



ORGANISATION DE L'AVIATION CIVILE INTERNATIONALE

**QUINZIEME REUNION DU GROUPE REGIONAL AFI DE
PLANIFICATION ET DE MISE EN OEUVRE (APIRG/15)**

(Nairobi, Kenya, 26 – 30 septembre 2005)

Point 5.2 de l'Ordre du jour : Liste des carences dans le domaine de la navigation aérienne

Examen des carences dans le domaine AOP

(Note présentée par le Secrétariat)

SOMMAIRE

Cette note présente la dernière liste des carences dans le domaine AOP mis à jour par le Secrétariat en s'appuyant sur le rapport d'APIRG/14 et des informations provenant des États et de diverses autres sources conformément à la méthodologie uniforme convenue pour l'identification, l'évaluation et le compte rendu des carences dans le domaine de la navigation aérienne.

La suite à donner par la réunion est indiquée au paragraphe 3.

Références :

Rapport de la 14^e réunion d'APIRG

Rapport de la 4^e réunion de ALLPIRG

1 Introduction

1.1 Les Normes et Pratiques recommandées (SARP) concernant les aéroports sont essentiellement contenues dans l'Annexe 14 à la Convention de Chicago, complétée par le Manuel des Services d'aéroport, le Manuel de Conception des aéroports, le Manuel de Planification des Aéroports, le Manuel sur le système OACI d'information sur les impacts d'oiseaux (IBIS) et le Manuel sur les systèmes de guidage et de contrôle de la circulation de surface (SMGCS).

1.2 L'APIRG, par l'entremise de ses organes auxiliaires et en particulier le Sous-groupe de planification opérationnelle d'aéroports (AOP/SG), passe régulièrement en revue l'état de mise en oeuvre du Plan AFI de navigation aérienne et des Normes et Pratiques recommandées connexes de l'OACI et, selon la méthodologie uniforme entérinée par le Conseil de l'OACI pour l'identification, l'évaluation et le compte rendu des aspects sécurité des carences des systèmes de navigation aérienne, tient à jour la liste des carences identifiées dans la région. Le résultat est soumis au Conseil de l'OACI et les États et organismes utilisateurs concernés en sont avisés.

2. Discussions

2.1 La liste des carences est régulièrement actualisée par les Bureaux régionaux sur la base des rapports de missions aux Etats, de l'examen des compte rendus d'accidents et d'incidents pour détecter des carences dans les systèmes ou les procédures, de l'examen des rapports des usagers des services de navigation aérienne, notamment l'IATA et l'IFALPA. Les carences signalées par les usagers sont, avant leur insertion dans la liste officielle des carences, systématiquement soumises aux différents Etats intéressés pour validation et indication des mesures correctives prises ou envisagées ainsi que la date de mise en oeuvre. Il convient de signaler les difficultés rencontrées par le secrétariat pour l'obtention auprès des Etats des informations sur la validation des carences provenant des usagers et les actions correctrices envisagées. Ce manque d'information des Etats constitue également une de raison du maintien dans la liste de certaines carences depuis de nombreuses années et de la mauvaise image de la région auprès de la Commission de navigation aérienne et du Conseil de l'OACI.

2.2 Depuis la quatorzième réunion d'APIRG, un certain nombre de mesures de suivi ont été prises par les Bureau régionaux au niveau des États concernés. Ces actions ont abouti à la résolution de certaines carences d'importance dans le domaine AOP. Cependant, de nombreuses carences demeurent ainsi qu'il ressort de la liste jointe en appendice A à la présente note de travail. L'examen de la liste des carences mise à jour fait ressortir les principaux problèmes suivant dans notre région :

- Absence de clôtures d'aérodrome adéquates et/ou de routes d'enceinte pour les patrouilles posant des problèmes de sécurité dus aux incursions d'animaux en divagation et de personnes non autorisées sur les aires de manoeuvre;
- Insuffisance et/ou indisponibilité des moyens de sauvetage et de lutte contre l'incendie et notamment en ce qui concerne la formation et l'entraînement du personnel, le maintien des performances des véhicules, les équipements spéciaux et de personnel formé pour le sauvetage et la lutte contre l'incendie en environnement difficile (mer, zones marécageuses, etc.) ;
- Insuffisance d'entretien des chaussées aéronautiques se traduisant par des déformations causant des vibrations inconfortables pendant les phases de roulage ou de glissance par temps de pluie ;
- Instabilités des sources primaires d'alimentation électrique et absence d'alimentation électrique de secours fiable avec ses conséquences néfastes sur la disponibilité des aides électriques et radio à la navigation et à l'atterrissage ;
- Absence de programme de lutte contre le risque aviaire ;
- Absence de plan d'urgence et des moyens associés (Centre Directeur des Opérations d'urgence, poste isolé de stationnement, équipement spécial de sauvetage pour les aérodromes situés au voisinage de la mer ou de zones marécageuses, etc.), ainsi que de plans d'enlèvement d'aéronefs accidentellement immobilisés.

- Non mise en œuvre de la norme de certification des aérodromes qui est entrée en vigueur depuis le 21 novembre 2003.
- Manque de préparation pour la mise en œuvre de l'exigence concernant les systèmes de gestion de la sécurité qui entre en vigueur à compter du 27 novembre 2005.

