



International Civil Aviation Organization

**The Third Meeting of the Air Traffic Management Sub-Group of APANPIRG  
(ATM /SG/3)**

Bangkok, Thailand, 03-07 August 2015

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**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 25<sup>th</sup> meeting of Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/25, 08 – 12 September 2014) 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*. A list of Air Navigation Deficiencies presented by IFALPA is also provided for comment, and where necessary, consolidation with the APANPIRG Deficiency List.

**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 The ANS Deficiency information has been populated into the ICAO iSTARS (Integrated Safety Trend Analysis and Reporting System) database and is accessible through the Secure Portal.

**2. DISCUSSION**

Need for State Action

2.1 The 21<sup>st</sup> 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.*

2.2 The updated List of APANPIRG Air Navigation Deficiencies in the ATM, AIS and SAR fields is appended at **Attachment A** to this paper. The following States are requested to:

- a) provide updates on their progress in closing the deficiencies noted; and
  - b) comment on the new proposed SAR capability deficiencies proposed by the APSAR/TF/3 in grey highlight, and the IFALPA issues\* in italics:
- **Afghanistan**
    - AIS QMS
    - SAR Capability (no data)
    - WGS-84
  - **Bangladesh**
    - AIS QMS
    - Provision of data for monitoring height-keeping performance of aircraft
    - WGS-84
  - **Bhutan**
    - AIS QMS
    - SAR Capability (no data)
    - WGS-84
  - **Brunei Darussalam**
    - AIS QMS
    - WGS-84
  - **Cambodia**
    - AIS QMS
    - SAR Capability
  - **China:**
    - Airspace Classification
  - **Cook Islands**
    - AIP format
    - AIS QMS
    - SAR Capability
    - WGS-84
  - **DPR Korea**
    - AIS QMS
    - SAR Capability
  - **Fiji**
    - SAR Capability
  - **India**
    - SAR Capability
  - **Indonesia**
    - AIS QMS
  - **Kiribati**
    - AIP format
    - Airspace Classification

- AIS QMS
  - SAR Capability (no data)
  - WGS-84
  
- **Lao PDR**
  - AIS QMS
  - SAR Capability
  - WGS-84
  
- **Macau, China**
  - SAR Capability
  
- **Maldives**
  - AIS QMS
  - SAR Capability
  - WGS-84
  
- **Marshall Islands**
  - AIS QMS
  - SAR Capability (no data)
  - WGS-84
  
- **Micronesia**
  - AIS QMS
  - SAR Capability
  - WGS-84
  
- **Myanmar**
  - SAR Capability
  
- **Nauru**
  - AIP format
  - Airspace Classification
  - AIS QMS
  - SAR Capability (no data)
  - WGS-84
  
- **Nepal**
  - AIS QMS
  - SAR Capability
  
- **New Caledonia**
  - SAR Capability
  
- **Pakistan**
  - AIS QMS
  - WGS-84
  
- **Palau**
  - AIS QMS
  - SAR Capability (no data)
  - WGS-84

- **Papua New Guinea**
  - AIP format
  - Airspace Classification
  - AIS QMS
  - SAR Capability
  
- **Philippines**
  - AIS QMS
  - SAR Capability
  - WGS-84
  
- **Samoa**
  - AIS QMS
  - SAR Capability (no data)
  - WGS-84
  
- **Solomon Islands:**
  - Airspace Classification
  - AIS QMS
  - SAR Capability (no data)
  
- **Thailand**
  - AIS QMS
  - WGS-84
  
- **Timor Leste**
  - AIS QMS
  - SAR Capability (no data)
  
- **Tonga**
  - SAR Capability
  
- **Vanuatu**
  - AIS QMS
  - SAR Capability (no data)
  - WGS-84
  
- **Viet Nam:**
  - AIS QMS
  - SAR Capability

2.3 States are requested to take note of **Attachment B** detailing the deficiencies IFALPA list for Asia, and **Attachment C** for the Pacific. In this case the deficiencies, unless proven or agreed by the ATM/SG and APANPIRG, should be a matter for direct discussion between the State concerned and IFALPA.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) review and update the list of Air Navigation Deficiencies in the ATM/AIS/SAR fields, for further review by APANPIRG/25;
- b) if possible, identify actions to be taken to correct the identified deficiencies; and
- c) discuss any relevant matters as appropriate.

