



International Civil Aviation Organization

MIDANPIRG Steering Group

Fifth Meeting (MSG/5)
(Cairo, Egypt, 18 - 20 April 2016)

Agenda Item 6: Air Navigation Deficiencies

REVIEW OF AIR NAVIGATION DEFICIENCIES

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of the MIDANPIRG subsidiary bodies with regard to the review and update of air navigation deficiencies.

Action by the meeting is at paragraph 3.

REFERENCES

- AIM SG/2 Report
- ATM SG/2 Report
- MET SG/6 Report
- MIDANPIRG/15 Report

1. INTRODUCTION

1.1 The standard definition of deficiency adopted by the ICAO Council in November 2001 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. DISCUSSION

2.1 MIDANPIRG/15 re-iterated that the identification and reporting of Air Navigation Deficiencies by User-Organizations contribute significantly to the enhancement of air navigation safety in the MID Region. Nevertheless, the meeting noted with concern that the use of the MID Air Navigation Deficiency Database (MANDD) is far below expectations. Accordingly, the meeting urged States and authorized Users to use the MANDD for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies.

2.2 MIDANPIRG/15 agreed to the following Conclusion to replace and supersede the MIDANPIRG/14 Conclusion 14/32 related to elimination of Air navigation Deficiencies:

CONCLUSION 15/35: AIR NAVIGATION DEFICIENCIES

That, States be urged to:

- a) use the MID Air Navigation Deficiency Database (MANDD) for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies, including the submission of a specific Corrective Action Plan (CAP) for each deficiency; and*
- b) submit a Formal Letter to the ICAO MID Regional Office containing the evidence(s) that mitigation measures have been implemented for the elimination of deficiency(ies) when requesting the elimination of deficiency(ies) from the MANDD.*

2.3 In connection with the above, the ICAO MID Regional Office issued State Letter Ref. AN 2/2 - 15/351 dated 29 December 2015 requesting States to take all necessary measures to implement the provisions of the above Conclusion and send their feedback on the actions taken to the ICAO MID Regional Office, not later than 31 January 2016.

2.4 The different MIDANPIRG Subsidiary bodies have reviewed the list of air navigation deficiencies related to their Terms of Reference (TORs) and agreed to the following:

2.4.1 **AOP:**

- There was no update after MIDANPIRG/15 and no request for amendment of the AOP deficiencies.

2.4.2 **AIM SG/2 meeting:**

- Considering that the implementation of an Aeronautical Information Conceptual/Exchange Model is the main pre-requisite for AIS Automation; agreed that the Deficiencies related to AIS Automation be described as “Lack of implementation of an AIXM-based AIS Database”.
- In order to ensure an effective monitoring of AIRAC Adherence; agreed to change the description of the Deficiencies related to AIRAC adherence to “Lack of implementation of an AIRAC adherence monitoring system”.

2.4.3 **ATM SG/2 meeting:**

- In the ATM field, no new deficiency has been reported. The current total number is twenty eight (28) priority “A” and “B” deficiencies. Eleven (11) related to the non-implementation of planned regional ATS Routes; thirteen (13) related to the uncompleted signature of contingency agreements, and four (4) related to unsatisfactory reporting of large Height deviation (LHD) to the MIDRMA. Two reported (2) deficiencies on Iran and Lebanon are proposed to be deleted related to reporting of LHD.
- In the SAR field, no new deficiency has been reported. The current total number is twelve (12) priority “A” deficiencies related mainly to the lack of SAR provisions and non-compliance with the carriage of Emergency Locator Transmitter (ELT) requirements.

2.4.4 MET SG/6 meeting:

- Considering that Iran, Lebanon and Syria were not listed in the SADIS Status of Implementation and consequential lack of WAFS forecasts necessary for briefing and flight documentation (Annex 3 para 9.1.4, 9.3.1, 9.4.1 and Appendix 2, 2.1.1 refer); the MET SG/6 meeting agreed that if SADIS is not implemented by those States until MIDANPIRG/16, a deficiency would be filed against these States in the MANDD.
- The MET SG/6 meeting agreed to remove Iran from the list of deficiencies related to the implementation of QMS in MET, since the Meteorological Organization of Iran has implemented ISO 9001 in October 2015.

2.4.5 CNS:

- There was no CNS SG meeting after MIDANPIRG/15 and no request for amendment of the CNS deficiencies.

2.5 It's to be highlighted that all MIDANPIRG Subsidiary bodies emphasized that States should develop a Corrective Action Plan (CAP) for each air navigation deficiency and noted that the majority of the CAPs were not specifying a set of clear actions from States with specific timelines for the elimination of the deficiencies. Accordingly, States were urged to use the MANDD to propose specific CAP for each deficiency.

2.6 The list of air navigation deficiencies as updated by the different MIDANPIRG subsidiary bodies and the Secretariat (based on requests/information received from States) is available on the MANDD, which can be accessed through the following link: <http://www.cairo.icao.int/>.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note and support the outcome of the MIDANPIRG subsidiary bodies with regard to the review and update of air navigation deficiencies; and
- b) urge States to implement the provisions of the MIDANPIRG/15 Conclusion 15/35 and provide updates on the status of their deficiencies using MANDD.