2.3 Avec la création de plus en plus d'entités autonomes de gestion des aéroports, il a été constaté des progrès significatifs dans l'élimination de certaines carences qui concernent directement les services d'exploitation des aéroports. Ces améliorations concernent notamment la réhabilitation des infrastructures aéroportuaires, la fourniture et la disponibilité des moyens de lutte contre l'incendie, des sources d'alimentation secondaires plus fiables et d'aides visuelles appropriées, bien qu'il reste des efforts notables à fournir dans certains Etats.

2.4 Les exploitants d'aéroport, pour diverses raisons, n'accordent pas la même priorité aux autres carences concernant notamment les clôtures d'aérodromes, le risque aviaire et la planification d'urgence considérés par la plupart comme relevant des missions régaliennes de l'Etat ou ne participant pas directement à leur profit. La mise en œuvre progressive de l'exigence de certification des aérodromes contribuera à la réduction de cette tendance dans la mesure l'aéroport ne peut être certifié si les services d'aéroport ne sont pas complètement mis en œuvre.

2.5 Les Bureaux régionaux de l'OACI, pour leur part, s'efforcent d'assister les Etats en prodiguant des conseils pour l'élaboration des plans d'urgence ou de programme de lutte contre le risque aviaire, à la demande des Etats ou à l'occasion des missions aux Etats, en animant les ateliers locaux organisés à l'initiative de certains Etats et en organisant des ateliers régionaux. Malheureusement, les programmes de réduction du risque aviaire et les plans d'urgence impliquent de nombreux services et organismes au niveau national et, le séminaire régional ne peut profiter qu'à la poignée de délégués que les Etats désignent pour y participer. Aussi les Etats sont-ils encouragés à accueillir les séminaires/ateliers régionaux ou, le cas échéant, organiser des séminaires/ateliers de sensibilisation au niveau national comme certains pays l'ont fait fort opportunément avec l'assistance technique du Bureau régional de l'OACI et qui a permis former un plus grand nombre de personnel local.

3. Suite à donner par la réunion :

La réunion est invitée à :

- a) passer en revue la liste des carences ainsi que les actions entreprises jusqu'ici et à déterminer l'incidence sur la sécurité et le degré de priorité de chaque point et les autres facteurs suivant la méthodologie uniforme.
- b) adopter cette liste.

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NOTES EXPLICATIVES SUR LES CARENCES EN APPENDICE

1. Besoins identifiés suite à une réunion donnée selon une recommandation ; nom de la réunion et numéro de la recommandation.
2. Nom de l'Etat ou des Etats concernés et/ou des installations, y compris le nom de l'aéroport, FIR, ACC, TWR, etc
3. Brève description de la carence
4. Date du premier compte rendu de la lacune ou la carence
5. Observations
6. Brève description des mesures correctives à prendre
7. Identité de l'organe exécutif.
8. Date prévue pour l'achèvement de la mesure corrective.
9. Classification des priorités

Priorité "U" : Cas ayant un incident direct sur la sécurité et exigeant l'application immédiate d'une mesure corrective.

Est besoin urgent toute spécification physique, matérielle, de performance, de personnel ou de procédures, lorsque l'application de la mesure corrective est requise de toute urgence pour la sécurité de la navigation aérienne.

Priorité "A" : Besoins prioritaires nécessaires à la sécurité de la navigation aérienne.

Est besoin prioritaire toute spécification physique, matérielle, de performance, de personnel ou de procédures, lorsque l'application de la mesure corrective est requise de toute urgence pour la sécurité de la navigation aérienne.

Priorité "B" : Besoins de priorité intermédiaire nécessaire à la régularité de la navigation aérienne.

Est besoin de priorité intermédiaire toute spécification physique, matérielle, de performance, de personnel ou de procédures, lorsque l'application de la mesure corrective est requise de toute urgence pour la sécurité et l'efficacité de la navigation aérienne.

Deficiencies AOP eng

<i>StateName</i>	<i>Requirements</i>	<i>Facilities or Services</i>	<i>Description of Deficiency</i>	<i>Date first reported</i>	<i>Comments on Deficiency</i>	<i>Description of Corrective action</i>	<i>Executing Body</i>	<i>Target date for implementation</i>	<i>Priority</i>
<i>Angola</i>									
	Power supply; AFI Conc. 4/2 and 4/8; Annex 14 Vol. 1 para. 8.1.1 - 8.1.5	Luanda	Primary power supply unreliable.	1995	Although substantial backup system in place, reliability of power supply still precarious.	Negotiate with primary power supply company for reliability.	ENANA		A
	Aerodrome certification Annex 14, Vol.I, Para 1.4.1 - 1.4.6	Luanda, Huambo	Procedures for aerodrome certification not in place	2004	The development of procedures have not started.	Develop the procedures and implement requirement	DCA	2004	U
	Bird Hazard control and reduction, AFI/7 Conc. 4/2 and 4/7; Annex 14 vol.I, para.9.4.1 -	Luanda	Inadequate bird hazard control.	1998	Grain seeds available close to aircraft manoeuvring areas. Slum development close to airport.	Control measures to be implemented and monitored. Land use plan for airport environs required.	ENANA		A
	Pavement strength AFI/7 Conc. 4/4 and 4/10 Annex 14 Vol. I para 2.5.1 - 2	Luanda	Parallel txyw to Rwy 23 required. Runway needs resurfacing. Runway shoulders and clear-way need stabilizing. Apron uneven.	1998	Delays inevitable. Aircraft vibrating at take-off and landing. FOD risks.	Develop master plan and corresponding financial investment	ENANA		A
	Emergency plan; Annex 14 vol.I para. 9.1.1 - 9.1.15	Luanda	No aerodrome emergency plan. No grid map available. Emergency exercises not	1995	ICAO guidance material cannot be used due to language problems.	Develop an emergency plan. Conduct a full scale emergency	ENANA		U

