**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**Second Meeting of the Africa–Indian Ocean Aviation System Planning and Implementation Group (AASPG/2)**

**Livingstone, Zambia, 2–6 November 2026**

**Agenda Item 4: Implementation of safety and air navigation goals, targets, and indicators, including priorities set in the Regional Aviation Safety and Air Navigation Plans**

# Establishment of a mechanism for the identification and reporting of Air Navigation Deficiencies in Togo

*(Note presented by Togo)*


| SUMMARY | |
|---|---|
| This information paper presents the approach adopted by Togo not only to systematically notify to ICAO of any identified air navigation deficiency, but also to address and resolve such deficiencies, notably through the Air Navigation Deficiencies Database (AANDD), an online tool established by ICAO.<br>It outlines, in particular, all the actions undertaken by Togo, including the establishment or updating of guidance material related to the notification and resolution of air navigation deficiencies, the designation of AANDD focal points, the establishment of a committee including the main stakeholders and their sensitization, as well as the organization of relevant meetings and workshops. These actions aim to make the mechanism for reviewing and resolving air navigation deficiencies effective.<br>Action to be taken: (see paragraph 3 below) | |
| **REFRENCE(S)** | APIRG/24, APIRG/25, APIRG/26 and APIRG/27 Meetings Report<br>AFI Air Navigation Deficiencies Database |
| *Strategic objectives* | – Every Flight is Safe and Secure<br>– Aviation Delivers Seamless, Accessible, and Reliable Mobility for All |


## 1. INTRODUCTION

**1.1** With reference to APIRG/21 Conclusion 21/23, which calls upon States and other stakeholders to identify, notify and resolve air navigation deficiencies, the ICAO Regional Offices established the Air Navigation Deficiencies Database (AANDD). This database, which was adopted and officially launched during APIRG/23 (Conclusion 23/32), is the main tool for the notifying and monitoring of air navigation deficiencies. States are therefore requested to notify their deficiencies through this database. The paragraph b) of the Conclusion 23/32 also reminded States that had not yet done so to nominate focal points to interact with the database.

**1.2** This information paper presents how Togo has implemented these conclusions. deficiencies.

## 2. DISCUSSION

**2.1** The implementation of the Air Navigation Deficiencies Database (AANDD) as the primary tool for the notification, monitoring, and follow-up of air navigation deficiencies marked a significant change for States in the AFI Region, and particularly for Togo**,** in the way air navigation deficiencies are identified, reported, addressed and monitored.

**2.2** Togo therefore had to align itself with this new deficiency monitoring mechanism by changing its approach, which had mainly relied on correspondence notifying deficiencies to the ICAO Regional Offices. Togo thus adopted a systematic and formal approach to deficiency management, based on the training and sensitization of the main stakeholders involved in the process, as well as the formalization of procedures for monitoring air navigation deficiencies.

**2.3** As part of the implementation of Conclusion 23/32, Togo had nominated, in 2024, its focal points for the AANDD. These focal points subsequently participated in various training sessions organized by the ICAO WACAF Office, including workshop held in Dakar in 2024 for French-speaking States and a virtual workshop held in 2025 dedicated to the use of the AANDD platform.

**2.4** In order to comply with the provisions of APIRG/23 and address Protocol Question 7.045, Togo developed and implemented an APIRG deficiencies resolution procedure in 2019. Working sessions were organized with stakeholders, particularly to analyze APIRG Conclusions and identify air navigation deficiencies.

**2.5** As part of efforts to strengthen the air navigation deficiency management framework, Togo established, on 13 September 2024, a committee in charge of assessing the minimum reporting areas. The previously designated focal points were appointed as coordinators of this committee and therefore conducted sensitization sessions for committee members on air navigation deficiencies.

**2.6** The committee, comprising experts from the civil aviation authority and operational organizations, is structured into five (5) specialized groups, each responsible for a key area of air navigation. The committee meets at least four times per year, and its main responsibilities are to:

- identify deficiencies using the minimum reporting areas related to AOP, ATM/SAR, CNS, AIM and MET;
- review and assess the identified deficiencies;
- notify the identified deficiencies to ICAO through the AANDD tool;
- develop and implement corrective action plans; and
- provide and upload supporting evidence in the AANDD through the focal points.

**2.7** Sensitization sessions followed by practical exercises on the identification of air navigation deficiencies were organized for committee members.

**2.8** Togo took advantage of the opportunity provided by ICAO by enrolling the focal points and committee members in a virtual workshop held from 15 to 18 September 2025 on air navigation deficiency management and monitoring. This further strengthened their capacity in the identification, notification and resolution of air navigation deficiencies.

**2.9** Following these activities, each of the five (5) specialized groups mentioned above was requested to review and analyze the deficiencies falling within its area of responsibility, based on the minimum reporting areas. A period of three (3) months was granted to the groups to submit the results of their work. Each specialized group then organized itself and

conducted its work according to the arrangements it deemed most appropriate to achieve the established objectives.

**2.10** A national workshop was held from 16 to 19 March 2026 to consolidate and validate the results obtained. The workshop provided an opportunity to review and validate, in plenary, the deficiencies identified by each specialized group. At the end of the proceedings, certain deficiencies were selected for notification to ICAO in accordance with the applicable criteria. Other deficiencies, which had already been identified through civil aviation authority oversight activities and were subject to action plans whose implementation had made significant progress, were not proposed for notification. It was considered more appropriate to continue monitoring the implementation of the corrective measures already initiated until their effective closure.

**2.11** The workshop report was presented to the accountable executives of the organizations concerned in the presence of the Director General of the Civil Aviation Authority. They unanimously endorsed the deficiencies selected for notification to ICAO and reaffirmed their commitment to accelerating the implementation of corrective actions relating to the other deficiencies currently being addressed.

**2.12** Following this validation, four (4) deficiencies (AOP, AIM and ATM) were notified to ICAO by the national focal point through the AANDD tool. Togo is currently awaiting feedback from the ICAO WACAF Regional Office.

## 3. ACTION TO BE TAKEN BY THE MEETING

**3.1** The meeting is invited to:

a) take note of the progress made by Togo in the notification of air navigation deficiencies to ICAO; and
b) encourage other States to accelerate the implementation of APIRG/21 Conclusion 21/23 in order to enhance aviation safety in the AFI region.