still complicated.

Okinawa/Naha (ROAH)**DEFICIENT [Oct 2017]**

AGA (5)	There are night taxiway closures; the closed taxiways are lit but the open taxiways are not lit.	Individual lights cannot be controlled, as they can only be on or off for the entire taxiway lights.
AGA(8)	No adequate RFF facilities for over water areas.	
ATM(2)	Non-standard RT and phraseology which is leading to confusion.	During taxing down on the active runway, must monitor GND frequency, not TWR.
ATM (3)	1000ft. altitude restriction for traffic departing/go-around traffic RWY 36 is extremely dangerous.	
COM (1)	Aircraft are backtracking on active runway but on Ground Frequency – situational awareness is lost.	

ICAO Region/ANP: PAC**IFALPA Region: NOP**

Subsection	IFALPA Deficiency	Action Required/Remarks
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Osaka/Itami (RJOO)**DEFICIENT [Oct 2017]**

ATM (2)	Curfew (2100-0700LCL, 1200-2200UTC) is too rigid	No CIQ available. Refueling for overseas flight takes long time due to fuel tax problem. Recommendation not to use as international alternate airport between 1900LCL (1000UTC) and 0700LCL (2200UTC).
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Osaka/Kansai (RJBB)**DEFICIENT [Oct 2017]**

AGA(8)	No adequate RFF facilities for over water areas.	
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Tokyo/Haneda (RJTT)**DEFICIENT [Oct 2017]**

AGA (5)	Taxiway C3B is called "Charlie three Branch", Branch is not standard phraseology	
AGA (5)	Taxiway naming is nonstandard and can lead to confusion.	During taxing down on the active runway, must monitor GND frequency, not TWR.
AGA (5)	The addition of the fourth runway means that active runways now have to be crossed for access to and from the fourth runway resulting in several "hotspots".	
AGA (8)	Inadequate RFF equipment for water area.	Launches and amphibious vehicles required.
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

ICAO Region/ANP: PAC

IFALPA Region: NOP

Subsection	IFALPA Deficiency	Action Required/Remarks
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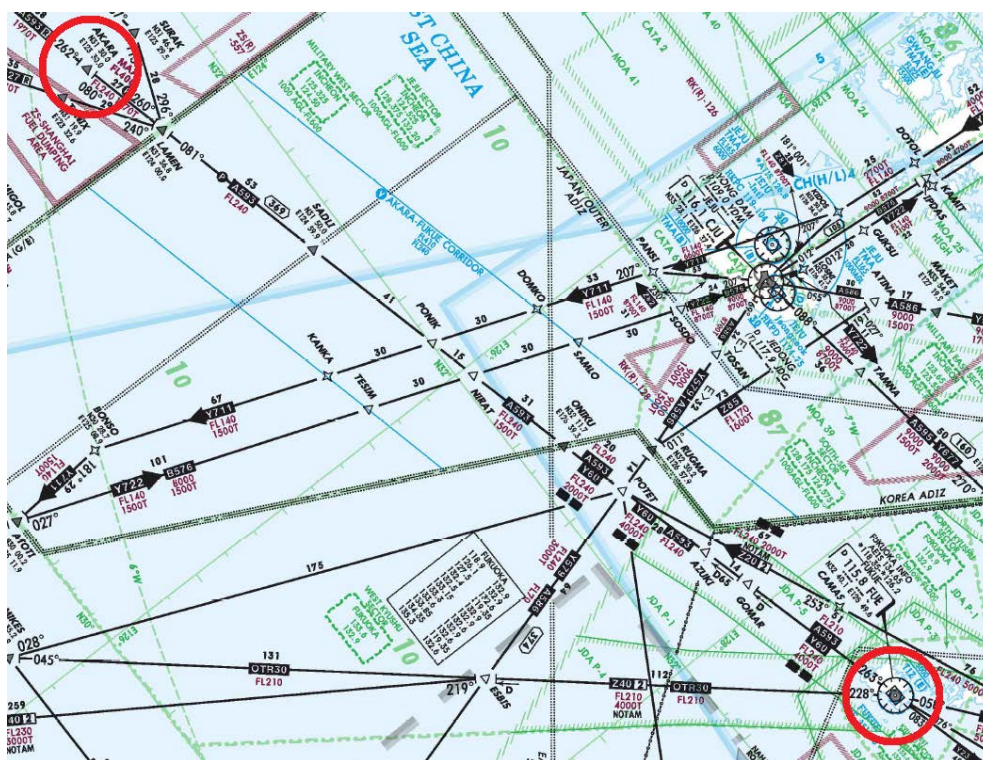
KOREA