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<i>Benin</i>	Bird hazard control and reduction; AFI/7 Conc.4/2 and 4/7; Annex 14 Vol.I, para 9.4.1 -	Cotonou	Inadequate bird hazard control mechanism	1998		Activate the created bird hazard committee and Control measures to be implemented and monitored	ASECNA/DCA	-	A
<i>Botswana</i>									
	Emergency plan Annex 14, Vol.I Para 9.1.1 - 9.1.15	Sir Seretse Khama Maun Int'l,	No approved aerodrome emergency plan. No Grid Map. Emergency exercises not conducted.	2003	AEP have remained as drafts for too long.	Complete the development of the AEP. Conduct exercises regularly.	DCA	2004	U
	Aerodrome certification Annex 14, Vol.I Para 1.4.1 - 1.4.6	Sir Seretse Khama Int'l, Kasane, Francistown, Selebi-Pikwe & Maun	Procedures for aerodrome certification not completed	2003	No airport has been certified	Develop the procedures and implement requirement	DCA	2004	U
<i>Burkina Faso</i>									
	Bird hazard control and reduction; AFI/7 Conc. 4/2 and 4/7; Annex 14 Vol.I, para 9.4.1 -	Ouagadougou	Inadequate bird hazard control mechanism	1998	Environmental or ornithological study conducted and bird hazard committee created in January 2002.	Activate the created bird hazard committee, develop and implement bird reduction programme using the study available. Control measures to be implemented and monitored in particular relocation in coordination with local authorities of factors attracting birds (tannery, slaughterhouses, refuse dumps).	ASECNA/DAAN/DCA		U

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<i>Cameroon</i>									
	Pavement strength AFI/7 Conc. 4/4 and 4/10 Annex 14 Vol. 1 para 2.5.1 -	Yaounde	Poor braking action when wet	1998	Information on runway friction characteristics not promulgated.	Measure friction resistance and promulgate. Rubber removal procedures	ADC/CCAA		U
	Aerodrome fencing and security lighting, AFI/7 Conc. 4/2 and 4/9, Annex 14 Vol.1, para 8.4.1 - 8.4.3	Douala	Aerodrome fence inadequate.	1993	Access to manoeuvring areas by unauthorized persons.	Fence to be completed.	CCAA/ADC		A
	Pavement strength AFI/7 Conc.4/4 and 4/10 Annex 14 Vol.I para 2.5.1 -	Douala	Taxiway surface in critical condition.	1993		Rehabilitation of stands C2, C4, C6 and C8 with concrete slab completed	ADC/CCAA	2001	A
<i>Cape Verde</i>									
	Emergency plan; Annex 14, Vol.1, Para. 9.1.1 - 9.1.15	Praia	Lack of airport emergency plan	2002	AGA mission in Nov. 2002	Develop an airport emergency plan and conduct a full scale emergency			A
<i>Central African Republic</i>									
	Bird hazard control and reduction, AFI/7 Conc.4/2 and 4/7; Annex 14 Vol.1 para 9.4.1 -	Bangui	Lack of bird hazard control programme	2003		Created a bird hazard committee. Develop and implement a bird Hazard control programme based on ornithological studies to be conducted.	ASECNA/DGACM		A

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<i>Chad</i>	Aerodrome fencing and security lighting, AFI/7 Conc. 4/2 and 4/9, Annex 14 Vol.I, para 8.4.1 - 8.4.3	Bangui	Aerodrome fence non existing.	1999	Access control impossible.	Build perimeter fence and road for patrols.	DGACM		A
	Aerodrome fencing and security lighting, AFI/7 Conc.4/2 and 4/9 Annex 14 Vol.1, para 8.4.1 - 8.4.3	N'Djamena	Aerodrome fence incomplete.	1998	Access to maneuvering areas by unauthorized persons.	Fence to be completed.	DCA/ASECNA Delegation		A
	Bird hazard control and reduction; AFI/7 Conc. 4/2 and 4/7; Annex 14 Vol.I, para. 9.4.1 -	N'Djamena	Bird hazard control measures to continue.	1996		Activate the created bird hazard committee and use rationally available scaring equipment available.	ANAT/DCA/ASECNA	2003	A
	Emergency plan; Annex 14 Vol.1 Para. 9.1.1 - 9.1.9	N'Djamena	No aerodrome emergency plan.	2003	AGA mission in November 2003	Develop an airport emergency plan and organize a full-scale emergency exercise for its	ASECNA/DAC		A
<i>Comoros</i>	Aerodrome Certification Annex 14, Vol.I, para. 1.4.1 - 1.4.6	Anjouan, Dzaoudzi, Moroni	Aerodrome not certificated	2005	Procedures for aerodrome certification not in place	Develop the procedures and implement	ASECNA	2005	U
<i>Congo</i>	Pavement strength AFI/7Conc. 4/4 and 4/10 Annex 14 Vol.1 para 2.5.1 -	Brazzaville	Bearing strength inadequate.	1998		Pavement rehabilitation required. Studies for rehabilitation in progress	ANAC		U

