



INTERNATIONAL CIVIL AVIATION ORGANIZATION

AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP EIGHTEENTH MEETING (APIRG/18) Kampala, Uganda (27 – 30 March 2012)

Agenda Item 4: Review of deficiencies in the air navigational fields

ADDRESSING REGIONAL AIR NAVIGATION DEFICIENCIES – TRANSITION FROM FIVE REGIONAL DATABASES INTO A CENTRAL DATABASE

(Presented by the Secretariat)

SUMMARY

The Planning and Implementation Regional Groups (PIRGs), have adopted the Council approved uniform methodology for the identification, reporting and assessment of regional air navigation deficiencies. This methodology is being supported by the deficiency database developed separately by each region. In response to APIRG Conclusion 17/100, the AFI Regional Offices sought the support of the MID Regional Office to develop the AFI Database for air navigation deficiencies. This was implemented in October 2011. Noting that these databases are region specific, this working paper recommends for adopting a centralized database in ICAO Headquarters that would result in significant benefits to this process. Information contained in the AFI deficiency database has already been provided to ICAO Headquarters.

Action by APIRG/18 is contained in paragraph 4.

Reference(s): APIRG/17 Report

Related ICAO Strategic Objective(s): A

1. INTRODUCTION

1.1 The uniform methodology for the identification, assessment and reporting of air navigation shortcomings and deficiencies (henceforth referred to as Uniform Methodology) was prepared with the assistance of the planning and implementation regional groups (PIRGs) of ICAO and approved by the ICAO Council on 23 June 1998 for the efficient identification, assessment and clear reporting of air navigation deficiencies.

1.2 In 2001, in order to avoid any ambiguity, ALLPIRG proposed, in Conclusion ALLPIRG 4/11 that the definition for a shortcoming or a deficiency as contained in the Uniform Methodology be replaced with a single definition for both situations. In response to this, the Council on 30 November 2001 approved the single definition by retaining the word *deficiency* in the new single definition, as the negative connotation associated with the word had political and financial leverage to assist with the corrective action required. The amended version of the Uniform

Methodology (Appendix A refers) has been consistently implemented by all PIRGs.

1.3 To support the implementation of the Uniform Methodology, every PIRG has developed its own unique deficiency database as a means of sharing safety information related to air navigation systems and viewed/used by that respective region(s) only. The sharing of safety information will become increasingly beneficial with the continued maturation of Safety Risk Management (SRM) and Safety Assurance (SA) processes contained within State Safety Programmes as well as Safety Management Systems. In either case, data aggregation will enhance identification of emerging safety issues, the monitoring of safety trends and benchmarking of safety performance among peer organizations. To maximize their effectiveness, information sharing efforts should exercise the appropriate degree of transparency as necessary to ensure proactive resolution of air navigation safety issues without jeopardizing the voluntary exchange of information that is critical to the process. To extend this sharing safety information related to air navigation systems from regionally to globally, this working paper discusses an approach to transition from current regionally managed deficiency databases to one consolidated and centrally managed deficiency database.

2. AIR NAVIGATION DEFICIENCY DATABASES – CURRENT REGIONAL APPROACH

2.1 Currently the APANPIRG (ASIA/PAC Air Navigation Planning and Implementation Regional Group), APIRG (Africa-Indian Ocean Planning and Implementation Regional Group – October 2011), EANPG (European Air Navigation Planning Group), GREPECAS (CAR/SAM Planning and Implementation Regional Group) and MIDANPIRG (Middle East Air Navigation Planning and Implementation Regional Group) have developed, established and maintaining their respective regional air navigation deficiency databases to support the implementation of the Uniform Methodology. Each of this regional deficiency databases has its architecture, protocols and access rights. In view of region specific databases, they are not available for worldwide viewing and usage. Although this approach is satisfactory from regional perspective, it needs to be extended globally in order to be consistent with the principles of sharing safety information worldwide leading to complete transparency.

3. AIR NAVIGATION DEFICIENCY DATABASES – PROPOSED GLOBAL APPROACH

3.1 Building on the current Planning and Implementation Regional Group (PIRG)/regional efforts, ICAO has developed a prototype system for the management of air navigation deficiencies at the global level and has been incorporated in the integrated Safety Trend Analysis and Reporting System (iSTARS) framework (Appendix B refers). Access to iSTARS is through the safety page of www.icao.int. iSTARS is a web-based system which groups together different safety related datasets and allows for effective integrated safety analysis. The establishment of a centralized database for regional air navigation deficiencies on iSTARS would result in significant benefits through the harmonization of data structure and content, as well as by providing uniform access to the respective

Regional Offices, Member States and other authorized users. The objective is to consolidate different regional air navigation deficiency databases, have all regions/States reporting in single database, provide consistent reporting across all regions and allow viewing of deficiencies of all States thus leading to improved information sharing and complete transparency.

3.2. This centralized system initiated in November 2011 was populated with data provided by all regions and fully supports the Uniform Methodology. The data integration process revealed instances of corrective actions that were either incomplete or inconsistent or showed incorrect completion dates. It has also been noted that for many deficiencies, the expected corrective action completion date is well passed the deadline without any indication of the deficiency being resolved. In order to be able to use the collected air navigation deficiencies for integrated safety analysis purposes, all Regional Offices were requested to review and update all respective regional deficiencies that are available on iSTARS by February 2012. On the basis of regional coordination and the feedback received, ICAO has further improved the centralized database on iSTARS and is now ready for evaluation by States. Further to comments that will be received by PIRGs/States, ICAO will mature the system for worldwide use. The attached user guide at Appendix C will assist in accessing the data from iSTARS. The complete transition from the current five regional air navigation databases to single centralised database on iSTARS is scheduled for December 2012.

