



International Civil Aviation Organization

**FIFTEENTH MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/15)
Bangkok, Thailand, 23 to 27 August 2004**

Agenda Item 4: Deficiencies in the Air Navigation Fields

IATA'S SHORTCOMING AND DEFICIENCY PROGRAMME

(Presented by IATA)

SUMMARY

This paper presents IATA's new formal Shortcoming and Deficiency Programme for Asia Pacific.

1. Introduction

1.1 Airlines have voiced concern over the ongoing deficiencies in Asia Pacific and the lack of corrective action to many of these known deficiencies. The IATA Asia Pacific Regional Coordination Group (RCG) has spent considerable time debating what is being done by organizations such as ICAO and IFALPA; and what should be done by IATA to help identify and resolve issues that adversely affect the safety, security or efficiency of flight. After several RCG meetings it was decided that the IATA Asia Pacific Regional Office should launch a formal Shortcoming & Deficiency Programme that would systematically address deficiencies affecting Safety, Security and Efficiency of air transportation.

1.2 The IATA Asia Pacific Shortcoming & Deficiency Programme is in its final stages of development and should be implemented later this year. IATA's programme will have a broader scope of definition and more elements to consider when compared to the ICAO Deficiency Programme. This means that both programmes will have some overlap on deficiencies listed. However, it is intended to complement ICAO's Programme with additional perspective in areas of high concern to the airspace user. IATA will continue to offer its full support to the ICAO Deficiency Programme.

2 Discussion

2.1 The IATA ASPAC definition of a shortcoming or deficiency is as follows:

2.1.1 A deficiency would be where a procedure, policy, practice, inattention or negligence directly or potentially affects the safety or security of the aircraft.

Some examples would include:

- *A lack of adherence to a SARP, e.g. improper AIS, implementation on non-AIRAC dates, non-standard phraseology, etc.*
- *Lack of or inconsistent air-ground communications*

- *Lack of (or the lack of enforcement of) a procedure that ensures safety of flight, e.g. kite flying or fireworks displays infringing on flights in TMA's.*
- *Lack of or improper security measures, e.g., improper screening, perimeter fencing, personnel identification, etc.*

2.1.2 A shortcoming would be where the lack of a procedure, policy, practice, infrastructure, etc. directly affects the efficiency of aircraft movement, on the ground or in the air.

Some examples would include:

- *Inefficient Route structure*
- *Restrictive or lack of Air Traffic Management, resulting in:*
 - *Consistent Delays*
 - *Unrealistic Slots*
 - *Unnecessary static restrictions*
- *Restrictions, either by design or from unrealistic military decisions*

2.2 A shortcoming or deficiency will be formally placed on the IATA ASPAC Deficiency list in the following conditions:

- A State ATS Provider will be advised of the deficiency. If it is not urgent, then the deficiency will not be placed on the list unless; a) there is no response to the written notification of deficiency within 90 days, or b) there is a lack of acceptable progress 6 months after notification.
- All urgent deficiencies involving safety will be immediately placed on the deficiency list.

2.3 The actual determination of what will be officially recorded as a shortcoming or deficiency, as well as whom or what organisation is given this confidential information is addressed in the following questions/answers:

2.3.1 Who can propose that something be considered as a shortcoming or a deficiency?

ANSWER:

- Either IATA or any member airline can propose a shortcoming or deficiency based on a pattern of occurrences or events.
- IATA maintains an ATS Incidents database for Asia Pacific and a trend analysis could identify a pattern affecting safety.
- IATA Asia Pacific has developed an ATS Survey for pilots to fill out that will provide a quantitative and qualitative analysis of air traffic services in all phases of flight. IATA will initiate these surveys on an FIR-by-FIR basis and trends affecting the safety or efficiency of flight will be considered.

2.3.2 Who actually determines that this will be a shortcoming or deficiency?

ANSWER: The ASPAC Safety, Operations and Infrastructure (SO&I) Regional Director makes the determination and will advise the RCG of the decision.

2.3.3 Who determines that a shortcoming or deficiency is taken off the list?

ANSWER: The ASPAC Regional SO&I Director, in consultation with the RCG.

2.3.4 Who has access to the complete ASPAC Shortcoming and Deficiency list?

ANSWER:

- The State ATS Provider and its regulatory authority will be provided with Shortcomings and Deficiencies that apply to their particular area of responsibility. The local IATA member airlines will also be provided with the same list.
- The RCG will be provided a copy of the complete list and this will be on the RCG agenda at every meeting.
- The appropriate ICAO Regional Director will be provided with the complete list of Shortcomings and Deficiencies that affect their ICAO defined region.
- The IATA SO&I Senior Vice President will be provided with an up to date list.
- The APANPIRG Deficiency Task Force and APANPIRG will be provided with the complete list.

2.3.5 What will be the IATA action plan and who determines what action will be taken?

ANSWER: Normal action will be to inform the State ATS Provider and ICAO that circumstances dictate that a shortcoming or deficiency has been formally placed on the list. Since every situation is a unique event, the ASPAC SO&I Director in consultation with the RCG, will determine any additional action to be taken. However, in most cases a face-to-face meeting with the State ATS Provider and their Regulatory Authority will be requested.

3 Action by the Meeting

3.1 APANPIRG is requested to note IATA's Shortcoming and Deficiency Programme for Asia Pacific and its continued support to the ICAO Deficiency Programme.

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