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	Aerodrome fencing and security lighting AFI/7 Conc.4/2 and 4/9 Annex 14 Vol.1, para 8.4.1 -	Pointe Noire	Aerodrome fence not existing	2001	Non controlled access to movement areas. Encroachment of maneuvering areas by neighboring populations	Build a new fence at the required	ANAC	2003	U
	Pavement strength AFI/7 Conc.4/4 and 4/10 Annex 14 Vol.1 Para 2.5.1 -	Pointe Noire	Bearing strength and dimensions of the apron inadequate	2001	AGA mission in November 2001. Aircraft parking and handling on runway strips.	Pavement rehabilitation and apron extension required.	ANAC		U
<i>Côte d'Ivoire</i>									
	Aerodrome fencing and security lighting, AFI/7 Conc. 4/2 and 4/9, Annex 14 Vol.1, para 8.4.1 - 8.4.3	Abidjan	Aerodrome fence incomplete.	1998	Access to all airside areas by unauthorized persons.	Fence to be completed.	SODEXAM/ANAC		A
	Emergency plan; Annex 14, Vol.1 para. 9.1.1 - 9.1.15	Bouake	Lack of airport emergency plan	2001	AGA mission in Oct. 2001	Develop an airport emergency plan and conduct a full scale emergency	SODEXAM		A
	Implementation of visual aids AFI/7 Conc. 4/1 Annex 14 Vol.1 Chapter 5	Abidjan	More than 60% of taxiway, apron and turnpad edge lights unserviceable. Wind sock and taxiway signs lighting system inoperative. All markings faded or covered with rubber deposit.	2004	Inadequate visual guidance to pilots	Replace/repair unserviceable lights. Remove rubber deposit on runway and repaint faded markings.	AERIA/ASECNA		A

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	Bird hazard control and reduction; AFI/7 Conc. 4/2 and 4/7; Annex 14 Vol.1, para. 9.5.1 -	Abidjan	Bird hazard control measures to continue.	1998	High risk of collision with birds or other mammal on the runway	Activate the airport coordination committee and take appropriate measures.	SODEXAM/AERIA/A SECNA		A
	Implementation of visual aids AFI/7 Conc. 4/1 Annex 14 Vol. 1 Chapter 5	Bouake	More than 70% of runway and approach lights unserviceable. PAPI 03	2001	Inadequate visual guidance to pilots	Rehabilitate lighting system. Installation of PAPI on 2 thresholds as in AFI Plan	SODEXAM		A
	Aerodrome fencing and security lighting, AFI/7 Conc. 4/2 and 4/9, Annex 14 Vol.1, para 8.4.1 - 8.4.3	Bouake	Aerodrome fence non existing.	2001	Access control to airside impossible enabling acts of vandalism on facilities	Build a new fence meeting the requirements on separation distance with movement areas	SODEXAM/ANAC		A
<i>Dem. Rep. of Congo</i>									
	Pavement strength AFI/7 Conc. 4/4 and 4/10 Annex 14 Vol.1 para 2.5.1 -	Kinshasa	Rwy surface uneven and bumpy (bearing strength problem over a portion of runway). Apron surface degraded esp. P12 & P13. Apron inadequate esp. at	1998	Unevenness caused by slippage of concrete slabs and many cracks. Risk to damage of aircraft. High risk of collision of	Pavement rehabilitation to be put in place. An agreement was concluded for the rehabilitation of the runway	RVA	2002	A
	Implementation of visual aids AFI/7 Conc. 4/1 Annex 14 Vol.1 Chapter 5	Kinshasa	No RWY markings except TDZ. All other markings implemented not meeting requirements. Approach and runway edge lighting deficient.	1998	Inadequate visual guidance to pilots. Many bulbs	New markings to be painted in accordance with Annex 14, Volume I. Lighting to be rehabilitated.	RVA		U

