



ICAO

**Twenty First Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group
(APIRG/21)
(Nairobi, Kenya, 9 – 11 October 2017)**

Agenda Item5: Regional Air Navigation Deficiencies

5.1 Review and update of the list of air navigation deficiencies

AFI AIR NAVIGATION DEFICIENCY DATABASE (AANDD)

(Presented by Secretariat)

SUMMARY
<p>This paper provides information on the status of the development of the AFI Air Navigation Deficiency Database (AANDD), and calls for States and organization to take action necessary in order to realize the intended benefits of the deficiency database as an enabler. Such actions include providing focal point to be provided with credentials for interaction with the AANDD.</p>
<p>Action by the meeting is at paragraph 3.</p>
<p>REFERENCE(S):</p> <p>APIRG/17 Report APIRG/18 Report APIRG/20 Report</p>
<p>Related ICAO Strategic Objective(s): A, B,C and E</p>

1. INTRODUCTION

1.1 The Group will recall that, at its 17 Meeting it had agreed under Conclusion 17/100 - *Development of the AFI web-based Air Navigation Deficiency Database*, to expedite development of the AFI Air Navigation Deficiencies Data Base (AANDD). However, at its 18th Meeting in Kampala, Uganda, 27-30 March 2012, the Group was informed on the ICAO Headquarters initiative that had developed a prototype system for the management of air navigation deficiencies at the global level, which had been incorporated in the integrated Safety Trend Analysis and Reporting System (iSTARS).

1.2 The database on the iSTARS platform was intended to centralize collection, and management (including analyses) of data and information on air navigation deficiencies. Accordingly, the Group adopted Conclusion 18/61 - *Single Centralized Air Navigation Deficiencies Database, inter alia*, calling on States and international organizations to test the system and provide feedback to the ESAF and WACAF Regional Offices.

At its Twentieth Meeting in Yamoussoukro, Cote d'Ivoire, 30 November - 2 December 2015 however, the Group noted that, not only is the reporting of deficiencies continuing to be low, but functionality of the iSTARS-based system has not been realized. On the other hand, regional systems (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 had better experiences. In this regard, the APIRG/20 meeting agreed on the resumption of work to bring the AANDD into operation, with the objective of having a system with functionalities that address specific challenges being experienced in the AFI Region.

2. DISCUSSION

2.1 . The meeting may note that the AANDD was completed in 2016 and the Joint Meeting of the APIRG Aerodrome Operations Planning (AOP/SG); and Air Traffic Management/Aeronautical And Information Management/Search and Rescue (ATM/AIM/SAR/SG) (Nairobi, Kenya, 5 - 8 July 2016) noted that the AANDD tool was undergoing tests.

2.2 The Group may wish to note that one of the roadblocks in testing was outdated deficiency information currently held by the Secretariat. As such, although the system has now reached operational status, much work remains to be done to update the current information, which should now be carried out as part of the functional utilization of the tool.

2.3 In May 2017 ICAO circulated State Letter ES AN 1/6 – 0392 dated 24 May 2017, indicating readiness of the AANDD, and requesting AFI State and concerned organizations to nominate focal points for interaction with the web-based database, so that they may be issued with access credentials. The meeting may wish to note that responses from States have been significantly low. As of 15 September 2017, only 10 AFI States and two organizations had provided focal points as indicated below. The may accordingly wish to further encourage States and organization to that have not already done so to respond to the abovementioned State Letter as soon as practical.

- ESAF Area – Mozambique, South Africa, Swaziland and Uganda
- WACAF Area – Cote d'Ivoire, DRC, Gabon, Mauritania, Senegal and Togo
- International Organizations – IFALPA and IATA

2.4 It will also recall that in order to facilitate reporting of deficiencies, at its Eighteen Meeting in Kampala, Uganda, 27-30 March 2012, the Group adopted under **Conclusion 18/62** the approach of using a list of minimum reporting areas to as a facilitative reference for minimum reporting of air navigation deficiencies in the Region.

2.5 The APIRG/18 meeting highlighted that the intent of the list was not to replace reporting based on ICAO Council policy, but to encourage reporting, noting on one hand the critically low level of reporting, and on the other hand the expanse of SARPs and requirements on which reporting may be effected.

2.6 Without prejudice to the definition of deficiency as approved by the Council therefore, States, (Regulators and ANSPs), users (IATA, AFRAA, etc.), and professional organizations (IFALPA, IFATCA, IFATSEA, etc.) were encouraged to report on deficiencies using, amongst others, the list a tool to identify important areas in a balanced manner throughout the Region.

2.7 For ease of reference, an updated list of minimum reporting areas is provided at **Appendix A** to this working paper. A complementary list for report of deficiencies related to reduced vertical separation minimum (RVSM) was also adopted as reflected in **Appendix B** to this working paper.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note information in this working paper;
- b) urge AFI States and concerned organizations to optimize utilization of the list of minimum reporting areas of deficiencies in order to facilitate collection of information on air navigation deficiencies, follow up and resolution of the deficiencies; and
- c) request AFI States and concerned organizations to respond to State Letter ES AN 1/6 – 0392 dated 24 May 2017 regarding nomination of focal points, as soon as practical.

-END-