

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**FIRST MEETING OF DIRECTORS OF CIVIL AVIATION OF THE**  
**CARIBBEAN REGION (CAR/DCA/1)**

(Grand Cayman, Cayman Islands, 8-11 October 2002)

**Agenda Item 4:**                      **Air Navigation**  
   **4.7 Air Navigation Deficiencies**

**AIR NAVIGATION DEFICIENCIES IN THE CAR REGION**

**SUMMARY**

The purpose of this working paper is to present the specific implementation requirements that are deficient in each of the air navigation areas, which might affect the safety and efficiency of international air transportation in the CAR Region.

**References:**

- Uniform methodology for the identification, assessment and reporting of air navigation deficiencies in accordance with the ICAO Council.
- Report of the Third Meeting of the GREPECAS Aviation Safety Board, Las Palmas, Canary Islands, 22 October 2001.
- Report of the GREPECAS/10 Meeting, Las Palmas, Canary Islands, 23-27 October 2001.
- Report of the C/CAR/WG/2 Meeting, Pétion Ville, Haiti, 18-22 February 2002.

## 1. **Introduction**

1.1 The Air Navigation Commission, at its 157<sup>th</sup> Session (ANC 157-8), proposed that the definition of a shortcoming and deficiency, as contained in the uniform methodology for the identification, assessment and reporting of air navigation deficiencies be replaced with a single definition for both situations, to be called Deficiencies. In this respect, on 30 November 2001, the ICAO Council approved the single definition and, consequently, the editorial changes to the uniform methodology for the identification, assessment and reporting of air navigation deficiencies (see **Appendix A** to this working paper).

1.2 The GREPECAS/9 Meeting agreed through Decision 9/20 to make modifications to the GREPECAS structure, one of the most important was the creation of the Aviation Safety Board (ASB), which in accordance with its terms of reference has the responsibility of evaluating, supervising and the follow-up of urgent “U” Deficiencies as well as to develop appropriate actions in the various air navigation fields in the CAR/SAM Regions.

1.3 Taking into consideration paragraph 1.2 above, the different GREPECAS Contributory Bodies, the ICAO NACC Regional Office as well as users, have referred to the ASB the list of Deficiencies classified as Urgent “U” in the various air navigation fields (see **Appendix B**), to be considered during the different Meetings convened by the Board.

1.4 Considering the experience gained by the ASB on the handling of the Deficiencies classified as Urgent “U”, specially referring to the evaluation, validation and follow-up, the Secretary of GREPECAS proposed to the GREPECAS/10 Meeting that the follow up of the Deficiencies classified as “A” and “B” should be the undertaken by the corresponding ICAO Regional Offices keeping the GREPECAS informed on results obtained in the solution of these Deficiencies and develop actions to solve them in the speediest way through Official and Unofficial Meetings, Task Forces, Missions, correspondence or any other possible ways and means. Additionally, it is important to emphasize that all the Deficiencies, including those classified as “A” and “B” significantly affect the different air navigation fields.

## 2. **Discussion**

2.1 According to the GREPECAS attributions and based on the uniform methodology for the identification, assessment and reporting of air navigation deficiencies approved by the ICAO Council, the ASB has periodically reviewed in their meetings the status of implementation of the CAR/SAM Air Navigation Regional Plan in order to determine and assess the different aspects on aviation safety, specifically of Deficiencies in the different air navigation fields. Consequently, these are presented to the ICAO Council and notified to States and interested users’ organizations.

2.2 This Meeting should give all the Deficiencies classified as “U” top priority and develop the necessary actions for their prompt solution and dissemination of their status to States and users.

2.3 The ICAO NACC Regional Office has developed a Database that allows for follow-up of the information on Deficiencies in order to facilitate its monitoring. Updated information is presented on Deficiencies classified as “U” in **Appendix B**.

### 3. **Conclusion**

3.1 The Air Navigation Commission (ANC) has presented the Council an Action Plan on the need for establishing close cooperation at a global and Regional level among States and users, the PIRGs, the ICAO Directive Bodies and the Secretariat, to facilitate the implementation of the facilities and services that should be developed by the States. The action plan includes activities that will enhance the collection of information, the analysis of the problems reported, corrective technical actions and financial measures, among other. Therefore, in order to reach this aim, the Regional Offices are in charge of maintaining updated the Database on Deficiencies, through the actions described in paragraph 1.4.

3.2 At the same time, it should be pointed out that Assembly Resolution (A33-14, Appendix M) and various Council Decisions urge States to increase their efforts in overcoming delays in mitigating the air navigation deficiencies specifically those concerning critical safety issues due to the lack of implementation particularly in the field of maintenance of air navigation facilities/services and to accord priority to this matter through the allocation of adequate financial and human resources. As a follow-up to the ICAO Council decision, the Secretariat has initiated the following tasks:

- a) addressed a letter from the Secretary General to the Ministers of Civil Aviation, reference M 6/1-02/79 dated 27 September 2002, enclosing a list of existing air navigation deficiencies for each State, if any, and requesting State to put in place a plan of action to eliminate the deficiencies (see **Appendix C**); and
- b) under the framework of a Special Implementation Project, the President of the Council would consider allocating priority to the projects that eliminate regional air navigation deficiencies.

3.3 Finally, it is important to point out the concern that the Air Navigation Commission and the ICAO Council have expressed on the many “U” rated Deficiencies and the number of years that these have persisted, some reflected from as early as the first report, without action being taken for their correction. While recognizing that the non-availability of funds was one of the stumbling blocks in eliminating the Deficiencies by the States, the Council agreed that the States should be reminded of their responsibility under Article 28 of the Chicago Convention for providing safe air navigation services. Furthermore, States should consider mitigation of air navigation deficiencies identified by Planning and Implementation Regional Groups (PIRGs) related to the safety issues covered by the Global Aviation Safety Plan (GASP). Therefore, it is considered necessary that each State/International Organization develops an **Action Plan** for the immediate solution of each Deficiency that should include:

- corrective action to be undertaken;
- the date on which the Deficiency will be corrected; and
- difficulties encountered for its correction.

**4. Suggested Action**

the Meeting is invited to:

- a) note the Uniform Methodology in **Appendix A**;
- b) adopt the actions that will give immediate solution to Deficiencies classified as Urgent “U” (**Appendix B** to this WP) and therefore overcome its negative impact on Air Navigation Safety; and
- c) Inform the ICAO NACC Office on the **Action Plan** mentioned in paragraph 3.3 for the solution of each Deficiency described in paragraph b), not later than 31 December 2002.