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	Emergency plan; Annex 14 Vol.1 para. 9.1.1 - 9.1.9	Kinshasa	Lack of airport emergency plan	2003		Develop an airport emergency plan and test it through a full scale emergency	RVA		A
	Rescue and fire fighting; AFI/7 Conc. 4/2 and 4/7 Annex 14 Vol.I para. 2.11.1 - 2.11.4 and 9.2.1 -	Kinshasa	RFFS: Major improvements required. RFFS CAT 9 not achieved. (Only cat. 7 available)	1997		Procure new fire vehicles and accessories. Training and recycling of personnel. Tender invited for the provision of new RFF equipment	RVA	2002	U
	Bird hazard control and reduction; AFI/7 Conc. 4/2 and 4/7; Annex 14 Vol.1, para. 9.5.1 -	Kinshasa	Inadequate bird hazard control measures.	1998		Control measures to be implemented and monitored. Tender invited for the provision of scaring equipment.	RVA	2002	A
	Aerodrome fencing and security lighting, AFI/7 Conc. 4/2 and 4/9, Annex 14 vol.1, para 8.4.1 - 8.4.3	Kinshasa	Aerodrome fence incomplete.	1999	Access to all airside areas by unauthorized persons.	Extensive repair of fence required. Work in progress	RVA		A
	Power supply; AFI Conc 4/2 and 4/8; Annex 14 Vol.1 para. 9.4.1 - 9.4.27	Kinshasa	Primary power supply unreliable. Secondary power supply arrangements deficient.	1998		Solution in progress with acquisition of new systems (generators and UPS)	RVA		A
<i>Djibouti</i>	Aerodrome certification Annex 14, Vol.I Para. 1.4.1. - 1.4.6	Djibouti	Procedures for aerodrome certification not in place	2003	The development of procedures have not started as of Dec. 2003	Develop the procedures and implement requirement	DCA	2004	A

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	Aerodrome fencing and security lighting, AFI/7 Conc. 4/2 and 4/9, Annex 14 vol.1, para 8.4.1 - 8.4.3	Djibouti	Aerodrome fence inadequate	2002	Control of unauthorized persons in movement areas inadequate	Situation currently under control due to presence of	DCA		A
	Emergency plan; Annex 14 Vol.1 para. 9.1.1 - 9.1.9	Djibouti	No aerodrome emergency plan. Exercises not conducted.	2000		Develop an emergency plan. Conduct a full scale emergency	DCA	2003	U
<i>Egypt</i>	Implementation of visual aids AFI/7 Conc. 4/1 Annex 14 Vol.I Chapter 5	Hurghada	Taxiway and apron lighting inadequate	1999		Actions are being taken.		1999	A
	Implementation of visual aids AFI/7 Conc. 4/1 Annex 14 Vol.I Chapter 5	Sharm el Sheik	Taxiway and apron lighting inadequate	1999		Actions are being taken.		1999	A
<i>Equatorial Guinea</i>	Implementation of visual aids AFI/7 Conc. 4/1 Annex 14 Vol.1 Chapter 5	Malabo	No apron markings and signs.	2003	Inadequate visual guidance to pilots	Develop and implement marking apron map with aircraft guidelines and indication of aircraft stands to be published. Install taxiway required signs.	ASECNA		A

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	Bird hazard control and reduction; AFI/7 Conc. 4/2 and 4/7; Annex 14 Vol.1, para 9.4.2 -	Malabo	Lack of bird hazard control programme	2004		Created a bird hazard committee. Develop and implement a bird Hazard control programme based on ornithological studies to be conducted.	DGAC		A
	Aerodrome fencing and security lighting, AFI/7 Conc. 4/2 and 4/9, Annex 14 Vol. 1, Para 8.4.1 - 8.4.3	Malabo	Aerodrome fence non existing.	2003	AGA mission in Oct. 2003. Access control impossible.	Build perimeter fence and road for patrols.	DGAC		U
<i>Eritrea</i>									
	Aerodrome certification Annex 14, Vol.I Para. 1.4.1. - 1.4.6	Asmara, Assab	Procedures for aerodrome certification not in place	2003	The development of procedures have not started as of Dec. 2003	Develop the procedures and implement requirement	2004	CAA	U
<i>Ethiopia</i>									
	Aerodrome certification Annex 14, Vol.I Para. 1.4.1. - 1.4.6	Addis Ababa, Dire Dawa	Procedures for aerodrome certification not in place	2003	The development of procedures have not started as of Dec. 2003	Develop the procedures and implement requirement	CAA	2004	U
<i>France (Réunion)</i>									
	Aerodrome certification Annex 14, Vol.I Para. 1.4.1. - 1.4.6	St, Denis, Gillot	Procedures for aerodrome certification not in place	2003	The development of procedures have not started as of Dec. 2003	Develop the procedures and implement requirement	DNAC	2004	U

