



International Civil Aviation Organization
Eastern and Southern African Office

**Thirteenth Meeting of the Air Traffic Management/Aeronautical
Information Management/Search and Rescue Sub-Group
(ATM/AIM/SAR SG/13)
(Nairobi, Kenya, 16 - 19 September 2013)**

Agenda Item 13: Review of Air Navigation deficiencies in the ATM, AIM, MAP and SAR fields

**REVIEW OF AIR NAVIGATION DEFICIENCIES IN THE ATM,
AIM, MAP AND SAR FIELDS**

(Presented by the Secretariat)

SUMMARY

This paper discusses the status of deficiencies in the ATM, AIM, MAP and SAR fields in the AFI Region as updated in APIRG/18. The paper recalls that APIRG/18 had endorsed the need for enhanced reporting of deficiencies in the above-mentioned fields by AFI States.

Action by the meeting is at **paragraph 3**.

REFERENCES

- SP AFI/08 RAN Report
- ATM/AIM/SAR SG/12 Report
- APIRG/18 Report

This Working Paper is related to Strategic Objectives: **A & C**

1. INTRODUCTION

1.1 The meeting will recall that definition “deficiency” as approved by the ICAO Council is 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 meeting will recall that the Recommendation 6/25 of the SP AFI/ 8 RAN meeting adopted a set of performance objectives for the elimination of Air Navigation Deficiencies in the AFI Region, and called upon States to develop their national action plans,

aligned with the regional performance objective, to eliminate their relevant deficiencies

1.3 One of the regular tasks of APIRG is to identify, assess and report, through its subsidiary bodies, specific air navigation deficiencies affecting the ATM, AIM and SAR fields.

2. DISCUSSION

2.1 APIRG/18 recalled that due to lack of effective reporting, the AFI list of air navigation deficiencies lacked the information which the Group required to identify impediments to implementation and to effectively address deficiencies in the AFI Region. The Group acknowledged the critical importance of deficiencies reporting, and agreed that measures have to be taken to address the matter.

2.2 APIRG/18 further recalled that the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG), October 2011, European Air Navigation Planning Group (EANPG), CAR/SAM Planning and Implementation Regional Group (GREPECAS) and Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG) had developed, established and were maintaining their respective regional air navigation deficiency databases to support the implementation of the Uniform Methodology.

2.3 It was highlighted that ICAO Headquarters had developed a prototype system for the management of air navigation deficiencies at the global level that had been incorporated in the integrated Safety Trend Analysis and Reporting System (iSTARS), which would result in significant benefits through the harmonization of data structure and content. APIRG/18 acknowledged the benefits of using the iSTARS as it would provide uniform access to the respective Regional Offices, Member States and other authorized users.

2.4 APIRG/18 had reviewed comprehensive statistical data related to the UCRs and the safety situation in the AFI Region with respect to air traffic management and supporting infrastructure. The Group had noted that the number of reported incidents including AIRPROXs in many FIRs had been on the increase and urged that TAG and the ICAO Regional Offices to take necessary measures to address the situation with the concerned States. Deficiencies in the competence of air traffic services and supporting personnel, as well as deficiencies in communication (infrastructure and operations) were among the leading causal factors of the UCRs addressed. Accordingly, APIRG/18 had formulated the following Conclusions:

CONCLUSION 18/61: A SINGLE CENTRALIZED AIR NAVIGATION DEFICIENCIES DATABASE

That States and International Organizations:

- a) *test the centralized database on iSTARS platform using the guidance at Appendix 4.1A;*
- b) *update the data as necessary in coordination with ICAO Regional Offices, Nairobi/Dakar; and*

- c) *provide feedback to ICAO Regional Office, Nairobi/Dakar by 31 August 2012.*

CONCLUSION 18/62: IMPROVEMENT OF DEFICIENCY REPORTING

That, in order to encourage reporting of deficiencies, follow up, collection of information on impediments to implementation, and to facilitate identification of solutions, AFI States and other stakeholders are encouraged to use the list of reporting areas at Appendix 4.3A to the report on agenda item 4.3, as a guide to minimum reporting.

CONCLUSION 18/63: MEASURES TO ADDRESS HUMAN FACTORS AND INFRASTRUCTURE DEFICIENCIES

That, among efforts to reduce deficiencies, States address the following human factors and aviation infrastructure issues:

a) *Human Factors*

- i) *Undertake training courses to improve the proficiency of controllers on one hand and to assist them in the implementation of runway safety measures on the other hand; and*
- ii) *Undertake pilot training on the implementation of runway safety measures, crew discipline on board and measures preventing loss of control.*

b) *Infrastructure deficiencies*

- i) *Implement previous APIRG conclusion on CPDLC implementation to back-up VHF and HF in remote areas and*
- ii) *Implementation and usage of PBN in TMAs.*

2.5 The ATM/AIM/SAR Sub-Group may wish to acknowledge that the task of reporting is best facilitated by active participation by States and their ANSPs, users and other stakeholders including professional organizations. In this regard, the meeting will recall that APIRG/18 adopted a list of minimum reporting areas for ATM, AIM, SAR and CNS as at **Appendix A** to this working paper. The Sub-Group may wish to review the list and propose the inclusion of new areas of reporting requiring attention and appropriate follow-up action by States to address outstanding deficiencies.

2.6 The meeting may wish to note that since the *list of Minimum Reporting Areas* was adopted, the Regional Offices have not received any reports from users or service providers, and urge all concerned parties to make use of the list as tool to highlight areas that need prioritized action.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and update the minimum reporting list at **Appendix A** to this working paper, with the objective of enhancing the effectiveness of deficiency reporting by all stakeholders.
