



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Twenty-Seventh Meeting of the AFI Planning and Implementation Regional Group (APIRG/27)

5 to 6 November 2024

Agenda Item 3: Implementation of air navigation goals, targets and indicators, including the priorities set in the Regional Air Navigation Plan

3.5. Air Navigation Deficiencies

(Presented by the Secretariat)

SUMMARY	
<p>This working paper reports on the status of the Air Navigation Deficiencies in the AFI region. It calls for further guidance to improve the identification, notification, management and reporting on Air Navigation Deficiencies.</p> <p>Action by the Meeting is in paragraph 3</p>	
<i>References</i>	<ul style="list-style-type: none"> ▪ APIRG Procedural Handbook ▪ The Global Air Navigation Plan ▪ Doc 7474, Air Navigation Plan - Africa-Indian Ocean Region ▪ APIRG/26 and previous meetings Reports
<i>Strategic Objectives</i>	<p><i>A – Aviation Safety</i></p> <p><i>B – Air navigation Capacity and Efficiency</i></p> <p><i>D – Economic Development of Air Transport</i></p> <p><i>E – Environmental Protection</i></p>

1 INTRODUCTION

- 1.1 The APIRG/25 meeting requested the Secretariat to expedite the operationalization of the AFI Air Navigation Deficiencies Database (AANDD) and urged States and Organizations that were yet to nominate AANDD Focal points to do so. Furthermore, APIRG/25 called upon States and Organizations to conduct workshops to raise stakeholders' awareness on the Air Navigation deficiencies for their effective identification, notification and resolution with the support of their ICAO accredited Regional Offices.
- 1.2 The APIRG/26 meeting was updated on the actions undertaken to improve the management of the Air Navigation deficiencies. Actions for the operationalization of the AANDD was recalled, including a Webinar conducted in March 2023, attended by two hundred forty-two three (243) participants from 36 States, AFCAC, RSOOs, ANSPs and Airlines, as well as a kick-off meeting held in May 2023 with AANDD Focal points, to launch officially the operational use of the AANDD to manage air navigation deficiencies.

2 DISCUSSION

- 2.1 The APIRG/26 meeting noted the full operationalization of the online AANDD platform developed by the Secretariat and commended the actions taken to assist States and key stakeholders in the use of that platform, accessible at <https://aandd.icao.int/>, for the identification, notification, assessment, and resolution of air navigation deficiencies.
- 2.2 However, the said meeting noted the persistent low pace of identification and management of air navigation deficiencies. In this regard, the meeting requested States/Organizations that had not yet done so, to nominate their Focal points and Subject Matters Experts for the AANDD as per APIRG/25 Conclusion 25/30. The meeting also requested:
- a) States/Organization to organize on site sensitization seminars on the use of the AANDD for their Focal Points and APIRG Subject Matters Experts;
 - b) Users and States to continuously report on deficiencies as they may occur, using the AANDD management Tool; and
 - b) ICAO ESAF and WACAF Regional Offices to continue assisting States/Organizations as needed on the identification and management of air navigation deficiencies.
- 2.3 In line with the above, two additional workshops were conducted in 2024 in Dakar, Senegal, on the Volumes I and II of the Regional Air Navigation Plan and the management of air navigation deficiencies.
- 2.4 So far, the involvement of States and Stakeholders in the identification, notification, management and reporting on Air Navigation Deficiencies is low. As of October 2024, five (5) cases in 4 States were notified through the AANDD. These notifications, which are currently being reviewed by the Regional Offices, are related to AOP, MET and ATM/SAR.
- 2.5 The meeting may wish to provide further guidance aimed at improving the identification, notification and management of air navigation deficiencies in the AFI region.
- 2.6 In this regard, States are invited to share with the meeting their internal setup, including how their Focal points are organized, for an effective management of air navigation deficiencies. Also, key stakeholders (IATA, IFALPA, ...), involved in this matter, can also share challenges they are experiencing in notifying air navigation deficiencies.

3 ACTION BY THE MEETING

- 3.1 The meeting is invited to
- a) Take note of the information in this paper; and
 - b) Provide further guidance as appropriate.