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ATM/SG/3  
WP32 Attachment A

ATM/AIS/SAR Deficiencies List (Updated 30 July 2014)

Identification		Deficiencies			Corrective Action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
<u>WGS-84</u>								
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
	Kiribati	WGS-84 - Not implemented				Kiribati	TBD	A
	<del>Lao PDR</del>	<del>WGS-84 - Not implemented</del>	<del>24/6/2014</del>			<del>Lao PDR</del>	<del>TBD</del>	<del>A</del>
	<del>Maldives</del>	<del>WGS-84 - Not implemented</del>	<del>24/6/2014</del>			<del>Maldives</del>	<del>TBD</del>	<del>A</del>

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WP32 Attachment A

Identification		Deficiencies			Corrective Action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
	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
	Pakistan	WGS-84 - Not implemented	24/6/2014			Pakistan	TBD	A
	Palau	WGS-84 - Not implemented	24/6/2014			Palau	TBD	A
	Philippines	WGS-84 - Not implemented	24/6/2014			Philippines	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 - Implemented at main airports	2/7/1999			Vanuatu	1999	A
<u>Airspace Classification</u>								

ATM/SG/3  
WP32 Attachment A

Identification		Deficiencies			Corrective Action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
Requirements of Paragraph 2.6 of Annex 11	China	Airspace Classification - Not implemented	7/7/99		Difference to Annex 11 is published in AIP, China.	China	APANPIRG/19 updated, implementation planned by end 2010.	A
	Kiribati	Airspace Classification - Not implemented	7/7/99			Kiribati	TBD	A
	Nauru	Airspace Classification - Not implemented	7/7/99			Nauru	TBD	A
	Papua New Guinea	Airspace Classification - Not implemented	7/7/99			Papua New Guinea	Project in place	A
	Solomon Islands	Airspace Classification - Not implemented	7/7/99			Solomon Islands	TBD	A
<u>AIP Format</u>								



ATM/SG/3  
WP32 Attachment A

Identification		Deficiencies			Corrective Action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
Requirements of Chapter 4 of Annex 15	Cook Islands	AIP Format - Not implemented	7/7/99			Cook Islands	ATM/AIS/SAR/G/16 (June 2006) updated - AIP COOK ISLANDS in new format in progress with assistance of New Zealand	A
	Kiribati	AIP Format - Not implemented	7/7/99			Kiribati	ATM/AIS/SAR/SG/18 (June 2009) was advised AIP in draft stage	A
	Nauru	AIP Format - Not implemented	7/7/99			Nauru	ATM/AIS/SAR/SG/18 (June 2008) was advised work soon to start	A
	Papua New Guinea	AIP Format - Not implemented	7/7/99			Papua New Guinea	TBA	A
<u>AIS Quality Management System</u>								
Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	Afghanistan	AIS Quality Management System - Not implemented	24/6/2014			Afghanistan	TBD	A
	Bangladesh	AIS Quality Management System - Not implemented	24/6/2014			Bangladesh	TBD	A

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Identification		Deficiencies			Corrective Action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
	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
	DPR Korea	AIS Quality Management System - Not implemented	24/6/2014			DPR Korea	TBD	A
	Indonesia	AIS Quality Management System - Not implemented	24/6/2014			Indonesia	TBD	A

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Identification		Deficiencies			Corrective Action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
		implemented						
	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
	Nauru	AIS Quality Management	24/6/2014			Nauru	TBD	A

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Identification		Deficiencies			Corrective Action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
		System - Not implemented						
	Nepal	AIS Quality Management System - Not implemented	24/6/2014			Nepal	TBD	A
	Pakistan	AIS Quality Management System - Not implemented	24/6/2014			Pakistan	TBD	A
	Palau	AIS Quality Management System - Not implemented	24/6/2014			Palau	TBD	A
	Papua New Guinea	AIS Quality Management System - Not implemented	24/6/2014			Papua New Guinea	TBD	A
	Philippines	AIS Quality Management System - Not implemented	24/6/2014			Philippines	TBD	A

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WP32 Attachment A

Identification		Deficiencies			Corrective Action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
	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
	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
	Viet Nam	AIS Quality Management System - Not implemented	24/6/2014			Viet Nam	TBD	A

