



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

### SXITH MEETING OF THE AERODROMES OPERATIONAL PLANNING SUB-GROUP (AOP/SG/6) (Nairobi, 11 - 13 May 2005)

#### Agenda Item 2: Review of deficiencies in the AOP field

*(Presented by Secretariat)*

#### SUMMARY

This paper contains the latest list of deficiencies in the AOP field for the AFI region as updated by the Secretariat based on the report of APIRG/14 and information from States and various other sources in accordance with the agreed uniform methodology for identification, assessment and reporting of air navigation deficiencies.

Action by the meeting as at paragraph 3.

#### References:

APIRG/14 Report  
ALLPIRG/4 Report

## 1 Introduction

1. Under its terms of reference, the APIRG has been regularly reviewing the status of implementation of the AFI air navigation Plan through its subsidiary bodies such as the AOP/SG according to a uniform methodology approved by the ICAO Council to identify, assess and report the safety aspect of air navigation deficiencies. The result is reported to the ICAO Council and notified to States and user organizations concerned.

## 2 Discussions

2.1. Since APIRG/14, a number of follow-up actions have been taken by regional Offices to pursue the matter with the States concerned and, as a result, some of the outstanding deficiencies have been resolved in the AOP field. However, many deficiencies remain as is evident from the list attached in appendix A to this paper.

2.2. The list of deficiencies attached to this paper was reviewed and updated with additional information collected during informal regional meetings, missions of regional Officers to States and also

from various sources including users organizations according to the uniform methodology. The list was furthermore updated based on additional information from States individually contacted by the Secretariat to validate the deficiencies identified on their territory and indicate remedial actions taken or considered as well as the dates of implementation. It is worth underscoring the difficulties encountered by the Secretariat in obtaining from States current information on the validation of deficiencies reported by users and corrective actions considered. This lack of information by States is also one of the reasons for maintaining during several years some deficiencies and the bad image given on the region to the Air Navigation Commission and the ICAO Council.

3. **Action by the AOP/SG**

- a) Review the list of deficiencies and actions thereon taken so far and decide on the safety impact and prioritization of each item as well as on other factors according to the uniform methodology.
- b) Adopt it for consideration by APIRG/15
- c) Recommend measures or strategies to eliminate persistent deficiencies.

## EXPLANATORY NOTES FOR APPENDIX ON DEFICIENCIES

1. Requirement identified at a given meeting through a recommendation; name of the meeting and the related recommendation number;
2. Name of the State or States involved and/or the name of the facilities such as name of airport, FIR, ACC, TWR, etc;
3. Brief description of the deficiency;
4. Date deficiency was first reported
5. Comments - Appropriate important references (Meetings, Reports, etc). This field would include any information that could assist in the monitoring and reviewing of activities undertaken to resolve the identified deficiency;
6. Brief description of the corrective actions to be undertaken;
7. Identification of the executing body;
8. Target date for implementation; and
9. Priority and classification

“U” priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions.

Urgent requirements consisting of any physical, configuration, material, performance, personnel or procedures specifications, the application of which is urgently required for air navigation safety.

“A” priority = Top priority requirements necessary for air navigation safety.

Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

“B” priority = Intermediate requirements necessary for air navigation regularity.

Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.