



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

Agenda Item 4: Review and Update of the List of Deficiencies in the Air navigation Fields

AERODROME OPERATIONAL PLANNING (AOP)

(Presented by the Secretariat)

SUMMARY

<p>The AOP/SG/8 meeting, whilst reviewing the list of deficiencies in the AOP field, noted that the ICAO methodology used to compile the list of deficiencies and the methodology adopted for the validation of the deficiencies reported by the users was not efficient. Bearing this in mind, the list of deficiencies cannot at any one time be considered as accurate.</p>
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<p>In order to improve on the collation of all this information, an AFI Air Navigation Deficiencies Database (AFDD) is being established to assist in the enhancement of the process of identification, assessment, reporting and elimination of deficiencies. This online facility will provide a secure and effective way to ensure all stakeholders have an opportunity to provide on-time status. This will provide a suitable follow-up mechanism including a validation. Once this site is adequately populated, it will be possible to better make evaluations of status and trends.</p>

<p>Action by the meeting is at paragraph 2.</p>

REFERENCE(S):

Related ICAO Strategic Objective(s): A

1. DISCUSSION

1.1 The AOP/SG/8 noted that the ICAO methodology used to compile the list of deficiencies and the methodology adopted for the validation of the deficiencies reported by the users was not efficient. Bearing this in mind, the list of deficiencies cannot at any one time be considered as accurate.

1.2 At this meeting, IATA reported that it regularly organizes Technical Missions for the purpose of identifying infrastructural deficiencies of concern to airline's operations, priorities for remedial action, possibilities for cooperation between IATA and the authorities to effect remedial action and opportunities for future development plans. Such Missions usually include discussion with the authorities on practical timelines for remedial action and the information is usually reported to ICAO and occasionally finds its way to the list of

deficiencies albeit only when ICAO is able to validate the information in accordance to the Council guidelines.

1.3 IFALPA reported that it continues to compile a database of deficiencies at airports based on operating pilots' reports. Nevertheless this database is internal and is not shared even though upon request certain information can be exchanged.

1.4 In order to improve on the collation of all this information, an AFI Air Navigation Deficiencies Database (AFDD) and a global centralized one are being established to assist in the enhancement of the process of identification, assessment, reporting and elimination of deficiencies. This online facility will provide a secure and effective way to ensure all stakeholders have an opportunity to provide on-time status. This will provide a suitable follow up mechanism including a validation. Once this site is adequately populated, it will be possible to better make evaluations of status and trends.

2. ACTION BY THE MEETING

2.1 The meeting is requested to take note of the AFDD database created and to provide as much information as possible in order to facilitate a more accurate review of the status and trends.

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