

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.	

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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.

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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.

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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.	

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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.	

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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 ± 10 NM for 95% of the flight time in RNP-10 airspace and aircraft shall meet longitudinal track positioning accuracy of ± 10 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.

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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.

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Chittagong (VGEG)		DEFICIENT [Nov 2014]
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.

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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.	

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MYANMAR [Burma]**Yangon FIR****DEFICIENT-[Nov 2014]**

COM (3)	VHF Communications coverage is unreliable in South West at 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.

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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

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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