



International Civil Aviation Organization

MIDANPIRG Steering Group

Fourth Meeting (MSG/4)
(Cairo, Egypt, 24 - 26 November 2014)

Agenda Item 6: Air Navigation Deficiencies

REVIEW OF AIR NAVIGATION DEFICIENCIES

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of the MIDANPIRG subsidiary bodies with regard to the review and update of air navigation deficiencies.

Action by the meeting is at paragraph 3.

REFERENCES

- AIM SG/1 Report
- ATM SG/1 Report
- CNS SG/6 Report
- MET SG/5 Report
- MIDANPIRG/14 Report

1. INTRODUCTION

1.1 The standard definition of deficiency adopted by the ICAO Council in November 2001 is as follows:

“A Deficiency is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and /or efficiency of international civil aviation.”

2. DISCUSSION

2.1 MIDANPIRG/14 re-iterated that the identification and reporting of Air Navigation Deficiencies by User-Organizations contribute significantly to the enhancement of air navigation safety in the MID Region. Nevertheless, the meeting noted with concern that the use of the MID Air Navigation Deficiency Database (MANDD) is far below expectations. Accordingly, the meeting urged States and authorized Users to use the MANDD for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies.

2.2 In addition, MIDANPIRG/14 recognized the need for a formal procedure to be used for the elimination of deficiencies from the MANDD. Accordingly, it was agreed that a deficiency would be eliminated only when a State submit a formal Letter to the ICAO MID Regional Office containing the evidence(s) that mitigation measures have been implemented for the elimination of this deficiency. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 14/32: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION

That, States be urged to:

- a) use the MID Air Navigation Deficiency Database (MANDD) for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies; and*
- b) submit a Formal Letter to the ICAO MID Regional Office containing the evidence(s) that mitigation measures have been implemented for the elimination of deficiency(ies) when requesting the elimination of deficiency(ies) from the MANDD.*

2.3 In connection with the above, ICAO MID Office issued State Letter Ref. AN 2/2 - 14/109 dated 17 April 2014 requesting States to take all necessary measures to implement the provisions of the above Conclusion and send their feedback on the actions taken to the ICAO MID Regional Office, not later than 15 May 2014.

2.4 MIDANPIRG/14 also recognized the need to review the methodology used for the prioritization of the air navigation deficiencies emphasizing that the deficiencies priority “U” have a direct impact on safety and require immediate corrective measures.

2.5 It is to be noted that the priority for action to remedy a deficiency is currently based on the following safety assessments:

'U' priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions.

Urgent requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required for air navigation safety.

'A' priority = Top priority requirements necessary for air navigation safety.

Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

'B' priority = Intermediate requirements necessary for air navigation regularity and efficiency.

Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.

2.6 The meeting may wish to note that MIDANPIRG/14 agreed that the deficiencies related to the Safety Management System (SMS) implementation in the fields of AGA and ATM be removed from the MANDD, since they are addressed under the framework of the Middle East

Regional Aviation Safety Group (RASG-MID) and USOAP-CMA. In this respect, the meeting underlined the need to reduce to the extent possible the interference between the air navigation deficiencies and USOAP-CMA findings.

2.7 Based on the above, the different MIDANPIRG Subsidiary bodies have reviewed the list of air navigation deficiencies related to their Terms of Reference (TORs) and agreed to the following:

2.7.1 **AIM SG/1 meeting:**

- agreed that all the priority “U” deficiencies in the AIM field (i.e. QMS, WGS-84 and AIRAC adherence) should be changed to priority “A”;
- noted that the overlap between the USOAP-CMA findings and the air navigation deficiencies concerns only the non-compliance with the AIRAC and QMS systems. The meeting further recalled that two (2) States in the MID Region have not yet been audited. Accordingly, the meeting agreed to maintain the current AIM deficiencies in the MANDDD and to add in the Remarks column of the deficiencies related to AIRAC adherence and QMS a note referring to the USOAP-CMA finding; and
- agreed to add new deficiencies related to the lack of provision of eTOD data for Area 1 and Area 4.

2.7.2 **ATM SG/1 meeting:**

- agreed that all the priority “U” deficiencies in the ATM field related to RVSM to be changed to priority “A”; and
- agreed that the air navigation deficiencies related to the SAR Agreements and the lack of plans of operations for the conduct of SAR operations and SAR exercises, be removed from the MANDDD since they are fully addressed under USOAP-CMA framework. In addition, the meeting recognized that the signature of SAR agreements is far beyond the scope of the ANSPs or Civil Aviation Authorities and is addressed as such within the framework of USOAP-CMA.

2.7.3 **CNS SG/6 meeting:**

- agreed that all the priority “U” deficiencies in the CNS field to be changed to priority “A”; and
- agreed that the deficiencies related to old AFTN connections be deleted from MANDDD, pending the approval of the amendment to the MID ANP which will propose the removal of these connections.

2.7.4 **MET SG/5 meeting:**

- with reference to quality management system, 8 out of 15 States in the MID Region (Iran, Iraq, Jordan, Lebanon, Libya, Oman, Syrian Arab Republic, and Yemen) have not yet met the relevant requirements in Annex 3, paragraph 2.2.3. The meeting agreed that these States be included in the list of deficiencies; and
- noted that the remarks section in the MANDDD would indicate a reference to USOAP audits (excluding Iraq and Yemen).

2.8 It's to be highlighted that all MIDANPIRG Subsidiary bodies emphasized that States should develop a Corrective Action Plan (CAP) for each air navigation deficiency and noted that the majority of the CAPs were not specifying a set of clear actions from States with specific timelines for the elimination of the deficiencies. Accordingly, the meeting agreed that the ICAO MID Regional Office delete all the current information reflected in the CAP column and urge States to use the MANDDD to propose specific CAP for each deficiency.

2.9 The list of air navigation deficiencies as updated by the different MIDANPIRG subsidiary bodies and the Secretariat (based on requests/information received from States) is available on the MANDDD, which can be accessed through the following link: <http://www.cairo.icao.int/>.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note and support the outcome of the MIDANPIRG subsidiary bodies with regard to the review and update of air navigation deficiencies; and
- b) urge States to implement the provisions of the MIDANPIRG/14 Conclusion 14/32 and provide updates on the status of their deficiencies using MANDDD.

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