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WP32 Attachment A

Identification		Deficiencies			Corrective Action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
<u>SAR capability</u>								
Requirements of Annex 12	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

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Identification		Deficiencies			Corrective Action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
	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
	Maldives	SAR Capability Matrix	6/07/2015		SAR Capability (9 of 20 elements non- compliant)	Maldives	2016	U

ATM/SG/3  
WP32 Attachment A

Identification		Deficiencies			Corrective Action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
	Maldives	Annex 12 requirements not implemented. No agreements with adjacent States.	24/4/97	SAR services and facilities provided (details to be confirmed). SAR agreements with neighbouring States under development	Maldives - implement Annex 12 requirements and co-ordinate LOA with adjacent States ICAO - assist to develop SAR capability and to co-ordinate with adjacent States	Maldives	2009	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
	New Caledonia	SAR Capability Matrix	6/07/2015		SAR Capability (8 of 20 elements non-compliant)	New Caledonia	2016	U



ATM/SG/3  
WP32 Attachment A

Identification		Deficiencies			Corrective Action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
	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
	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

ATM/SG/3  
WP32 Attachment A

Identification		Deficiencies			Corrective Action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
<u>Non Provision of Safety-related Data</u>								
Requirement of Paragraph 3.3.5.1 of Annex 11 (provision of data for monitoring the height-keeping performance of aircraft)	Bangladesh	Annex 11 requirement not implemented.	11/9/09		Bangladesh - provide the safety-related data as required. Bangladesh advised ATM/AIS/SAR/SG/20 that the data were submitted to MAAR in 2008 and 2009. Thailand to confirm.	Bangladesh		U

**ICAO Region/ANP: ASIA**

**IFALPA Region: ASIA/East**

Subsection	IFALPA Deficiency	Action Required/Remarks
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**CAMBODIA**

**Siem Reap (VDSR)**

**DEFICIENT [Nov 2014]**

AGA (1) & RAC (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 [Nov 2014]**

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 [Nov 2014]**

AGA (1)	Runway Slippery when wet.	
AGA (1) (4) (5) (6)	Poor lighting of Runway, Taxiways and Terminal Gates.	
RAC (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)	No radar service (procedural separation only)	

**Manila (RPLL)****DEFICIENT [Nov 2014]**

AGA (1)	Runway Slippery when wet; often affected by flood damage. Runway requires grooving and the removal of rubber deposits.	
RAC (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. During radar vectors for an approach, controllers often do not give the proper intercept angles, resulting in aircraft overshooting their final approach courses. Poor ATC planning often results in pre-departure allocated flight levels not being received once airborne.	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 [Nov 2014]**

RAC (1) (3)	Poor ATC clearances associated with SID	
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.
NAVAIDS (1)	Rwy 25R prone to false glideslope capture. An example of mitigation is to arm the G/S capture no earlier than 12 DME DKI.	

**Remarks:** Crews are advised not to accept ATC clearances to use these approaches.

**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 [Nov 2014]**

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.	
RAC (2)	ATC giving high speed descent and climbing clearances which are not mandatory but because they are allowed it conflicts with the high bird activity on approach and departure lanes.	
NAVAIDS (1) (3)	The DME is co-located with the Localiser and not the Glidepath which is giving false readings on the ILS Glidepath.	

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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**AFGHANISTAN****Kabul (OAKB)****CRITICALLY DEFICIENT BLACK [Mar 2014]**

AGA (1)	Runway surface rough	
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	

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

**Special Operating Measures:****AR 2014**

Operations should be restricted to daylight VMC only

*Recommendation from Asia/Pacific Regional Meeting November 2014 for the Critically Deficient status to remain, deleting AGA (1)*

**Kabul FIR****DEFICIENT [Nov 2014]**

	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)	Air traffic services within Afghanistan are being primarily provided by coalition air traffic controllers. Whilst services are in accordance with ICAO classifications of airspace, certain phraseology or procedures may vary at different locations. Class E airspace is non-standard in that VFR aircraft require a clearance and two way communications.	
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.	

