



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Twenty-Seventh Meeting of the AFI Planning and Implementation Regional Group (APIRG/27)

5 to 6 November 2024

Agenda Item 3: Implementation of air navigation goals, targets and indicators, including the priorities set in the Regional Air Navigation Plan

3.5. Air Navigation Deficiencies

Implementation of the air navigation deficiency notification system in Cameroon

(Presented by Cameroon)

SUMMARY	
<p>This information paper presents the approach adopted by Cameroon in order not only to systematically notify any identified air navigation deficiency to ICAO, but also to resolve it by relying in particular on the AFI Air Navigation Deficiency Database (AANDD), the online tool set up by ICAO for this purpose. It presents all the actions carried out by Cameroon (development or updating of guidance materials relating to the notification and resolution of air navigation deficiencies, designation of AANDD focal points and awareness-raising conducted for the main stakeholders) with the aim of making the monitoring of air navigation deficiencies effective.</p>	
<p>Action by the meeting is in paragraph 3.</p>	
REFERENCE(S)	<p>Report of APIRG/24 Report of APIRG/25 Report of APIRG/26 AFI Air Navigation Deficiency Database</p>
<i>Objectifs stratégiques</i>	<p>A-Safety B-Capacity and Efficiency of Air Navigation E-Environnemental Protection</p>

1 INTRODUCTION

With reference to APIRG/21 Conclusion 21/23 requesting APIRG in accordance with its mandate to identify, report and resolve air navigation deficiencies, the ICAO Regional Offices have established the Air Navigation Deficiency Database (AANDD). This database, which was adopted and officially launched at APIRG/23 (conclusion 23/32 refers), is now the main mean of reporting and monitoring air navigation deficiencies used by APIRG, and States are requested to report their deficiencies through this database. The

same conclusion 23/32 (b) reminded States to designate their focal points for interacting with this database.

- 1.1 This information paper presents measures taken by Cameroon to implement this conclusion and thus aligning itself with the new mechanism for reporting and monitoring air navigation deficiencies.

2. DISCUSSION

- 2.1. The entry into force of the AANDD as the main tool for reporting and monitoring navigation deficiencies was a major change for States in the AFI region, in general, and for Cameroon, in particular, in the context of monitoring air navigation deficiencies.
- 2.2. Cameroon therefore had to adapt to this new mechanism for monitoring deficiencies by changing its approach, which was essentially based, as for most States, on correspondences for the notification of deficiencies to ICAO. Cameroon has thus adopted a systemic and formal approach of managing deficiencies that is based on training and awareness-raising of the main actors involved in this process and a formalization of procedures for monitoring air navigation deficiencies.
- 2.3. To implement Conclusion 23/32, Cameroon designated its AANDD focal points in 2021. These focal points then participated in various trainings organized by ICAO, including the online training on the air navigation deficiency database organized in March 2023 and the one organized in April 2024 in Dakar for French-speaking States on the same subject.
- 2.4. Cameroon then proceeded to the revision of its circular on the elimination of air navigation deficiencies issued to the attention of the main actors involved in this process in order to integrate in particular the use of the AANDD and the coordination with the WACAF Regional Office in the context of the notification and monitoring of air navigation deficiencies.
- 2.5. An internal procedure for the management of navigation deficiencies has been developed for the staff of the Civil Aviation Authority in order to specify the role and responsibilities of the all actors and services involved in the identification, notification and monitoring of air navigation deficiencies (AANDD focal point, services in charge of the oversight of aerodromes (AGA), Air Traffic Services (ATS), Aeronautical Meteorological Services (MET), Aeronautical Information Services (AIS) and Communication, Navigation and Surveillance (CNS) services). This procedure includes the identification of deficiencies not only through the safety oversight mechanisms of aerodrome managers and air navigation service providers such as audits/inspections, voluntary and mandatory safety event reporting, accident and incident investigations, but also an annual self-assessment by the Civil Aviation Authority of the air navigation system on the basis of the list of minimum reporting areas of air navigation deficiencies adopted and revised annually at the end of each APIRG meeting.
- 2.6. Once the process was formalized, the Cameroon Civil Aviation Authority undertook sensitization both internally and to the attention of the industry on the notification mechanism. To this end, workshops were organized to raise awareness among the staff of the Civil Aviation Authority services involved in the Regional Air Navigation Plan and the mechanism for reporting and monitoring air navigation deficiencies. It is planned that these awareness-raising sessions be extended to industry, in particular on their role in identifying

and resolving air navigation deficiencies. This sensitization will not be limited to ANSPs and aerodrome operators, but will also be extended to airlines, which are the main users of these services.

- 2.7. With the mechanism in place, Cameroon planned to notify its first deficiencies via the AANDD by the end of October 2024 and to follow up on them in accordance with the established procedures and the APIRG Procedural Handbook.

3 ACTION BY THE MEETING

- 3.1 The meeting is invited to take note of the progress made by Cameroon in the reporting of air navigation deficiencies to ICAO.