

MIDANPIRG/7
Report on Agenda Item 7

REPORT ON AGENDA ITEM 7: DEFICIENCIES IN THE AIR NAVIGATION FIELD**Review of The Uniform Methodology for The Identification, Assessment And Reporting of Air Navigation Deficiencies**

7.1 The meeting noted that the uniform methodology for the identification, assessment and reporting of air navigation shortcomings and deficiencies was prepared with the assistance of

on 23 June 1998 for the efficient identification, assessment and clear reporting of air navigation deficiencies.

7.2 The PIRGs, in reviewing lists of shortcomings and deficiencies, make an assessment of the safety impact for subsequent review by the Air Navigation Commission. The purposes of these lists of shortcomings and deficiencies have been to assist States in defining their implementation priorities and to indicate that remedial action is required.

7.3 During a recent review of PIRG reports related to uniform methodology by the ANC, it became evident that some parts of the methodology was being interpreted in different ways. The Commission consequently suggested that a detailed review of the definitions of *shortcomings* and *deficiencies* was necessary and that a study should be conducted as soon as possible to develop a single definition. The Commission also felt that this matter should be brought to the attention of the fourth meeting of the ALLPIRG/Advisory Group (ALLPIRG/4) before making a final decision on the issue.

7.4 The uniform methodology, as initially drafted, defined a *shortcoming* as a situation where a facility was not installed or a service was not provided in accordance with an air navigation plan (ANP) and a *deficiency* as a situation where an existing facility or service was partially unserviceable, incomplete or not operated in accordance with applicable ICAO specifications and procedures

7.5 The meeting was informed that the ALLPIRG/4 (6-8 February 2001) also recognized the difficulties that arose due to the use of two definitions. It was considered that the net effect of either a shortcoming or a deficiency is a negative impact on the safety, regularity and/or efficiency of international civil aviation. As the net effect for both conditions is the same, it was very difficult for PIRGs to distinguish between situations to be classified as a shortcoming or a deficiency subject to the status of implementation. Consequently, ALLPIRG/4 concurred with the Commission that a single definition should be developed for incorporation into the uniform methodology and felt that the word *deficiency* should be retained 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.

7.6 In light of the above, the MIDANPIRG/7 noted that the Commission developed a new single definition for Council consideration and proposed that the definition for a shortcoming or a deficiency as contained in the uniform methodology for the identification, assessment and reporting of air navigation shortcomings and deficiencies be replaced with a single definition for both situation.

7.7 The introduction of this new single definition of as detailed below, which in effect replaces and consequential editorial changes to the uniform methodology were approved on 30 November 2001 by the Council of ICAO.

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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.

7.8 The meeting, in discussing the application of above definition, expressed that there was a scope for further improving the definition in terms of clarity and usability. However, considering the fact that the review of uniform methodology for the identification, assessment and reporting of air navigation deficiencies is a living document and as such there would be another opportunity to contribute during next cycle of review, the MIDANPIRG/7 adopted the revised uniform methodology, including new definition of deficiency in addressing the deficiencies of MID region. As a result the group developed following conclusion:

CONCLUSION 7/44: REVISED UNIFORM METHODOLOGY, INCLUDING NEW DEFINITION OF DEFICIENCY, IN ADDRESSING THE DEFICIENCIES OF MID REGION

That, States:

- a) note the introduction of this new single definition of replacing ; and
- b) adopt the revised uniform methodology as presented in the **Appendix 7A** to Agenda Item 3 in addressing the deficiencies of MID Region.

Deficiencies in the AOP field in the MID Region

7.9 The meeting was presented with the updated list of deficiencies in the AOP field in the MID Region,

7.10 The meeting revised and further updated the comprehensive list of information obtained on seven States as indicated at attached **Appendix 7B** to the report on Agenda Item 7

7.11 The meeting was informed that ICAO at its 33rd Assembly meeting adopted Resolution A33-14- Appendix M refers to the Implementation of Regional Plans emphasizing the need for monitoring, reporting and addressing information on serious shortcomings and deficiencies with the intent to encouraging States to take remedial action for resolving the problems.

7.12 The meeting emphasized the need for all concerned States/Users, to extend their cooperation in this exercise so that effective solutions can be suggested for the resolution of the deficiencies in the region.

7.13 The meeting formulated the following Conclusion:

CONCLUSION 7/45: MONITORING AND FOLLOW UP OF CORRECTIVE ACTIONS TO ALLVIVATE DEFICIENCIES IN AOP FIELD

That, States and Organization which are assigned responsibility for corrective actions in relation to AOP deficiencies in the Air Navigation field as indicated at attached **Appendix 7B** to the report on Agenda Item 7 are urged through their executing bodies;

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- to provide the ICAO MID Regional Office with the information related to current and planned corrective actions, which are necessary for the Regional Office and MIDANPIRG to carry out their monitoring and follow up responsibilities.

Deficiencies in the ATM/SAR/AIS Field in the MID Region

7.14 MIDANPIRG accordingly reviewed the list of deficiencies in the ATM/SAR and AIS/MAP fields in the Region and agreed that the Secretariat will update the list in consultation with States for inclusion in the final report of the meeting. The meeting also urged States to take remedial measures for the elimination of these deficiencies, which are having an impact on the safety of air navigation in the Region. The consolidated list of deficiencies in the ATM/SAR and AIS/MAP fields are at **Appendices 7C & 7D** respectively.