<i>StateName</i>	<i>Requirements</i>	<i>Facilities or Services</i>	<i>Description of Deficiency</i>	<i>Date first reported</i>	<i>Comments on Deficiency</i>	<i>Description of Corrective action</i>	<i>Executing Body</i>	<i>Target date for implementation</i>	<i>Priority</i>
<i>Gambia</i>	Bird hazard control and reduction: AFI/7 Conc.4/2 and 4/7; Annex 14 Vol.1, Para 9.4.1 -	Banjul	Lack of bird hazard control programme	2004		Establish a bird hazard committee. Develop and implement a bird hazard control programme based on ornithological studies to be conducted.	GCAA		A
<i>Guinea Bissau</i>	Emergency plan; Annex 14 Vol.1 para. 9.1.1 - 9.1.15	Bissau	No aerodrome emergency plan.	1993		Develop an airport emergency plan. Conduct full scale emergency	DGAC/ENAG		A
	Implementation of visual aids AFI/7 Conc. 4/1 Annex 14 Vol,1 Chapter 5	Bissau	Lighting aids inadequate.	1993	Inadequate visual guidance to pilots	Rehabilitation of lighting aids required.	DGCA		A
	Rescue and fire fighting; AFI/7 Conc. 4/2 and 4/7. Annex 14 Vol.1 para. 2.11.1 - 2.11.4 and 9.2.1 -	Bissau	Fire fighting services inadequate. Rescue services inadequate.	1999	Equipment vandalized during the unrest situation.	General revision and rehabilitation required. Supplement certain rescue equipment to meet the required level as in AFI	ENAG		U
<i>Kenya</i>	Bird hazard control and reduction; AFI/7 Conc. 4/2 and 4/7; Annex 14 Vol.I para. 9.4.1 -	Mombasa	Inadequate bird hazard control measures	2003	Bird strikes still being reported	Bird control measures now established to be enhanced and monitored	KAA	2004	U
	Aerodrome certification Annex 14, Vol.I Para 1.4.1 - 1.4.6	Nairobi, Mombasa, Eldoret	Aerodromes not certified	2004	The development of procedures was not completed as of Feb. 2005	Develop the procedures and implement requirement	KCAA	2005	U

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<i>Lesotho</i>									
	Aerodrome certification Annex 14, Vol.I Para. 1.4.1. - 1.4.6	Maseru	Aerodromes not certified	2004	The development of procedures have not started as of Feb. 2005	Develop the procedures and implement requirement	DCA	2005	U
	Emergency plan; Annex 14 Vol.I para. 9.1.1 - 9.1.15	Maseru	No aerodrome emergency plan. Exercises not held.	1996		Develop plan. Conduct emergency	DCA	2004	U
<i>Liberia</i>									
	Bird hazard control and reduction; AFI/7 Conc.4/2 and 4/7; Annex 14 Vol.1, Para 9.4.1 -	Monrovia	Lack of bird hazard control programme	2004		Created a bird hazard committee. Develop and implement a bird hazard control programme based on ornithological studies to be conducted.	Liberia Airport Authority		A
	Rescue and fire fighting; Afi/7 Conc. 4/2 and 4/7; Annex 14 Vol.1 para. 2.11.1 - 2.11.4 and 9.2.1 -	Monrovia	RFFS: inadequate	1996		Rehabilitate facilities and acquire equipment as defined in the OACI/PNUD study available.	Liberia Airport Authority		A
	Emergency plan; Annex 14 Vol.I para. 9.1.1 - 9.1.15	Monrovia	No aerodrome emergency plan.	1996		Develop plan. Conduct emergency	DCA	1998	A
<i>Libya</i>									
	Bird hazard control and reduction; AFI/7 Conc. 4/2 and 4.7; Annex 14 Vol.I, para. 9.4.1 -	Benghazi	Bird hazard control measures required.			Control measures to be implemented and monitored.	NCAA		U

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	Bird hazard control and reduction; AFI/7 Conc.4/2 and 4/7. Annex 14 Vol.1, para. 9.4.1 -	Tripoli	Bird hazard control measures required.			Control measures to be implemented and monitored.	NCAA		U
<i>Madagascar</i>									
	Aerodrome certification Annex 14, Vol.I Para. 1.4.1. - 1.4.6	Antananarivo, Antsiranana, Mahajanga, Nosy-be, Sainte-Marie, Toamasina, Tolaguaro	Aerodromes not yet certified	2004	The development of procedures have not been completed as at Feb. 2004	Complete the development of procedures and implement the requirement	ADM/ASECNA	2005	U
	Emergency plan; Annex 14 Vol., para. 9.1.1 - 9.1.15.	Antananarivo	No aerodrome emergency plan. Emergency exercises not held yet.	2001	Draft emergency plans by each organization to be amalgamated.	Develop an airport emergency plan. Conduct full scale emergency	ADM/ADEMA/ASEC NA	2001	U
<i>Malawi</i>									
	Aerodrome certification Annex 14, Vol.I Para. 1.4.1. - 1.4.6	Lilongwe, Blantyre	Aerodromes not yet certified	2003	The development of procedures have not been completed as at Feb. 2005	Develop the procedures and implement requirement	DCA	2005	U
<i>Mali</i>									
	Bird hazard control and reduction; AFI/7 Conc. 4/2 and 4/7 Annex 14 vol.I, para. 9.4.1 -	Bamako	Bird hazard control measures required.	1998		Bird Control Committee created in 1999. Environmental management measures and awareness increase through media underway.	DCA/ASECNA/Aéro ports du Mali	2001	A

