	<p style="text-align: center;">TANZANIA CIVIL AVIATION AUTHORITY AIR NAVIGATION SERVICES INSPECTORATE</p>	<p style="text-align: right;">Revision: 1</p>
<p>Document No: TCAA/QSP/SR/AC/ANS - 19</p>	<p>Title: Elimination of Deficiencies in the Provision of Air Navigation Services</p>	<p style="text-align: right;">Page 1 of 2</p>

1.0 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 This Advisory Circular provides guidance on developing a process for the review and elimination of deficiencies identified within the framework of the ANS Provider. Additional guidance for addressing deficiencies identified by inspectors during routine and ad hoc inspections and audits is also included in this circular.
- 1.3 It is the responsibility of the ANSP to develop and implement an action plan for eliminating identified deficiencies.


2.0 GUIDANCE INFORMATION

2.1 Scope

This circular covers procedures for the review and elimination of deficiencies identified within the framework of the ANS Provider (ATM, AIS/MAP, CNS, Flight Procedure design, MET and SAR)

2.2 Procedures for elimination of shortcomings and deficiencies

- 2.2.1 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 term or long term depending on the safety concern addressed and availability of resources.
- 2.2.2 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.
- 2.2.3 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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2.3 Submission and acceptance of corrective action plans

2.3.1 The ANSP is required to submit corrective action plans to the Authority for approval. Timelines for development and submission of the corrective action plans shall be specified by the Authority

2.3.2 Where the corrective action plan is acceptable, the ANSP shall be so advised. It is important that the ANSP ensure the corrective action plan is submitted within the timeframe specified by the Authority.

2.4 Corrective action follow-up

2.4.1 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.

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



Tanzania Civil Aviation Authority