**ICAO Region/ANP: ASIA**

**IFALPA Region: ASIA/WEST**

Subsection	IFALPA Deficiency	Action Required/Remarks
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**Kabul FIR (cont)**

**DEFICIENT [Nov 2014]**

NAV (6)	<p>All civil and State overflight aircraft operating within the Kabul FIR must be approved by the State of the operator or the State of Registry for Required Navigation Performance 10 (RNP-10). All aircraft operating RNP-10 in Afghanistan airspace shall have at least dual carriage of navigation systems of integrity such that the navigation system does not provide misleading information. Additionally, all aircraft shall meet a lateral track keeping accuracy equal to or better than <math>\pm 10</math> NM for 95% of the flight time in RNP-10 airspace and aircraft shall meet longitudinal track positioning accuracy of <math>+10</math> NM for 95% of the flight time in RNP-10 airspace. Aircraft that are unable to meet the minimum navigational requirements for RNP-10 will not be permitted to operate IFR within the Kabul FIR. All airways are 20NM wide (10NM either side of the airway centreline) with no additional protected airspace.</p>	
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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. All aircraft operators will monitor 125.2 while operating within the Kabul FIR and may be instructed to deviate from their filed route due to temporary flight restrictions imposed by ACA. This frequency is used by control agencies to broadcast or relay "safety of flight" information.

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 at or above 10,000 ft above MEA, except 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 [Nov 2014]**

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. Inconsistencies in Parking Stand numbering as it does not follow a numerical order.	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 runway 32 is installed but not in use.	The issue of non-precision approaches to this runway results in approaches to runway 14 using a maximum tailwind component. This then results in several go-arounds in winter due to poor visibility because of the sun's position.
NAVAIDS (4) RAC (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.

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

Subsection	IFALPA Deficiency	Action Required/Remarks
<b>Chittagong (VGEG)</b>		<b>DEFICIENT [Nov 2014]</b>
AGA (1)(5)(6)(7)	Runway, Taxiway and Apron Markings faded and require repainting. Taxiway signs not lit had 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.	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 (4) RAC (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 [Nov 2014]**

COM (1)	Same VHF frequency is used for 03 airfields as a result the frequency is often jammed especially during approach and landing	)
NAVAIDS (4) RAC (2)	Radar service unavailable ATC gives misleading weather information	
RAC (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)****CRITICALLY DEFICIENT  
BLACK [Mar 2014]**

RAC (2)	ATC tower infringes no transgression zones runway 14/32.	ATC Tower due for demolition.
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**Special Operating Measures****AR 2014**

Pilots should not accept runway 14/32 as long as the fixed obstacle is present due to the infringement of the no transgression zones.

**Note** Major construction work taking place, crossing runway maybe closed for several months and main runway closed at selective times and operating with a reduced length. This will lead to congestion at peak times with the possibility of “Go arounds”. Therefore extra fuel should be considered. In addition there are temporary barriers on the apron so manoeuvring needs to be done with caution. Crews should be aware that Tower does not have visual on ground movements and again operations need to be with caution.) Runway 09/27 NOTAMed as closed during daylight hours, old tower still there but work has commenced on the new tower.

*Recommendation from Asia/Pacific Regional Meeting November 2014 for the Critically Deficient Status to remain.*

**Kolkatta (VECC)****DEFICIENT [Nov 2014]**

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	
AGA (7)	Runway 19 CAT I holding point is in the wrong position on the taxiway.	

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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**MYANMAR [Burma]****Yangon FIR****DEFICIENT-[Nov 2014]**

COM (3)	VHF Communications coverage is unreliable in South West <del>at</del> areas of the FIR. Published data link address inconsistent. IFBP still in use due to unreliability of VHF/HF Communications.	The Communications network is currently being upgraded and that in the meantime pilots should note the existence of the IATA recommended In Flight Broadcast Procedure.
COM (4)	HF Communications unreliable, very poor and inconsistent	

**Note**

Rangoon/Calcutta – action in hand to implement ATS direct speech with satellite technology.

Rangoon/Dhaka – after installation of tone calling system, tests awaited to implement the circuit.

Improvements have been made in technology and ATC Training.