4. ACTION BY APIRG/18

4.1 The meeting is invited to **consider adopting the following as a conclusion** noting the approach to transfer five regional air navigation deficiency databases into a single centralized database on iSTARS platform by December 2012.

CONCLUSION 18/XXX: A SINGLE CENTRALIZED AIR NAVIGATION DEFICIENCIES DATABASE

That States and International Organizations:

- a) test the centralized database on iSTARS platform using the guidance in Appendix C;
- b) update the data as necessary in coordination with ICAO Regional Offices, Nairobi/Dakar; and
- c) provide feedback to ICAO Regional Office, Nairobi/ Dakar by 31 August 2012.

— END —

APPENDIX A

UNIFORM METHODOLOGY FOR THE IDENTIFICATION, ASSESSMENT AND REPORTING OF AIR NAVIGATION DEFICIENCIES

(Approved by the Council on 30 November 2001)

1. INTRODUCTION

1.1 Based on the information resulting from the assessment carried out by ICAO on the input received from various regions regarding deficiencies in the air navigation field, it became evident that improvements were necessary in the following areas:

- a) collection of information;
- b) safety assessment of reported problems;
- c) identification of suitable corrective actions (technical/operational/financial/organizational), both short-term and long-term; and
- d) method of reporting in the reports of ICAO planning and implementation regional groups (PIRGs).

1.2 This methodology is therefore prepared with the assistance of ICAO PIRGs and is approved by the ICAO Council for the efficient identification, assessment and clear reporting of air navigation deficiencies. It may be further updated by the Air Navigation Commission in the light of the experience gained in its utilization.

1.3 For the purpose of this methodology, the definition of deficiency 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. COLLECTION OF INFORMATION

2.1 Regional office sources

2.1.1 As a routine function, the regional offices should maintain a list of specific deficiencies, if any, in their regions. To ensure that this list is as clear and as complete as possible, it is understood that the regional offices take the following steps:

- a) compare the status of implementation of the air navigation facilities and services with the regional air navigation plan documents and identify facilities, services and procedures not implemented;

- b) review mission reports with a view to detecting-deficiencies that affect safety, regularity and efficiency of international civil aviation;
- c) make a systematic analysis of the differences with ICAO Standards and Recommended Practices filed by States to determine the reason for their existence and their impact, if any, on safety, regularity and efficiency of international civil aviation;
- d) review aircraft accident and incident reports with a view to detect possible systems or procedures deficiencies;
- e) review inputs, provided to the regional office by the users of air navigation services on the basis of Assembly Resolution A33-14, Appendix M;
- f) assess and prioritize the result of a) to e) according to paragraph 4;
- g) report the outcome to the State(s) concerned for resolution; and
- h) report the result of g) above to the related PIRG for further examination, advice and report to the ICAO Council, as appropriate through PIRG reports.

2.2 States' sources

2.2.1 To collect information from all sources, States should, in addition to complying with the Assembly Resolution A31-10, establish reporting systems in accordance with the requirements in Annex 13, paragraph 7.3. These reporting systems should be non-punitive in order to capture the maximum number of deficiencies.

2.3 Users' sources

2.3.1 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. REPORTING OF INFORMATION ON DEFICIENCIES

3.1 In order to enable the ICAO PIRGs to make detailed assessments of deficiencies, States and appropriate international organizations including IATA and IFALPA, are expected to provide the information they have to the ICAO regional office for action as appropriate, including action at PIRG meetings.

3.2 The information should at least include: description of the deficiency, risk assessment, possible solution, time-lines, responsible party, agreed action to be taken and action already taken.

3.3 The agenda of each PIRG meeting should include an item on air navigation deficiencies, including information reported by States, IATA and IFALPA in addition to those identified by the regional office according to paragraph 2.1 above. Review of the deficiencies should be a top priority for each meeting. The PIRGs, in reviewing lists of deficiencies, should make an assessment of the safety impact for subsequent review by the ICAO Air Navigation Commission.

3.4 In line with the above, and keeping in mind the need to eventually make use of this information in the planning and implementation process, it is necessary that once a deficiency has been identified and validated, the following fields of information should be provided in the reports on deficiencies in the air navigation systems. These fields are as follows and are set out in the reporting form attached hereto.

a) Identification of the requirements

As per ICAO procedures, Regional Air Navigation Plans detail *inter alia* air navigation requirements including facilities, services and procedures required to support international civil aviation operations in a given region. Therefore, deficiencies would relate to a requirement identified in the regional air navigation plan documents. As a first item in the deficiency list, the requirements along with the name of the meeting and the related recommendation number should be included. In addition, the name of the State or States involved and/or the name of the facilities such as name of airport, FIR, ACC, TWR, etc. should be included.

b) Identification of the deficiency

This item identifies the deficiency and would be composed of the following elements:

- i) a brief description of the deficiency;
 - ii) date deficiency was first reported;
 - iii) appropriate important references (meetings, reports, missions, etc)
- c) Identification of the corrective actions

In the identification of the corrective actions, this item would be composed of:

- i) a brief description of the corrective actions to be undertaken;
- ii) identification of the executing body;
- iii) expected completion date of the corrective action^{*}; and
- iv) when appropriate or available, an indication of the cost involved.

