



**Fourteenth Meeting of the Asia/Pacific Air Navigation Planning  
and Implementation Regional Group (APANPIRG/14)**

Bangkok, Thailand, 4-8 August 2003

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**Agenda Item 4: Deficiencies in the Air Navigation Field**

**DEFINITION OF DEFICIENCY**

*(Presented by IATA)*

**SUMMARY**

This paper presents IATA's view that a purposive construction should be given to the words in the definition of Deficiency in the Uniform Methodology, to ensure that the situations and incidents which occur frequently in this region which directly affect aircraft operations and impact safety and efficiency, can be included in the Deficiency List.

**1. Introduction**

1.1 APANPIRG /13 Decision 13/46 established a Task Force on deficiencies in the Air navigation Fields. The first meeting was held from 21 to 25 July 2003. The Task force was tasked with developing detailed regional procedures for identification, assessment, reporting and monitoring of the status of air navigation deficiencies as a supplement to the uniform methodology.

1.2 Within the Asia Pacific region, there are many instances of deficiencies; some of which are long standing but without any real action plan to rectify the deficiency. Concurrently, there are other situations and incidents that occur frequently, which daily affect operations, many which have direct impact on the safety and efficiency of flight. These are usually reported directly to the ATS service provider or State for resolution by the airline concerned. Although some of these issues are perennial, they are not listed in the ICAO Deficiencies List because they seemingly do not fully meet the official definition of a Deficiency. However, the intent of the programme is to eliminate deficiencies and raise the standard of air traffic services and Decision 13/46 by APANPIRG underscores its seriousness and determination to do just that.

**2 Definition of Deficiency**

2.1 The Uniform Methodology has defined a deficiency 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.*

### 3 Discussion

3.1 In IATA's view, the intent of the definition is clearly to cast the net as wide as possible to capture all meaningful deficiencies in the air navigation system. It is systematic problem solving, which further substantiates APANPIRG's decision to appoint a Deficiency Task Force. Therefore to apply a strict and narrow interpretation, i.e., a literal construction and dissection of the words in the definition would be counterproductive to the intent of the definition and to APANPIRG, and would result in the day to day situations and incidents that impact safety and efficiency of airline operations to be either ignored or be given no priority or attention.

3.2 Looking beyond the words in the definition to the intent behind them, and to give the definition a purposive construction, would allow the Deficiency List to include cataloging and analyzing situations and incidents reported daily which might not fully meet the requirements of the definition of being non-compliant with an ANP or a SARP. Some examples of these are the reported air traffic incidents and airprox's between civil aircraft as well as between civil and military aircraft while transiting some FIRs, unending poor air-ground communications, non compliance with Annex 15 AIRAC requirements and dangerous non-aviation activities like kite flying in the approach glide path at an international airport. This will ensure that they are addressed with the full backing of the Uniform Methodology. An important reason why the Deficiency List should include situations or incidents of an operational nature is that, apart from affecting safety and efficiency, they could well be symptomatic of underlying systemic problems or deficiencies. Indeed, the Uniform Methodology recognizes that aircraft incident reports are sources of possible systems or procedures deficiencies. In fact, it has, in para2(d) directed that the Regional Office should as a routine function, maintain a list of specific deficiencies, and in order to ensure that it is as clear as possible, "*review aircraft accident and incident reports with a view to detect possible systems or procedures deficiencies*".

### 4 Action by the Meeting

- 4.1 APANPIRG is requested to:
- a) Consider the discussion above and;
  - b) Clarify the interpretation of Deficiency to include factors such as those described in this paper.
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