Deficiencies in the CNS field in the MID Region

7.15 The meeting reviewed the list of Deficiencies up-dated by the COM/MET SG/4, with the information that was made available from the States and ICAO Regional Office. The list of Deficiencies is presented in **Appendix 7E** to the report on Agenda Item 7.

7.16 The meeting agreed with the proposal made by the COM/MET SG/4 to give priority A to all circuits linking main centers that appear on the list of deficiencies.

7.17 Taking into account that the MIDANPIRG handbook will have to be amended to reflect the single definition of a deficiency, the meeting modified the table of Deficiencies accordingly.

7.18 The meeting was informed that harmful interference cases are growing in the Region and that this infringement to the ITU Radio Regulations shall be reported to the respective telecommunications Administration in the adequate manner.

7.19 Noting that the MID FASID does not contain any provision to record and report interference cases, the meeting agreed to the following Decision:

DECISION 7/46: HARMFUL INTERFERENCE REPORT FORM

That, an amendment be made in the MID ANP/FASID to take into account the harmful interference report form (as shown in the **Appendix 7F** to the report on Agenda Item 7).

7.20 The meeting also agreed that the improved harmful interference report as shown in the **Appendix 7G** to the report on Agenda Item 7 should be used with aeronautical services.

7.21 Taking into account that, the efficiency to process the interference form depends on a close coordination with the National Telecommunication Authorities, the meeting reached the following Conclusion:

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CONCLUSION 7/47: HARMFUL INTERFERENCE TO RADIO FREQUENCY BANDS ALLOCATED TO THE AERONAUTICAL SERVICES

That, States should

- a) develop, in coordination with frequency spectrum management authorities and considering relevant ITU procedures, suitable mechanism for detection and elimination of unauthorized transmission of causing interference to aeronautical service; and
- b) notify ITU causes of serious and persistent harmful interference, and the ICAO Regional, for further coordination on this matter, using the form of **Appendix 7F** to the report on Agenda Item 7.

Deficiencies in the MET field in the MID Region

7.22 The COM/MET SG/4 had reviewed the table of Air Navigation deficiencies in the MET field in the MID Region as reviewed and adopted by MIDANPIRG/5. The SG had performed an in-depth review of the current status of implementation but had been hampered by the fact that experts from only five States from the MID region were present at this meeting. Based on this review the meeting agreed that the ATS/MET/Pilot cooperation and coordination was a safety related area with room for improvement, in particular concerning training, reporting and exchange of air reports. In this context the meeting was advised about the new edition of the ICAO Manual on Co-ordination between Air Traffic Services and Aeronautical Meteorological Services (Doc 9377).

CONCLUSION 7/48: IMPROVEMENT OF THE COORDINATION BETWEEN ATS, MET AND PILOTS

That, ICAO invites the States in the MID Region, IATA and IFALPA to enhance the cooperation and coordination between MET, ATS and pilots including inter-disciplinary training and familiarization in order to improve exchange of safety related information e.g. air reports.

7.23 Concerning the overall status of implementation of facilities and services at Aeronautical Met offices in the MID Region, the meeting agreed that this had to be further investigated through a survey including all MID States:

CONCLUSION 7/49: DEFICIENCIES IN THE MET FIELD IN THE MID REGION

That the ICAO MID Regional Office survey by a questionnaire the status of implementation of facilities and services at Aeronautical Met offices in the MID Region.

7.24 Another area of concern was the lack of upper air soundings, necessary for the forecasting and warning services and the need for data from systems like ACARS and AMDAR to complement these measurements. The meeting was advised that this was part of the basic meteorological data and this matter therefore should be addressed with the appropriate WMO forum

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7.25 Based on a complete review by the SG of all MET related items on the list from MIDANPIRG/5 an updated table of Air Navigation Deficiencies in the MET field in the MID Region" as attached at **Appendix 7G** to the report on Agenda Item 7 was approved by the meeting.

7.26 The issue of addressing deficiencies and a need for promoting corrective actions to be taken by concerned states has been widely discussed. Examples of the approaches taken in other regions, specifically in CAR/SAM and AFI have been brought to the attention of the meeting.

7.27 The meeting noted the related developments in other regions and agreed that there is a need to enhance the remedial actions aiming at the elimination of deficiencies and to take resolute steps in order to be better prepared for the forthcoming expansion at the ICAO USOAP.

7.28 The meeting considered the proposal for the establishment of a MID Air Navigation Safety Board including its proposed terms of reference, working methods and composition and agreed that this issue is to be presented to the next meeting of the MIDANPIRG, planned for 2003. At the same time recognizing the importance of elimination of the identified deficiencies by the member States, the meeting adopted the following Decision:

DECISION 7/50: ELIMINATION OF THE DEFICIENCIES

That, the ICAO MID Office carries out a detailed survey in collaboration with the MID States concerned by the deficiencies with priorities U and A and with the relevant International Organizations, in order to determine the problems the States are facing and how to solve these deficiencies. The results of such a survey and the experience gained should be reported to the MIDANPIRG/8.