4. ASSESSMENT AND PRIORITIZATION

4.1 A general guideline would be to have three levels of priority organized on the basis of safety, regularity and efficiency assessment as follows:

“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.

* It should be noted that a longer implementation period could be assigned in those cases in which the expansion or development of a facility was aimed at serving less frequent operations or entailed excessive expenditures.

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.

5. MODEL REPORTING TABLE FOR USE IN THE REPORTS OF PIRGS

5.1 Taking the foregoing into account, the model table at the Appendix is for use by PIRGs for the identification, assessment, prioritization etc. of deficiencies. It might be preferred that a different table would be produced for each of the different topics i.e. AGA, ATM, SAR, CNS, AIS/MAP, MET. However, all tables should be uniform.

6. ACTION BY THE REGIONAL OFFICES

6.1 Before each PIRG meeting, the regional office concerned will provide advance documentation concerning the latest status of deficiencies.

6.2 It is noted that the regional offices should document serious cases of deficiencies to the Air Navigation Commission (through ICAO Headquarters) as a matter of priority, rather than waiting to report the matter to the next PIRG meeting, and that the Air Navigation Commission will report to the Council.

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE FIELD IN THE REGION

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action*
Requirement of Part ..., paragraph (table) .. of the air navigation plan	Terra X Terra Y	Speech circuits not implemented Villa X - Villa Y	12 Dec. 2..X	Coordination meeting between Terra X and Terra Y on 16 July 2..X to finalize arrangements to implementation circuit via satellite	Implementation of direct speech circuit via satellite	Terra X	20 Aug. 2..X	A

* Priority for action to remedy a deficiency is 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.

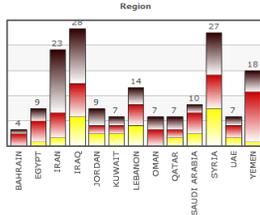
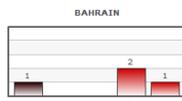
Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.

iSTARS: Air Navigation Deficiencies Page



Dataset: AN Deficiencies
Last updated: 11/08/2011
Items: 158

Deficiency summary



Priority U(black), Priority A(red), Priority B(yellow)

AN Deficiencies

Ref	State	Subject	Status
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Priority : A (3)

Priority : U (1)

Air Navigation

[Back to Contribute>](#)

[Report a problem >](#)

Air Navigation Deficiencies

Description

The below list contains all action plans filed for a particular state. Edit a specific action by clicking on the reference number. You may add an action plan using the buttons on the left.

Select a State
BAHRAIN

AN Actions

Deficiency	Area	Action	Executing_body	EID	State	Status	Update	Edit
Count = 4								
Area : AOP (1)								
Area : ATM (2)								
Count = 2								
ATM/SAR/195-MID	ATM	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Bahrain	31/12/2011	BAHRAIN	Not determined		
ATM/SAR/198-MID	ATM	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Bahrain	31/12/2011	BAHRAIN	Not determined		

Area : CNS (1)



ICAO
Air Navigation Deficiencies
ANDEF

User Guide

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Filtering Data: Using Graph

Filtering Data: Using Filtering Box

ANDEF- How to Report a Problem

ANDEF- Access

Click on ANDEF Link on the right hand side on iStars home page



The screenshot shows the iStars home page. On the left, there is the iStars logo (ICAO INTEGRATED SAFETY TREND ANALYSIS AND REPORTING SYSTEM) and a section for an 'iSTARS Usability Survey' with a request to participate. Below that is a 'News' section with a table:

Title	Date
Accident and incident reporting	05/11/2011

In the center, there are three large, semi-transparent buttons: 'Occurrences', 'Compliance', and 'Risks'. On the right, there is a vertical navigation menu. The top item is 'SECURE - ANDEF' with a dropdown arrow. Below it, the word 'Name' is highlighted in a grey box, and 'ANDEF' is listed underneath. A blue arrow points from the text above to this 'ANDEF' link. Other menu items include 'Accident and Incidents Reporting', 'Trends', 'Statistics', 'Implementation (LEI)', 'USOAP Questions', 'Action plans', 'Traffic', 'Integrated analysis', and 'Geographical distributions'.

ANDEF- Initial View

When you login to ANDEF this is your home page. By default the deficiencies listed will be for the AFI Region...



Air Navigation

[Report a problem >](#)

Air Navigation Deficiencies

Dataset: Air Navigation Deficiencies
 Last updated: 08/11/2011
 Items: 2148

Description

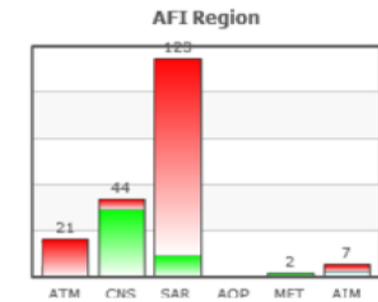
The list below shows all air navigation deficiencies currently managed by your region.

