



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
FOURTEENTH MEETING (APIRG/14)**

(Yaoundé, Cameroon, 23 – 27 June 2003)

Agenda Item 5: Deficiencies in the Air navigation field in the AFI Region

5.1 Review of deficiencies in the AOP field

(Presented by Secretariat)

SUMMARY

This paper contains the latest list of deficiencies in the AOP field for the AFI region as updated by the Secretariat based on the report of APIRG/13 and information from States and various other sources in accordance with the agreed uniform methodology for identification, assessment and reporting of air navigation deficiencies.

Action by the meeting as at paragraph 3.

References:

APIRG/13 Report

ALLPIRG/4 Report

AOP/SG/5 Report

1 Introduction

1. Under its terms of reference, the APIRG has been regularly reviewing the status of implementation of the AFI air navigation Plan through its subsidiary bodies such as the AOP/SG according to a uniform methodology approved by the ICAO Council to identify, assess and report the safety aspect of air navigation deficiencies. The result is reported to the ICAO Council and notified to States and user organizations concerned.

2 Discussions

2.1 It is worth recalling that subsequent to the latest changes on the uniform methodology endorsed by the Council as proposed by the Air Navigation Commission following ALLPIRG/4 meeting, the terms “shortcoming” and “deficiency” have been replaced by a single term “deficiency” the definition of which is given hereafter. A **deficiency** is a situation where a facility, service or procedure

is not provided in accordance with a regional air navigation plan approved by the Council or with related ICAO Standards and Recommended Practices and which has a negative impact on the safety, regularity and/or efficiency of international civil aviation.

2.2. Since APIRG/13, a number of follow-up actions have been taken by regional Offices to pursue the matter with the States concerned and, as a result, some of the outstanding deficiencies have been resolved in the AOP field. However, many deficiencies remain as is evident from the list attached in appendix A to this paper.

2.3. The list of deficiencies attached to this paper was reviewed and updated with additional information collected during informal regional meetings, missions of regional Officers to States and also from various sources including users organizations according to the uniform methodology. The list was furthermore updated based on additional information from States individually contacted by the Secretariat to validate the deficiencies identified on their territory and indicate remedial actions taken or considered as well as the dates of implementation.

2.4 After reviewing this list and discussions on the concerns expressed by ANC and the Council on persistent deficiencies, the AOP/SG/5 meeting re-affirmed the relevance of APIRG/13 Conclusion 12/56, 12/57 and 12/58 and further developed the following draft Conclusion :

DRAFT CONCLUSION

THAT WHEN AUTONOMOUS AUTHORITIES ARE ESTABLISHED, GOVERNMENTS SHOULD ENSURE THAT THEY ARE VESTED WITH MANAGEMENT, FINANCIAL AND DECISION-MAKING AUTONOMY IN ORDER TO FACILITATE ALLOCATION AND FAST MOBILIZATION OF RESOURCES FOR THE ELIMINATION OF AIR NAVIGATION SYSTEMS DEFICIENCIES.

3. Action by the AOP/SG

3.1 The APIRG is invited to:

- a) Review the list of deficiencies and actions thereon taken so far;
- b) Adopt the draft Conclusion and the list of deficiencies for further action.