

INTERNATIONAL CIVIL AVIATION ORGANISATION  
WESTERN AND CENTRAL AFRICAN OFFICE**First Meeting of Directors General of Civil Aviation**

(Abuja , 19-21 March 2002)

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**Agenda Item 2: Strategies for the elimination of deficiencies in air navigation field in the AFI Region****Summary**

The paper attempts to identify the reasons for the persistence of the deficiencies in our Region and the efforts required for their elimination

References: AFI/7 RAN  
APIRG/13  
ICAO Docs 9562, 9161, 9082/4  
ANS Reports

**1. Introduction**

1.1 The ICAO has determined the methodologies of identifying deficiencies in the Air Navigation Fields which have been adopted by the APIRG. The APIRG Group has on annual basis, identified and listed the specific deficiencies within all the FIRs in the Region. Despite the efforts made to improve the management of these deficiencies, the compliance with and/or the non-implementation of the facilities, services and procedures with our Air Navigation Plan (ANP) approved by the ICAO Council, is giving the Regional Office some concern. The non-implementation of the ANP has a negative impact on the safety, regularity and efficiency of the civil aviation operation within the Sub-region in particular.

This paper is therefore to highlight the deficiencies and provide some solutions to redress them in compliance with the AFI ANP.

**2. Discussion**

In-depth analysis of deficiencies affecting the air navigation field in the AFI Region have been listed for each country/FIR by the APIRG meetings. The latest is APIRG/13. While there was progress in redressing these deficiencies in some FIRs, the same cannot be said of the others: (See attachment WACAF examples).

Efforts should be made by all the States concerned to implement facilities and services as agreed to in ANP. Where a State concluded that the implementation of a facility is beyond its available resources, it should inform the ICAO Regional Office at an early stage so that any additional method of assistance could be considered.

### 3. Causes of deficiencies in the AFI Region

- 3.1 Economic/Financial: financial constraints and low priority given to the Civil Aviation sector by most States in the AFI Region were the main causes of these deficiencies.
- 3.2 Human Resources: constant loss of trained personnel both operational and maintenance contribute to the problem of short falls in the provision of services and maintenance of equipment.

### 4. Strategies for the elimination of the deficiencies

- 4.1 States should give higher level of priority to the Civil Aviation sector.
- 4.2 Establish an autonomous air navigation body with the full financial autonomy.
- 4.3 Create financially autonomous CAA to regulate the airspace and airports.
- 4.4 States may contract an external capable autonomous body to operate/provide facilities and services. However, quality assurance oversight should be retained by the CAA.
- 4.5 Strengthen the existing authorities/Agencies that are accorded a limited autonomy.
- 4.6 States yet to create a financially autonomous bodies to manage their air navigation Services airports should do so, taking into consideration the guidance material contained in ICAO Doc. 9562 - Airport Economic Manual and Doc 9161 Manual on Route Air Navigation Facility economics and Doc. 9082/4 - Statement by the Council to Contracting States on charges on Airports and ANS.
- 4.7 Aviation user charges (revenue) should be used **exclusively** for aviation development and not to be diverted for other use.
- 4.8 States should coordinate between them the implementation of air navigation system.
- 4.9 Create a regional or sub-regional operating agency to manage air navigation facilities and services within the region or sub-region.
- 4.10 Call regular meetings with both the provider and users to discuss operational and financial matters affecting air navigation. This will ensure that the facilities and services provided remain fully responsive to users need and charges are determined fairly and reasonably.

4.11 Create better working conditions for air navigational personnel so that the good and experienced ones are motivated to remain and provide service with their utmost best; this will include:

- a) specialisation training, re-currency training, attending workshops and seminars on the current aviation developments.
- b) reliable communications ATS/DS, air-ground/ground-air AFTN data etc.

5. **Action by the meeting**

5.1 The meeting is invited to:

- a) note the causes of the deficiencies in our sub-region; and
- b) consider the proposed strategies given above in developing the appropriate State strategies aimed at eliminating these deficiencies in the Air Navigation Field.

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