Add Deficiencies

You can add deficiencies to the current list:
[ADD NEW](#)

- Print View
- Export Data
- Help

Status Charts



Region

AFI [Clear filters](#)

Show 50 entries

Search:

Total	Defid	State	Description	Priority	Status	Corrective action	Target Impl. Date	CAP Status	Tracking
197									
	MET/225-AFI	Angola	TAF of Luanda not regularly availab...	A	CAP Accepted	Improve reliability of telecomm.	2012-12-31	Not Determined	On-time
	ATM/226-AFI	Kenya	Prohibited area, restricted area, d...	U	CAP Accepted	Withdraw these areas.	2009-12-31	Not Determined	Overdue
	ATM/227-AFI	Somalia	Non-provision of ATC service 150 NM...	U	CAP Accepted	No action due to the present situat...	2009-12-31	Not Determined	Overdue
	ATM/228-AFI	Swaziland	Prohibited area	U	CAP Accepted	Withdraw this area - P4.	2009-12-31	Not Determined	Overdue
	ATM/229-AFI	United Republic of Tanzania	Lubumbashi - Dar-es-Salaam	U	CAP Accepted	Tanzania is coordinating with the &...		Not Determined	Overdue
	ATM/230-AFI	Algeria	Non-implementation of ATC in the up... Need for SSR	U	No CAP Defined			Not Determined	Overdue

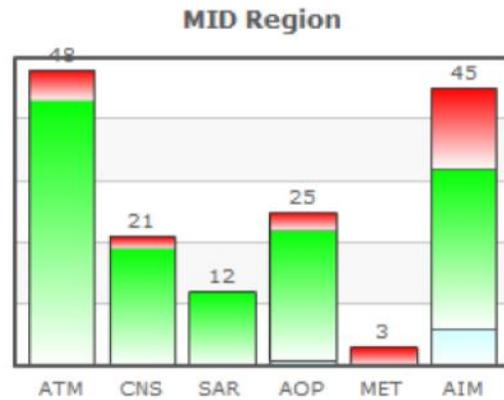
ANDEF- Select Region View

To select a different region, use the dropdown menu and choose the region you want:



[Add Deficiencies](#)
 You can add deficiencies to the current list
[ADD NEW](#)
[Print View](#)
[Export Data](#)
[Help](#)

Status Charts



Region

MID [Clear filters](#)

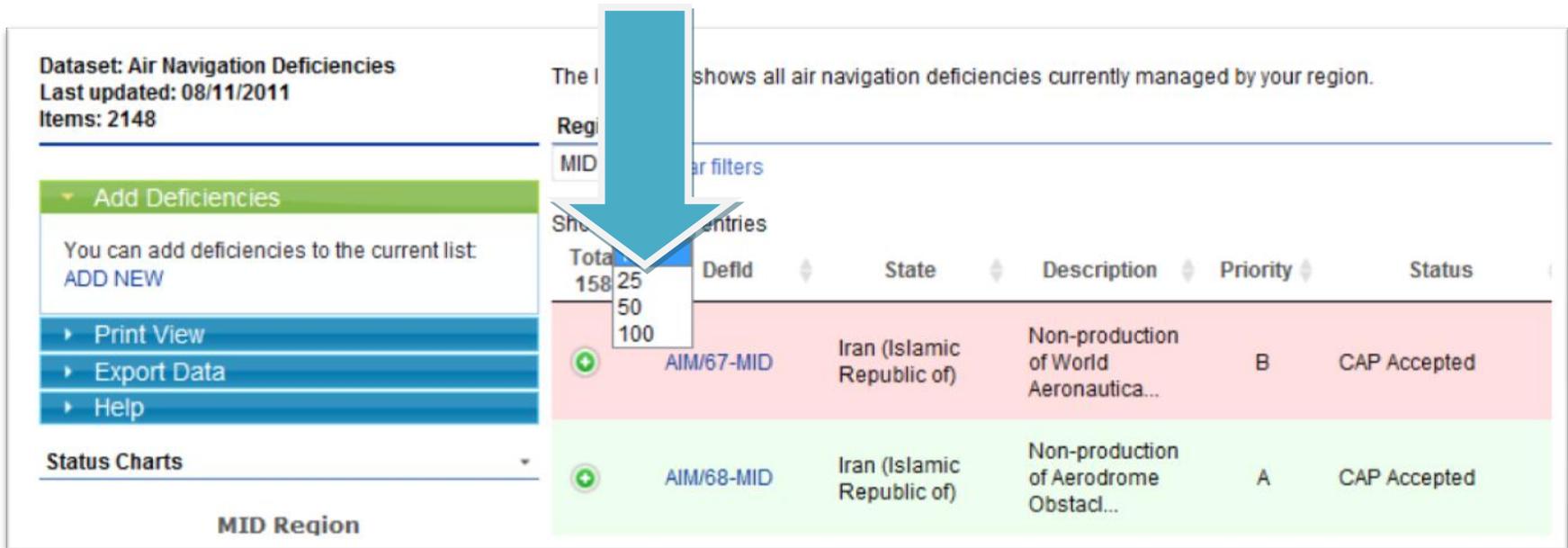
AFI
APAC
CAR
EUR
MID
NAT
NAM
SAM

entries

Defid	State	Description	Priority	Status
AIM/67-MID	Iran (Islamic Republic of)	Non-production of World Aeronautica...	B	CAP Accepted
AIM/68-MID	Iran (Islamic Republic of)	Non-production of Aerodrome Obstacl...	A	CAP Accepted
AIM/69-MID	Iran (Islamic Republic of)	Lack of AIS automation	A	CAP Accepted
AIM/70-MID	Iraq	Lack of implementation of AIRAC Sys...	U	CAP Accepted
AIM/71-MID	Iraq	Non-production of World Aeronautica...	B	CAP Accepted

ANDEF- List Deficiencies

To increase the number of entries listed you can select the number of entries you prefer from the drop down menu (Options available are: 10, 25, 50 or 100 deficiencies displayed per page).