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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**NEPAL****Kathmandu (VNKT)****DEFICIENT [Nov 2014]**

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 2014]**

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

**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 [Nov 2014]**

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

Remarks: Sandstorms occur frequently

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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**Shanghai/Pudong (ZSPD)****DEFICIENT [Nov 2014]**

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



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

Subsection	IFALPA Deficiency	Action Required/Remarks
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**Hong Kong (VHHH)****DEFICIENT [Nov 2014]**

RAC (2)	Air routes to and from Beijing and Shanghai from the south are being utilised close to capacity leading to extensive flow control problems. In addition, in the event of bad weather or other disruption, airspace can be closed, leading to aircraft being turned back from PRC airspace or being held on the ground for extended periods (in excess of 30 minutes)	Action is required to increase the capacity on these routes including the release of more airspace for civil use.
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**PRC FIRs****DEFICIENT [Nov 2014]**

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

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

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

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

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

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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**A461 & A470** **CRITICALLY DEFICIENT BLACK [Mar 2014]**  
**(BEIJING AND SHANGHAI)**

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

**Special Operating Measures Required****AR 2014**

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

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

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

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

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

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

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

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

**Remarks**

- 1 The Authorities should be urged to publish appropriate warnings in the National AIP.
- 2 Pilots should exercise extreme caution at all times.

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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**JAPAN****ALPA -Japan****Chūbu Centrair International Airport (RJGG)****DEFICIENT [Nov 2014]**

AGA (1)	To prevent bird-strikes, runway may be selected considering the location of bird activity when wind is about 7 knots or less.	
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**Narita/New Tokyo Int'l (RJAA)****DEFICIENT [Nov 2014]**

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

**Okinawa/Naha (ROAH)****DEFICIENT [Nov 2014]**

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

**Osaka/Itami (RJOO)****DEFICIENT [Nov 2014]**

RAC (2)	Curfew (2100-0700LCL, 1200-2200UTC) is too rigid	No CIQ available. Refuelling for overseas flight takes long time due to fuel tax problem. Recommendation not to use as international alternate airport between 1900LCL (1000UTC) and 0700LCL (2200UTC).
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**Osaka/Kansai (RJBB)****DEFICIENT [Nov 2014]**

AGA(8)	No adequate RFF facilities for over water areas.	
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**ICAO Region/ANP: PAC****IFALPA Region: NOP**

Subsection	IFALPA Deficiency	Action Required/Remarks
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**Tokyo/Haneda (RJTT)****DEFICIENT [Nov 2014]**

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

**MONGOLIA****MONALPA****Ulaanbaataar (ZMUB)****DEFICIENT [Nov 2014]**

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

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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**AUSTRALIA****AUS-ALPA****Learmonth (YPLM)****DEFICIENT [Nov 2014]**

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

**FIJI****FALPA****Nadi (NFFN)****DEFICIENT[Nov 2014]**

NAVAIDS (4)	Radar coverage required due to increased domestic traffic and oceanic crossing traffic.	Congestion causes delays in descent clearances for inbound aircraft and delays on the ground for departure.
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**Suva Nausori (NFNA)****CRITICALLY DEFICIENT  
BLACK [Apr 2013]**

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

**Special Operating Measures:****AR 2013**

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

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

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

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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**NEW ZEALAND****NZ-ALPA****Queenstown (NZQN)****CRITICALLY DEFICIENT BLACK [Mar 2014]**

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

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

**Special Operating Measures:****AR 2014**

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

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

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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**Taupo (NZAP)****DEFICIENT [Nov 2014]**

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

**Rotorua International (NZRO)****DEFICIENT [Nov 2014]**

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

**Wellington Intl. (NZWN)****DEFICIENT [Nov 2014]**

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

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

**PAPUA NEW GUINEA****PNG-ALPA****Port Moresby (AYPY)****DEFICIENT [Nov 2014]**

NAVAIDS (6)	NOTAMS on ATC Procedures are outdated (2002) and require updating.	
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**ICAO Region/ANP: PAC****IFALPA Region: SOP**

Subsection	IFALPA Deficiency	Action Required/Remarks
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**TONGA****Tongatapu/Fua'Amotu (NFTF)****DEFICIENT [Nov 2014]**

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

**Remarks**

No marine rescue equipment available here.

**WGS 84 DEFICIENCY****[Nov 2014]**

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

Note: This deficiency is already listed with ICAO

**AIP's DEFICIENCY****[Nov 2014]**

Kiribati

Note: This deficiency is already listed with ICAO