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<i>Mauritania</i>	Emergency plan; Annex 14 Vol.1 Para. 9.1.1 - 9.1.9	Nouakchott	No aerodrome emergency plan.	2005	AGA mission in April 2005	Develop an airport emergency plan and organize a full-scale emergency exercise for its	ASECNA/SAM/ANA		A
	Bird hazard control and reduction; AFI/7 Conc.4/2 and 4/7; Annex 14 Vol.1, Para. 9.4.1 -	Nouakchott	Lack of bird hazard control programme	2005		Created a bird hazard committee. Develop and implement a bird hazard control programme based on ornithological studies to be conducted.	ASECNA/SAM/ANAC		A
	Emergency plan; Annex 14 Vol.1 Para. 9.1.1 - 9.1.9	Nouadhibou	No aerodrome emergency plan.	2005	AGA mission in April 2005	Develop an airport emergency plan and organize a full-scale emergency exercise for its	ASECNA/SAM/ANAC		A
	Aerodrome fencing and security lighting, AFI/7 Conc. 4/2 and 4/9, Annex 14 Vol.I, para 8.4.1 - 8.4.3	Nouakchott	Aerodrome fence inadequate.	1996	Control of access by animals and unauthorized persons to airside inadequate.	New concrete fence installed but not entirely adequate.	SAM		A
<i>Mozambique</i>	Emergency plan; Annex 14 Vol., para. 9.1.1 - 9.1.15	Maputo	No aerodrome emergency plan. Emergency exercises not held yet	2002	Existing draft quite old, inaccurate and inadequate	Develop an airport emergency plan. Conduct full scale emergency	Aeroportos de Mozambique	2003	U
	Aerodrome certification Annex 14, Vol.I Para. 1.4.1. - 1.4.6	Beira, Maputo	Aerodrome not yet certified.	2003	The development of procedures have not been completed as at Feb. 2004	Complete the development of the procedures and implement requirement	IACM	2005	U

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<i>Niger</i>									
	Bird hazard control and reduction; AFI/7 Conc. 4/2 and 4/7; Annex 14 vol.1, Para 9.4.1 -	Niamey	Lack of bird hazard control programme	2005		Created a bird hazard committee. Develop and implement a bird Hazard control programme based on ornithological studies available.	ASECNA/DAANN		A
<i>Nigeria</i>									
	Implementation of visual aids, AFI/7 Conc.4/1, Annex 14 Vol.I Chapter 5	Port Harcourt	Approach lighting 21L unreliable. Rwy edge lights on first quarter of Rwy 21 inoperative. No txwy lighting. PAPIs inoperative. Runway marking unclear.	1999	Inadequate visual guidance to pilots.	Rehabilitation of lighting aids budgeted for 2003. Markings to be repainted.	FAAN	2003	A
	Aerodrome fencing and security lighting, AFI/7 Conc. 4/2 and 4/9 Annex 14 Vol.I, para 8.4.1 - 8.4.3.	Abuja	Aerodrome Fence inadequate.	2000	Access to airside by unauthorized persons and stray animals.	Build a perimeter fence using appropriate materials. Project for adequate fence budgeted for year 2003.	FAAN	2003	A
	Aerodrome fencing and security lighting. AFI/7 Conc. 4/2 and 4/9 Annex 14 Vol. 1 para 8.4.1 - 8.4.3	Port Harcourt	Aerodrome fence inadequate	2003	AGA mission in 2003. Access to airside by unauthorized persons and stray animals.	Build a perimeter fence using appropriate materials.	FAAN	2003	A
	Pavement strength AFI/7 Conc. 4/4 and 4/10, Annex 14 Vol.I, para 2.5.1 - 2.6.8.	Lagos	Severe undulation and severe vibrations during take-off	2002		Rehabilitation required	FAAN		A

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	Implementation of visual aids. AFI/7 Conc. 4/1, Annex 14 Vol.I chapter 5.	Lagos	Txwy lighting inadequate and reflective markers ineffective. Centerline lighting at high speed turnoffs deficient and colors non standard. No approach light on 01L and 01R. Intensity of approach lighting on 19R cannot be controlled from control tower. Rwy Markings unclear.	1999	Taxiway lights required. Approach lights frequently reported too bright.	Development plans for rehabilitation are required. Markings to be repainted.	FAAN	2003	A
	Power supply; AFI Conc. 4/2 and 4/8; Annex 14 Vol.I para. 8.1.1 - 8.1.5	Lagos	Switch over time to secondary power supply inadequate.	2000		Rehabilitation of six 2,25 MVA generators completed. Rehabilitation of secondary power distribution panel 80% completed	FAAN	2003	U
	Rescue and fire fighting; AFI/7 Conc. 4/2 and 4/7; Annex 14 Vol.I, para. 2.11.1 - 2.11.4 and 9.2.1 -	Maiduguri	RFFS inadequate. Airport RFF category not met and not NOTAMed.	2003	AGA mission in 2003. 2 available vehicles not fully operational.	Issue notam to downgrade the RFF category. Rehabilitate or acquire fully operational	FAAN		U
	Aerodrome fencing and security lighting AFI/7 Conc. 4/2 and 4/9, Annex 14, Vol.I, para 8.4.1 -	Maiduguri	Aerodrome fence inadequate.	2003	AGA mission in 2003. Access to airside by unauthorized persons and stray animals.	Build a perimeter fence using appropriate materials.	FAAN	2003	A