The screenshot displays the ANDEF- List Deficiencies interface. On the left, there is a sidebar with the following elements:

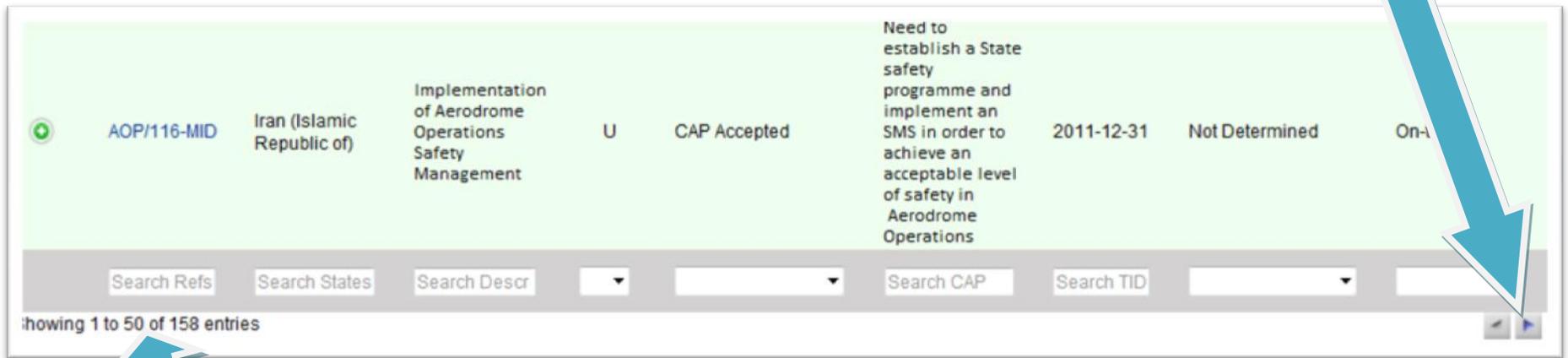
- Dataset: Air Navigation Deficiencies**
- Last updated: 08/11/2011**
- Items: 2148**
- Add Deficiencies** (green bar)
- You can add deficiencies to the current list:**
- ADD NEW**
- Print View**
- Export Data**
- Help**
- Status Charts** (dropdown)
- MID Region**

The main content area shows a table of deficiencies. A blue arrow points to a dropdown menu in the 'Show entries' column, which is currently set to '158'. The dropdown menu options are 25, 50, and 100. The table has the following columns: Defid, State, Description, Priority, and Status.

Defid	State	Description	Priority	Status
AIM/67-MID	Iran (Islamic Republic of)	Non-production of World Aeronautica...	B	CAP Accepted
AIM/68-MID	Iran (Islamic Republic of)	Non-production of Aerodrome Obstacl...	A	CAP Accepted

ANDEF- Scroll Deficiencies

To scroll for more deficiencies listing press the arrow at the bottom of the page to go right and left



	AOP/116-MID	Iran (Islamic Republic of)	Implementation of Aerodrome Operations Safety Management	U	CAP Accepted	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	2011-12-31	Not Determined	On-h
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Showing 1 to 50 of 158 entries

Search Refs Search States Search Descr Search CAP Search TID

The information bar at the bottom will display the number of deficiencies listed and total number of entries.

ANDEF- Expand view

**By selecting a region you will have a list of all deficiencies reported in that region.
Click on the **Green button** to display the full deficiency listing for that specific deficiency**



AOP/1279-SAM	Colombia	A deep V-shaped channel 80-100 m fr...	B	CAP Accepted	Deviate that channel "PENDING ACTION PLAN" CORRECTED (AEROCIVIL 2002-1272, 23 NOV 2004)	2009-02-28	Not Determined	Overdue
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AOP/1279-SAM	Colombia	A deep V-shaped channel 80-100 m fr...	B	CAP Accepted	Deviate that channel "PENDING ACTION PLAN" CORRECTED (AEROCIVIL 2002-1272, 23 NOV 2004)	2009-02-28	Not Determined	Overdue
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Reference:

Date reported: 1996-01-01

Reported by:

Deficiency type:

Description: A deep V-shaped channel 80-100 m from threshold RWY 30 potentially dangerous in event of RTO

Requirements: RWY end safety area (Annex 14, Vol. I. Chap. 3)

Location: Colombia, SANTAFE DE BOGOTA/Eldorado Aerodrome

Remarks: IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dic. 1997, ICAO Mission to Bogotá and Rio Negro from 16 to 19 July 2001 and ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/17 of its respective Report) ASBE: StateLetter sent Results:No results Difficulties:

Rational:

Recommendation: Deviate that channel "PENDING ACTION PLAN" CORRECTED (AEROCIVIL 2002-1272, 23 NOV 2004)

