



**Twenty-Second Meeting of the AFI Planning and Implementation Regional Group
(APIRG/22)
(Accra, Ghana, 29 July – 2 August 2019)**

Agenda Item 3: STATUS OF AIR NAVIGATION DEFICIENCIES

(Presented by the Secretariat)

SUMMARY	
This working paper presents the status of Air Navigation deficiencies as captured in the AFI deficiency database (AANDDD).	
Action by the meeting is at paragraph 3.	
REFERENCE(S): <ul style="list-style-type: none"> ▪ Doc 7474, Air Navigation Plan — Africa-Indian Ocean Region ▪ Doc 9750, Global Air Navigation Plan ▪ APIRG Reports 	
<i>Strategic Objectives</i>	A – Aviation Safety, B – Air Navigation Capacity and Efficiency E – Environmental Protection

1.0 INTRODUCTION

1.1 The APIRG/17 meeting held in August 2010 agreed on setting up the AFI Air Navigation Deficiency Database (AANDDD), Conclusion 17/10. As a follow-up to this APIRG/20 Conclusion 20/11 urged States to provide information on status of implementation while the Secretariat was to take necessary action to bring the AANDDD into operation.

1.2 During the APIRG/18 meeting held in March 2012, the Group adopted under Conclusion 18/62 the approach of using a list of minimum reporting areas tool as a facilitative reference for minimum reporting of air navigation deficiencies in the Region. This was as a result of the critically low level of reporting of deficiencies observed in the region.

1.3 In May 2017, ICAO circulated State Letter ES AN 1/6 – 0392 dated 24 May 2017, indicating readiness of the AANDDD, and requesting AFI States and all concerned that had not already done so, to respond to State Letters and nominate focal points as soon as practical, for interaction with the web-based database; however, only 10 States and two organizations had provided focal points by October 2017.

1.4 APIRG /21 Conclusion 21/23 re-emphasized the requirement; that pursuant to its mandate, in particular to identify, record and address specific deficiencies in the air navigation field in the AFI Region:

- a) APIRG formally adopt and launch with immediate effect, the AFI Air Navigation Deficiency Database (AANDDD);
- b) AFI States, other concerned States and users effectively make use of the AANDDD; and,

- c) AFI States and concerned organizations that have not already done so, nominate Focal Points for interaction with the web-based database, so that they may be issued with access credentials.

2.0 DISCUSSION

2.1 The definition of an air navigation deficiency (as adopted by ICAO Council, 30 November 2001) 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 (SARPs), and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation.

2.2 The deficiencies are to be listed by the Focal Points' and updated of the Status accordingly. It is important to note that the requirement for the states/organizations to appoint Focal Points was to allow for the security and confidentiality of the database to be maintained. To date only fifteen (15) States and two (2) Organizations have registered the Focal Points (*see Table below*).

Region	State/Organisation
ESAF	Botswana
	Eswatini
	Mozambique
	South Africa
	Uganda
	Zambia
	Zimbabwe
WACAF	Cote d'Ivoire
	Democratic Republic of Congo (DRC)
	Gabon
	Mali
	Mauritania
	Niger
	Senegal
	Togo
International/Regional	ARMA
	IFALPA

2.3 Information obtained from the database clearly indicates that a number of the Focal Points have challenges entering the correct data; this could be argued as due to lack of training. It is noted that even in the list of Focal Points currently available to the Database Manager, there are those who are no longer with the respective organizations as indicated. When the Focal Points change some of the States and organizations do not inform ICAO appropriately so that new credential can be given to the new Focal Point.

2.4 Some of the Focal Points have been able to interact with the web based platform and have been updating the deficiencies. However, some of the data entered is not in conformity with the requirements and makes it difficult to determine the status of the deficiency. Where reporting has been taking place, there seems to be a disparity in the database due to inconsistencies in the data. Below are some of the examples extracted from the Database:

Requirement	Facilities / Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	
[Annex 15, Para 3.2]	-	Lack of adequate training of AIS personnel	Mar, 2012	Inadequate human resources to sustain the provision of AIS	O -

Rationale for non-elimination: “F”= Financial “H”= Human Resources “S”= State (Military/political) “O”= other unknown causes

With No Corrective Action Input– State Requesting for update of Deficiency on the website

Identification		Deficiencies			Correc
Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Facilities/ Services
[Annex 15, Para 8.1]	-	Non provision of pre-flight information service at international airports	31/03/2012	Lack of pre-flight information can affect flight planning by users and safety of air navigation	O -

With Corrective Action Input but Not Clearly stated – State Requesting for update of Deficiency

[Annex 15, Para 3.2]	-	Non implementation of AIS Quality Management System (QMS)	Mar 2012	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	O Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.
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2.5 The current status of the database has most of the deficiencies entered in 2010 and were expected to be closed in 2017 but are open. The database can be accessed on the online platform on the link: <http://196.204.197.120/Login.aspx>

3.0 ACTION BY THE MEETING:

3.1 The meeting is invited to:

- 1) To take note of the current status of Air Navigation Deficiencies Database (AANDD) and request States and organizations to address the deficiencies that are specific to their area of concern.
- 2) Request all States and organizations that have not done so to appoint Focal Points and where necessary to update the list with ICAO Regional Offices.
- 3) Request all States and organizations to release the appointed Focal Points to attend any one out of the three planned Focal Points Training scheduled during the first two quarters of the year 2020.