<i>StateName</i>	<i>Requirements</i>	<i>Facilities or Services</i>	<i>Description of Deficiency</i>	<i>Date first reported</i>	<i>Comments on Deficiency</i>	<i>Description of Corrective action</i>	<i>Executing Body</i>	<i>Target date for implementation</i>	<i>Priority</i>
<i>Rwanda</i>	Pavement strength AFI/7 Conc.4/4 and 4/10, Annex 14 Vol.I, para 2.5.1 - 2.6.8	Kigali	Runway slippery when wet.	1999	Probably due to rubber deposits.	Rehabilitation work ongoing.	CAAR	2006	A
	Emergency plan; Annex 14 Vol.I para. 9.1.1 - 9.1.9	Kigali	No aerodrome emergency plan. Emergency exercise not held at regular intervals.	2000		Develop an airport emergency plan. Conduct full scale emergency	CAAR	2004	A
	Aerodrome certification Annex 14, Vol.I Para. 1.4.1. - 1.4.6	Kigali	Aerodrome not certified.	2003	The development of procedures have not been completed as at Feb. 2004.	Complete the development of the procedures and implement requirement	CAAR	2005	U
<i>Sao Tome & Principe</i>									
	Rescue and fire fighting; Afi/7 Conc. 4/2 and 4/7; Annex 14 Vol.1 para. 2.11.1 - 2.11.4 and 9.2.1 -	Sao Tomé	Level of protection inadequate. (Only one 7000 1 water vehicle available)	2002		Acquire 2 additional tenders to meet the required level.	ENASA		U
	Bird hazard control and reduction; AFI/7 Conc.4/2 and 4/7; Annex 14 Vol.1, para. 9.4.1 -	Sao Tomé	Lack of bird hazard control programme	2004		Created a bird hazard committee. Develop and implement a bird hazard control programme based on ornithological studies to be conducted.	ENASA		A

<i>StateName</i>	<i>Requirements</i>	<i>Facilities or Services</i>	<i>Description of Deficiency</i>	<i>Date first reported</i>	<i>Comments on Deficiency</i>	<i>Description of Corrective action</i>	<i>Executing Body</i>	<i>Target date</i>	<i>Priority for implementation</i>
<i>Sierra Leone</i>									
	Implementation of visual aids. AFI/7 Conc. 4/1, Annex 14 Vol.I, chapter 5.	Freetown	Only 50% runway edge lighting available. Markings faded.	1993	Inadequate visual guidance to pilots.	Rehabilitate runway edge lights. Repaint markings. Revaluation of the damage caused by the war with all the lighting system.	SLAA		A
	Bird hazard control and reduction; AFI/7 Conc.4/2 and 4/7; Annex 14 Vol.1, para 9.4.1 -	Freetown	Lack of bird hazard control programme	2004		Created a bird hazard committee. Develop and implement a bird hazard control programme based on ornithological studies to be conducted.	SLAA/DCA		A
<i>Sudan</i>									
	Bird hazard control and reduction; AFI/7 Conc. 4/2 and 4/7 Annex 14 Vol.I, para. 9.4.1 -	Khartoum	Bird hazard control measures required.	1993		Control measures to be implemented and monitored.	NCAA		A
<i>Swaziland</i>									
	Aerodrome certification Annex 14, Vol.I Para. 1.4.1. - 1.4.6	Manzini	Aerodrome not certified as at Feb. 2004.	2003	The development of procedures have not started as of Feb. 2004	Develop the procedures and implement requirement	DCA	2005	U
<i>Tanzania</i>									
	Aerodrome certification Annex 14, Vol.I Para. 1.4.1. - 1.4.6	Zanzibar	Aerodrome not certified as at Feb. 2004.	2003	The development of procedures have not started as of Feb. 2004.	Develop the procedures and implement requirement	TCAA	2005	U

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	Emergency plan; Annex 14 Vol.I para 9.1.1 - 9.1.9	Zanzibar	No AEP. Testing not done.No up to date grid map.	2004	Capacity for rescue and fire fighting unclear	Develop an AEP and conduct a full scale emergency exercise	Zanzibar Government	2005	U
	Pavement strength AFI/7 Conc. 4/4 and 4/10 Annex 14 Vol.I para 2.5.1 -	Zanzibar	Rwy surface cracked, ravelling and pot halled. FOD.	2004	Risk of FOD damage.	Rehabilitation project ongoing.	Zanzibar Government	2005	U
<i>Uganda</i>									
	Aerodrome certification Annex 14, Vol.I Para. 1.4.1. - 1.4.6	Entebbe	Aerodrome not certified as at Feb. 2004.	2004	The development of procedures have not been completed as of March 2004.	Develop the procedures and implement requirement	CAAU	2005	U
<i>Zambia</i>									
	Aerodrome certification Annex 14, Vol.I Para. 1.4.1. - 1.4.6	Lusaka, Livingstone, Mfuwe, Ndola	Aerodromes not certified as at Feb. 2004.	2004	The development of procedures have not been completed as of Apr 2004	Develop the procedures and implement requirement	DCA	2005	U
<i>Zimbabwe</i>									
	Aerodrome certification Annex 14, Vol.I Para. 1.4.1. - 1.4.6	Bulawayo, Harare, Victoria Falls	Aerodromes not certified as at Feb. 2004.	2004	The development of procedures have not been completed as of Apr. 2004	Develop the procedures and implement requirement	CAAZ	2005	U