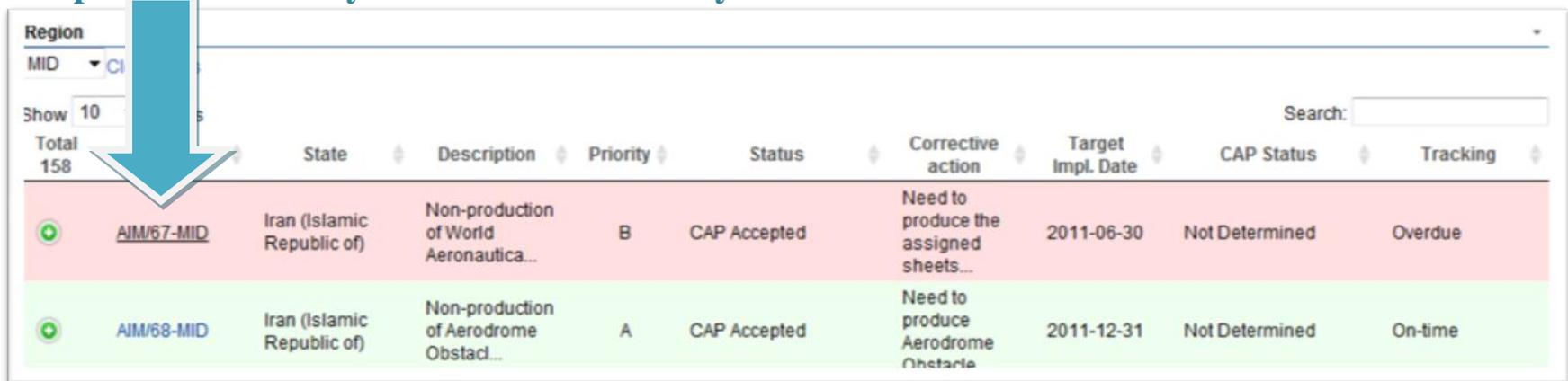
Corrective action: Deviate that channel "PENDING ACTION PLAN" CORRECTED (AEROCIVIL 2002-1272, 23 NOV 2004)

Exeacting body: COLOMBIA/AEROCIVIL

Target implementation date: 2009-02-28

ANDEF- Edit/ Update Deficiency

To update a deficiency click on the deficiency ID



The screenshot shows a web interface for tracking deficiencies. At the top left, there is a 'Region' dropdown menu set to 'MID'. Below it, a 'Show' dropdown is set to '10', and a 'Total' of '158' is displayed. A search bar is located on the right side. The main table has columns for 'State', 'Description', 'Priority', 'Status', 'Corrective action', 'Target Impl. Date', 'CAP Status', and 'Tracking'. Two rows are visible: a red row for 'AIM/67-MID' and a green row for 'AIM/68-MID'. A large blue arrow points to the 'AIM/67-MID' ID.

	State	Description	Priority	Status	Corrective action	Target Impl. Date	CAP Status	Tracking
 AIM/67-MID	Iran (Islamic Republic of)	Non-production of World Aeronautica...	B	CAP Accepted	Need to produce the assigned sheets...	2011-06-30	Not Determined	Overdue
 AIM/68-MID	Iran (Islamic Republic of)	Non-production of Aerodrome Obstacl...	A	CAP Accepted	Need to produce Aerodrome Obstacle	2011-12-31	Not Determined	On-time

A new window will open to perform all required updates

Attach File | Delete Item | Spelling...

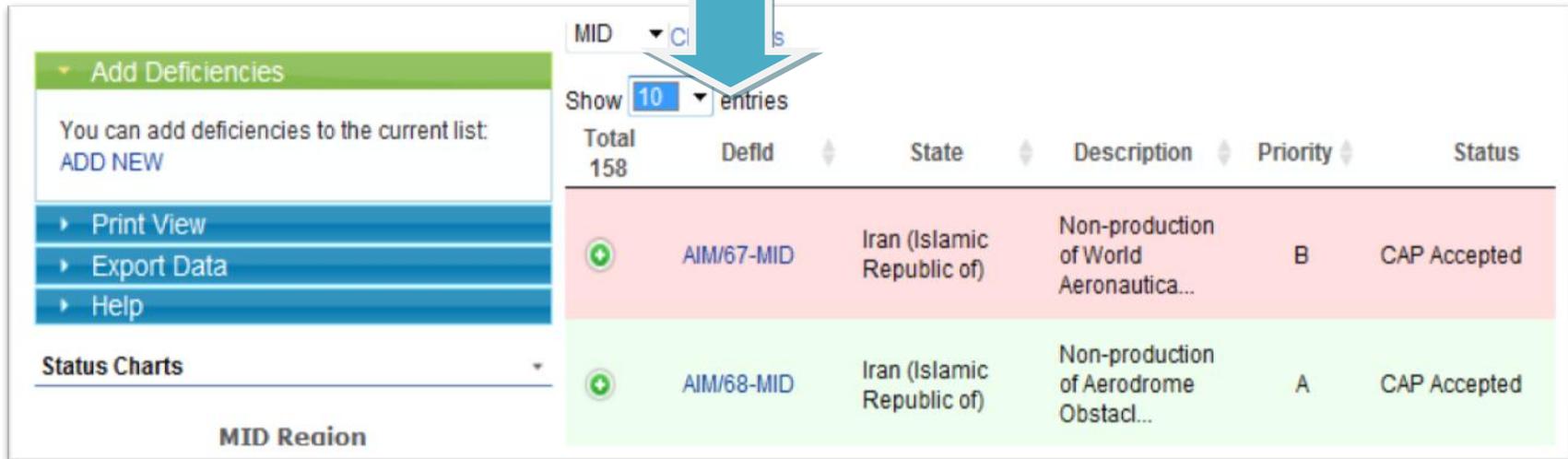
Region	MID ICAO Region in charge of this deficiency
State	Iran (Islamic Republic of) The State responsible for the corrective action plan
Area	AIM The technical area the deficiency is related to
Description	<p>Non-production of World Aeronautical Chart – ICAO 1:1 000 000</p> <p>Describe clearly what the deficiency is about.</p>
Reported By	<input type="text"/> The organisation or person who reported the deficiency
Def Type	<input type="text"/> Subject which best categorizes the type of deficiency
Requirements	<p>ANNEX 4: Para. 16.2</p> <p>Reference to ANP paragraphs or ICAO SARPS</p>

Recommendation	<p>Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000</p> <p>ICAO recommendation to the State when considering corrective actions</p>
Priority	B Priority attached to the resolution of the deficiency (U=Urgent, A=Top priority, B)
Status	CAP Accepted
Corrective action	<p>Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000</p>
Executing Body	Iran+neighboring states
Target Implementation Date	30/06/2011
CAP Status	Not Determined
Reference	<input type="text"/>
State Code	IRN

OK Cancel

ANDEF- Clear Filters

To clear all previously applied filters just press on the “clear filters” text and it will reset all your filters back to initial view.



