

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Eighth Meeting of the AASPG Airspace and Aerodromes Sub-Group (AAO/SG8)

(Dakar, Senegal 14-18 July 2025)

Agenda Item 5: Air Navigation Deficiencies

5.1 AIR NAVIGATION DEFICIENCIES

Status of Air Navigation Deficiencies in the AFI Region

(Presented by the Secretariat)

SUMMARY
<p>This working paper presents the Status of reporting of Air Navigation Deficiencies in WACAF and ESAF.</p> <p>Action by the meeting in paragraph 3</p>
<p>REFERENCE(S):</p> <ul style="list-style-type: none"> ▪ Global Air Navigation Plan GANP (Doc. 9750) ▪ AFI e-ANP ▪ APIRG Meetings reports
<p>This working paper relates to ICAO Strategic Objectives: A- Safety, B- Capacity and Efficiency</p>

1. INTRODUCTION

1.1 An Air navigation “deficiency” as approved by the ICAO Council is defined 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”

1.2 The AFI Planning and Implementation Regional Groups (APIRG), adopted the Council approved uniform methodology for the identification, reporting and assessment of regional Air Navigation Deficiencies against the ICAO Standards and Recommended Practices (SARPs) and Regional Air Navigation Plan (ANP) requirements. The APIRG adopted the use of the AFI Air Navigation Database (AANDD) for reporting of deficiencies.

2. DISCUSSIONS

2.1 AASPG (former APIRG) and the subsidiary bodies are required to analyze the identified deficiencies by States, Organizations and Regional Bodies in the Air Navigation field with an aim of facilitating the development and implementation of action plans by States to resolve identified Deficiencies. This is done through the review of the Deficiencies and development of recommendations for remedial actions.

2.2 Whenever a deficiency is listed in the AANDD, it can only be removed once the State submit a formal Letter to secretariat with evidence(s) that mitigation measures have

been implemented for the elimination of this deficiency as part of their Corrective Action Plan (CAP).

- 2.3 The meeting may wish to note that the list of Minimum Reporting Areas (***See Attachment***) as approved by APIRG do not replace reporting based on the Council policy, but are to encourage consistent reporting, noting on one hand the current critically low level of reporting, and on the other hand the expanse of SARPs and requirements on which reporting may be effected.
- 2.4 The meeting will note that the benefits of the AANDD platform include ability to derive trends and propose common solutions, if any across the Region.
- 2.5 . Although the level of reporting is still low, there have been some few deficiencies reported by States as indicated in the table in Appendix 1 to this paper,

3.0 ACTION BY THE MEETING

The meeting is called upon to:

- a) Note the information in this paper
- b) identify additional Deficiencies, if any, and recommend actions for resolving the remaining ones;
- c) Urge States and Organizations to fully engage on the regular and systematic reporting of Air Navigation Deficiencies if any.

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APPENDIX- Status of deficiencies reported in the AANDD

Area	Number of deficiencies reported	Year
AOP	00	2023
	03	2024
	19	2025
ATM	00	2023
	04	2024
	00	2025
SAR	00	2023
	01	2024
	00	2025