



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**Seventh Meeting of the APIRG Infrastructure and Information Management Sub-Group
(IIM/SG7)***(Dakar, 5 - 8 August 2024)***Agenda Item 4: Air Navigation Deficiencies****WP4.1B Scope of the minimum reporting framework***(Presented by the Secretariat)*

SUMMARY
<p>To assist States in identifying and resolving the air navigation deficiencies, the AFI Planning and Implementation Regional Group, upon several forums, established a list of minimum reporting areas providing a framework for States to report deficiencies occurring in their system in accordance with the definition of deficiency as approved by the Council.</p> <p>This paper discusses the scope of the minimum framework for deficiency reporting.</p> <p>Action by the meeting in paragraph 3</p>
<p>REFERENCE(S):</p> <ul style="list-style-type: none">▪ Global Air Navigation Plan▪ AFI eANP, Vol I, II & III▪ SP AFI/8 RAN Report▪ APIRG/16 Report▪ APIRG/18 Report▪ APIRG/25 Report▪ APIRG/26 Report
<p>Related ICAO Strategic Objective(s):</p> <ul style="list-style-type: none">• A – <i>Safety</i>, B – <i>Air Navigation Capacity and Efficiency</i>

1. INTRODUCTION

- 1.1 In accordance with the definition approved by the ICAO Council, 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 Several forums discussed the strategies to remove identified deficiencies in ANS, expressed concerns on some of the persistent issues relating to deficiencies in air navigation fields which have been

unresolved or been recurring for a long time. The discussions reached to the proposal of a framework to improve the resolution of the air navigation deficiencies.

2. DISCUSSION

- 2.1 The Sixteenth meeting of APIRG convened in Rubavu, Rwanda, 19 – 23 November 2007 on reviewing the list of air navigation deficiencies in the AFI region, upon discussions about persistent deficiencies, in particular, those impairing safety, agreed that priority should be given by States to eliminate the most common and persistent deficiencies.
- 2.2 The Eighteen meeting of the AFI Planning and Implementation Regional Group (APIRG/18), held in Kampala, Uganda, 27- 30 March 2012, discussed the strategies to remove ANS related deficiencies and endorsed a list of minimum reporting areas which is to be used as a reference for reporting deficiency.
- 2.3 The Meeting highlighted that the intent of the list was not to replace reporting based on ICAO Council policy, but to encourage reporting, noting on the one hand the current critically low level of reporting, and secondly, the extent of SARPs and requirements on which reports can be carried out.
- 2.4 The minimum reporting areas establish a minimum framework for reporting air navigation deficiencies and are defined in close compliance with ICAO relevant SARPs, PIRG Conclusions and Decisions, Provisions of Regional Air Navigation Plan, etc.). The minimum reporting areas refer to air navigation facilities, Infrastructures, Services, Procedures, etc. as well as to the specifications of the potential issues and their impact on air navigation system if they are not implemented as required.
- 2.5 Minimum reporting areas have been defined for AOP, ATM, SAR, CNS, AIM and MET areas. The list of minimum reporting areas, as endorsed by APIRG/18, updated by APIRG/25 and APIRG/26 meetings, establish a framework to be used as a reference for reporting deficiency.
- 2.6 In implementing the minimum reporting areas, several concerns were raised without final responses. These concerns include the question to know whether “the implementation of the ASBU applicable elements required by ICAO SARPs and/or Air Navigation Plan requirements” may fall into the framework of the minimum reporting areas.
- 2.7 For instance,
 - a) the implementation of the GADS B1/2 - Contact directory service, is mandatory as per ICAO Annex 11 – Air Traffic Services; Annex 12 – Search and Rescue to ensure that Point of Contact (PoC) information is available and can be accessed by Rescue Coordination Centres (RCCs), ATSU's and aircraft operators in support of emergency situations.
 - b) The APIRG Conclusion 19/39 required the implementation of the FICE-B0/1 to improve the efficiency of coordination and transfer of control between ATS units.
 - c) For the DAIM-B1/1 - Provision of quality-assured aeronautical data and information, the implementation of the Quality management system, is mandatory under SARPs in Annex 15 .
 - d) The AMET-B1/4 Dissemination of meteorological information, the implementation of the IWXXM format for the international exchange of MET information is mandatory as of 5 November 2020 as per the amendment 79 to Annex to Chicago Convention.

2.8 In the light of above, the meeting may need to deliberate on the issue raised in paragraph 2.6 of this working paper.

3. ACTIONS BY THE MEETING

3.1. The meeting is invited to:

- a) Note the information in this paper;*
- b) Deliberate on the issue raised in paragraph 2.8 above..*

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