The screenshot displays the ANDEF interface for the MID Region. On the left, there is a sidebar with options: 'Add Deficiencies' (with a sub-menu containing 'ADD NEW', 'Print View', 'Export Data', and 'Help'), and 'Status Charts'. The main area shows a table of deficiencies. The table has columns for 'Total', 'Defid', 'State', 'Description', 'Priority', and 'Status'. A blue arrow points to the 'Clear Filters' text in the top right corner of the table area.

Total	Defid	State	Description	Priority	Status
158	AIM/67-MID	Iran (Islamic Republic of)	Non-production of World Aeronautica...	B	CAP Accepted
	AIM/68-MID	Iran (Islamic Republic of)	Non-production of Aerodrome Obstacl...	A	CAP Accepted

ANDEF- Search Feature

Use the **Search box** to search by any keyword in the deficiencies list

For example to search for all deficiencies in APAC region that has the keyword WGS-84

Select APAC from the drop down region list, and type in the search field the keyword WGS-84



Region

APAC Clear filters

Show 10 entries

Search: WGS-84

Total g	Defid	State	Description	Priority	Status	Corrective action	Target Impl. Date	CAP Status	Tracking
9	ATM/423-APAC	Solomon Islands	WGS-84 - Not implemented	A	No CAP Defined			Not Determined	Overdue
	ATM/431-APAC	Vanuatu	WGS-84 - Implemented at main airpor...	A	CAP Accepted	Implemented at main airports		Not Determined	Overdue
	ATM/434-APAC	Bhutan	WGS-84 - Not implemented	A	No CAP Defined			Not Determined	Overdue
	ATM/438-APAC	China	WGS-84 - Not implemented * implemen...	A	CAP Accepted	china advised APANPIRG/19 that WGS ...	2010-12-01	Not Determined	Overdue
	ATM/447-APAC	Democratic People's Republic of Korea	WGS-84 - Not implemented	A	CAP Accepted	DPR Korea advised ATM/AIS/SAR/SG/18...		Completed	Completed
	ATM/449-APAC	Kiribati	WGS-84 - Not implemented	A	No CAP Defined			Not Determined	Overdue
	ATM/460-APAC	Nauru	WGS-84 - Not implemented	A	No CAP Defined			Not Determined	Overdue
	ATM/470-APAC	Solomon Islands	WGS-84 - Not implemented	A	No CAP Defined			Not Determined	Overdue
	ATM/475-APAC	Vanuatu	WGS-84 - Implemented at main airpor...	A	CAP Accepted	Implemented at main airports		Not Determined	Overdue

Search Refs

Search States

Search Descr

Search CAP

Search TID

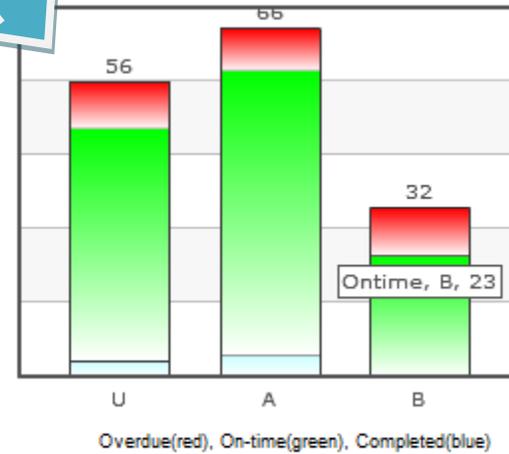
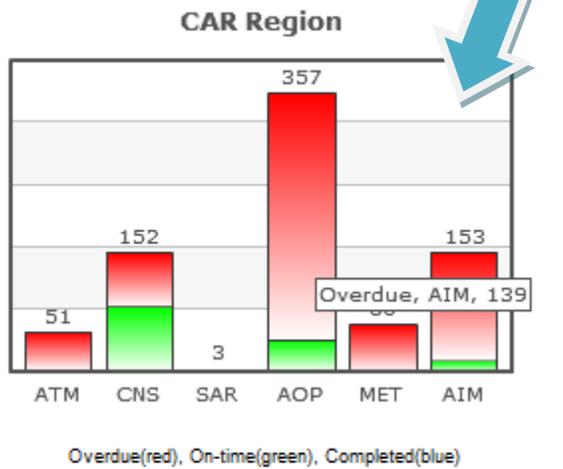
Showing 1 to 9 of 9 entries (filtered from 80 total entries)



The information line at the bottom will indicate the total number of deficiencies that matched your search criteria.

ANDEF- Filtering data: Using Graphs

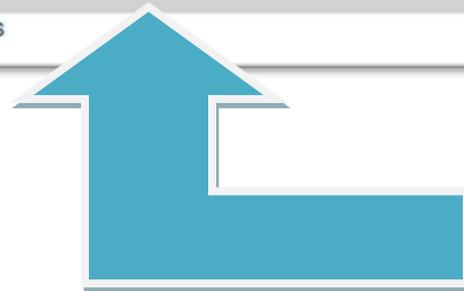
Click on the graph to filter data and display: completed deficiencies, on-time or overdue. Data on the graphs is sorted by Area or by Priority.



