	<p>Company Name</p> <p>የኢትዮጵያ ሲቪል አቪዬሽን ባለሥልጣን ETHIOPIAN CIVIL AVIATION AUTHORITY</p>	<p>Document No.</p> <p>ECAA/ANR/AC/010</p>	
<p>Document Title:</p> <p>Guidance on Elimination of Deficiencies In The Provision of ANS Advisory Circular</p>		<p>Issue No.</p> <p>1</p>	<p>Page No</p> <p>Page 1 of 1</p>

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APPROVAL PAGE

This Guidance on Elimination of Deficiencies in the Provision of ANS Advisory Circular has been prepared by Air Navigation Regulation Directorate to assist the effort of the Ethiopian Civil Aviation Authority to maintain the provision of effective Air Navigation Services with in Ethiopia airspace.


It is important to note that the Guidance on Elimination of Deficiencies in the Provision of ANS Advisory Circular improves the safety of Air Navigation Services in Ethiopia.

The Director General of Ethiopian Civil Aviation Authority has here by approved the Guidance on Elimination of Deficiencies in the Provision of ANS Advisory Circular on June, 2016 to be used as guidance to Air Navigation Services Directorate.

Approved by


Wosenyesh Hunegnaw (Col.)
Director General



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GUIDANCE ON ELIMINATION OF DEFICIENCIES IN THE PROVISION OF ANS

PURPOSE


- 1.1 ICAO recommends a regional approach in the identification, assessing, tracking and reporting of deficiencies of air navigation systems within its operating regions.
- 1.2 In the AFI region, a common methodology for identification, assessing, tracking and reporting of deficiencies based on the provisions of the ICAO Council has been established and is administered by the AFI Planning and Implementation Regional Group (APIRG).
- 1.3 This Advisory Circular provides guidance on developing a process for reviewing and elimination of deficiencies identified within the framework of the APIRG.
- 1.4 Additional guidance for addressing deficiencies identified by inspectors during routine and ad hoc inspections and audits is also included in this circular.
- 1.5 It is the responsibility of the ANSP to develop and implement an action plan for eliminating identified deficiencies.

2. REFERENCES

- 2.1 ICAO Doc 9734

3. GUIDANCE INFORMATION

- 3.1 Scope

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3.1.1 This circular covers procedures for the review and elimination of deficiencies identified within the framework both APIRG and Air Navigation Service (ATS, AIS, SAR, CNS, Procedure design and MET)

3.2 Procedures for elimination of shortcomings and deficiencies

3.2.1 The ANSP shall develop corrective action plans to address all shortcomings and deficiencies identified within the framework of ANS. The corrective actions shall be classified as short tem or long term depending on the safety concern addressed and availability of resources.

3.2.2 Short-term corrective actions are intended to correct shortcomings and deficiencies of significant safety concern while planning for long-term action to prevent recurrence. Short-term corrective actions will be completed by the date and time specified by the Authority.

3.2.3 Long-term corrective action has two components. The first component will involve identifying the root cause of the problem and indicating the measures the ANSP will take to prevent recurrence. These measures may focus on a system change. The second component is a timetable for the implementation of the corrective action plan. Each corrective action plan will include milestones or progress review points leading up to the proposed completion date for each inspection/audit finding.

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3.3 Submission and acceptance of corrective action plans

3.3.1 The ANSP is required to submit corrective action plans to the Air Navigation Regulation Directorate for approval. Timelines for development and submission of the corrective action plans shall be specified by the Authority

3.3.2 Where the corrective action plan is acceptable, the ANSP shall be so advised. It is important that the Air Navigation Service Provider ensure the corrective action plan is submitted within the timeframe specified by the Air Navigation Regulation Directorate.

3.4 Corrective action follow-up

3.4.1 Where the inspection/audit findings are of a minor nature and no threat to aviation safety exists an “administrative follow-up” may be acceptable. All other findings require “on-site follow-up” to ensure that non-conformances have been rectified and that corrective actions are effective.

3.4.2 Long-term corrective actions that have been accepted will be followed-up by the Authority until item is complete or finding closed. This follow-up will be done through routine surveillance activities.