ALPA-K

A593 in Incheon FIR (Korea)

DEFICIENT [Oct 2017]

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.	
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ICAO Region/ANP: PAC**IFALPA Region: NOP**

Subsection	IFALPA Deficiency	Action Required/Remarks
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MONGOLIA**MONALPA****Ulaanbaatar (ZMUB)****DEFICIENT [Oct 2017]**

AGA (1)	Runway slope (2.1%) exceeds normal operations.	
ATM (1)	Procedure control, No Radar service in Approach. Improved ATC Procedures are required to reduce separation.	
ATM (3) NAVAIDS (1)	No STAR, Area can be affected by heavy smoke; Mongolia does not have alternate airports therefore diversion to China or Russia would be required.	

ICAO Region/ANP: PAC**IFALPA Region: SOP**

Subsection	IFALPA Deficiency	Action Required/Remarks
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NEW ZEALAND**NZ-ALPA****Queenstown (NZQN)****DEFICIENT [March 2018]**

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)	The non-precision approach requires high descent rates over mountainous terrain. High terrain infringes the circling area. RNP (AR) Approach designs have not had mountainous terrain factoring as per ICAO PANS-OPS. Extreme caution is needed especially with turbulent conditions and with strong South Westerly winds.	

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

ICAO Region/ANP: PAC**IFALPA Region: SOP**

Subsection	IFALPA Deficiency	Action Required/Remarks
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Taupo (NZAP)**DEFICIENT [Oct 2017]**

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. High intensity para ops at/around the airfield and in and around C478 which operate on a separate RTF frequency to that of Taupo aerodrome traffic.

Rotorua International (NZRO)**DEFICIENT [Oct 2017]**

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

Wellington Intl. (NZWN)**DEFICIENT [Oct 2017]**

AGA (1)	Runway-End Safety Areas RWY 16/34 inadequate (only 90m at each end)	Increase RESA length from 90m to 240m (or 240m equivalent if EMAS used)
AGA (5)	Signs from Taxiway A onto Taxiway B are non-compliant and unlit.	

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

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 2017]**

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

TONGA**Tongatapu/Fua'Amotu (NFTF)****DEFICIENT [Oct 2017]**

AGA (4)	For night operations that there are a significant amount of unserviceable lights.	Replace and maintain lighting for the runway
MET (3)	Inaccurate cloud heights in met reports are made by Fua'Amotu tower.	

Remarks:

No marine rescue equipment available here.

Vanuatu, Bauerfield International Port Vila (NVVV)**DEFICIENT [Oct 2017]**

AGA (1)	The runway surface is in poor condition and the airport operator is undertaking surface improvement. In the meantime, the following notes apply. Mandatory planning of an alternate due to poor surface condition and possible pavement failure. Maximum radius turns required at runway ends. NVVV not to be planned as an alternate. Crew must request any standing water exceeding 13mm to be cleared prior to operations	
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WGS 84 DEFICIENCY**[Oct 2017]**

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

Note: This deficiency is already listed with ICAO.

AIP's DEFICIENCY**[Oct 2017]**

Kiribati

Note: This deficiency is already listed with ICAO.