ANDEF- Filtering Data: Using Filtering box

	AIM/84-MID	Lebanon	Implementation of a Quality System	U	CAP Accepted	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	2010-12-31	Not Determined	Overdue
	AIM/85-MID	Lebanon	Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	A	CAP Accepted	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	2011-12-31	Not Determined	On-time
	AIM/86-MID	Oman	Implementation of a Quality System	U	CAP Accepted	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	2012-12-31	Not Determined	On-time

showing 11 to 20 of 158 entries



Filtering text boxes type a value in the appropriate field or choose a value from the list to filter your data, accordingly

ANDEF- Sorting Data

You can sort deficiencies using any of the fields in the display bar just press the arrow up/ down to sort data ascending or descending.

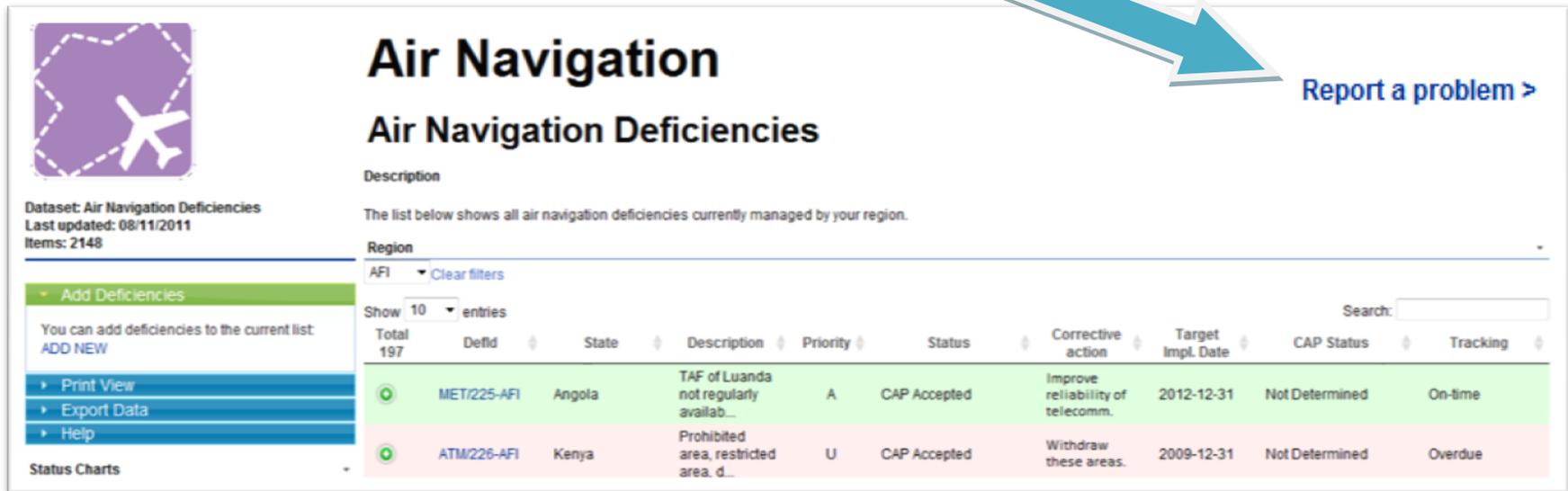
Show 50 entries	Search: <input type="text"/>								
Total 121	Defid	State	Description	Priority	Status	Corrective action	Target Impl. Date	CAP Status	Tracking

Data will be automatically sorted accordingly

Total 80	DefId	State	Description	Priority	Status	Corrective action	Target Impl. Date	CAP Status	Tracking
	ATM/437-APAC	Bhutan	Annex 6 requirement not implemented...	U	No CAP Defined			Not Determined	Overdue
	ATM/439-APAC	Bhutan	Annex 6 requirement not implemented...	U	No CAP Defined			Not Determined	Overdue
	MET/481-APAC	Cambodia	Requirements for meteorological watch office (MWO) to be established at Phnom-Penh international airport have not been met.	U	CAP Accepted	Bilateral agreement Cambodia-China became effective on 1 June 2009. ATC project proposal submitted to SSCA Cambodia. In process of establishing MWO with target date of 2011.		Not Determined	Overdue

ANDEF- Report a Problem

Facing any technical difficulty with the system, you need help with any system component or you have a general comment/ request just press the **“Report a Problem”** on the right hand side of the screen.



Air Navigation
Air Navigation Deficiencies

Dataset: Air Navigation Deficiencies
Last updated: 08/11/2011
Items: 2148

[Add Deficiencies](#)
You can add deficiencies to the current list:
[ADD NEW](#)

[Print View](#)
[Export Data](#)
[Help](#)

Status Charts

Description
The list below shows all air navigation deficiencies currently managed by your region.

Region: AFI [Clear filters](#)

Show 10 entries

Total	Defid	State	Description	Priority	Status	Corrective action	Target Impl. Date	CAP Status	Tracking
197	MET/225-AFI	Angola	TAF of Luanda not regularly availab...	A	CAP Accepted	Improve reliability of telecomm.	2012-12-31	Not Determined	On-time
	ATM/226-AFI	Kenya	Prohibited area, restricted area, d...	U	CAP Accepted	Withdraw these areas.	2009-12-31	Not Determined	Overdue

Search:

[Report a problem >](#)

— END —

