



Agenda Item 2: General Air Navigation Matters
2.2 Deficiencies

OVERVIEW OF REGIONAL DEFICIENCIES

(Presented by IATA)

SUMMARY

This paper reviews the situation of regional deficiencies in the Eastern Caribbean. Deficiencies continue to jeopardize flight safety and operating efficiency. IATA urges the implementation of corrective measures at the earliest opportunity.

1. Introduction

1.1 IATA receives an average of 24 airline operational requests (AOR) per month for assistance in resolving navigation, terminal procedures, facility, and service problems in the Latin America & Caribbean Region. Since the year 2000, approximately 280 operational requests have been actioned resulting in improvements in flight safety and security. IATA estimates over \$1.5 million dollars per year in direct airline savings in additional operating cost.

1.2 However, many of these requests (deficiencies) are not resolved immediately by States and, thus, are included in regional deficiency databases (IATA, IFALPA & ICAO). IATA conservatively estimates airlines operating into the region lose approximately \$10 million dollars per year due to operational inefficiencies.

1.3 The obstacle to overcoming deficiencies in the air navigation field is not so much technical as they are organizational and financial in nature.

2. Regional Deficiency Databases/ List

2.1 The purpose of the regional deficiency databases/lists is to concentrate efforts on improving safety and operational efficiency to aircraft operations. It is therefore in the interest of member airlines that deficiencies be identified and reported to the IATA.

2.2 These lists summarize the problems that continue to exist with regards to air traffic management (ATM), Communications, Navigation & Surveillance (CNS) airport infrastructure (AGA/AOP), aeronautical information services (AIS), meteorology (MET), Search and Rescue (SAR) in the Latin America & Caribbean Region.

2.3 IATA continues to present the mentioned list at the different forums (ICAO and CAA) to highlight that deficiencies continue to exist in the Region.

2.4 According to the ICAO Regional Air Navigation Deficiency List there are a total of 196 outstanding deficiencies that have not be corrected by the air navigation providers in the Eastern Caribbean.

3. Regional Cooperation

3.1 IATA and its member airlines wish to continue working closely with ICAO and the Civil Aviation Authorities in a positive and constructive framework, to establish formal review, analysis and resolution of all deficiencies.

3.2 However, the existing deficiencies that affect the provision of air navigation services in the region and the need for States to implement programs for their elimination are a matter of constant concern and of high priority for IATA and member airlines. Unfortunately, some States have ignored recommendations from the ICAO Aviation Safety Board (ASB) to prepare action plans to resolve ongoing deficiencies.

3.3 The ICAO Air Navigation Commission and Council have expressed on the many deficiencies and the time that these have persisted without action being taken for their correction by States.

4. Conclusion

4.1 The aeronautical services that the airlines receive from the different States and authorities, which include navigation systems, ATC, meteorology, aero-information, etc. do not come free of charge. Airlines operating to the Eastern Caribbean pay hundreds of millions of dollars per year for these services. It is to be expected then, that as paying users of the airspace, the airlines will expect services that will assure safety and efficiency in their operations. It should not come as a surprise if the airlines complain to the service providers when these services are not rendered, and insist on corrective measures.

4.2 The Civil Aviation Authorities are requested to establish the highest priority for the elimination of these problems, and assist ICAO in coordination and implementation of solutions.

5. Suggested Action

1. Recognize regional deficiencies as an area that requires immediate attention.
2. Direct the State's Civil Aviation Authority and airport concessionaires to review regional deficiencies and implement corrective action measures, whilst disseminating appropriate details to ICAO and IATA.
3. Ensure that States obtain the necessary resources to correct deficiencies in order to comply with ICAO Annexes.