



International Civil Aviation Organization

North American, Central American and Caribbean Office

**Seventh Meeting of Directors of Civil Aviation of the Central Caribbean  
(C/CAR/DCA/7)**

San Juan, Puerto Rico, 28 June – 01 July 2004

C/CAR DCA/7-WP/15

18/06/04

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**Agenda Item 2:           Air Navigation Issues**  
**2.2 Air Navigation Deficiencies**

**PRIORITY ASSESSMENT OF DEFICIENCIES**

(Presented by the Secretariat)

This paper presents for discussion by the Directors of Civil Aviation of the Central Caribbean the results of an exercise to prioritize all Urgent Deficiencies as approved by GREPECAS/12.

**1.                   Introduction**

1.1               The basic role of the ASB is to resolve “urgent” deficiencies in air navigation services in the CAR/SAM Regions. The ASB, created in August 2000 has been devoting effort in developing working methods and tools as well as determining a method for prioritizing the large number of Deficiencies into a more workable number.

**2.                   Discussion**

2.1               It is recalled that, for each urgent Deficiency, the ASB is provided with a proposed corrective action that encompasses the technical, operational and physical steps required with which the Board can concur or modify. One challenge faced by the Board can thus be seen simply as the *organization* and *commitment* of sufficient resources to implement all such corrective actions. Another challenge is rationalizing the large number of Deficiencies in order of priority so as to take appropriate action.

*Organization of resources*

2.2               As regards the organization of resources, the Board is probably limited to the following actions:

- a) offering assistance to States in terms of human and financial resources directly from ASB sources (i.e. from ICAO Regional Office budgets and those of international organizations participating in the ASB);

b) seeking assistance from other interested bodies to which ASB has access (e.g. PAAST, GREPECAS and ICAO (Organization, Air Navigation Commission and Council); and

c) “encouraging” States to correct deficiencies themselves.

2.3 The Board will not be able to allocate actions and resources properly unless it has:

a) information on the level of its own resources that can be devoted to correcting deficiencies;

b) the likely correction cost for each deficiency;

c) a good knowledge of a State’s ability and/or motivation to correct a deficiency;

d) a sense of how PAAST, GREPECAS and other CAR/SAM States, ICAO and non-ASB international organizations would assist with a specific deficiency particularly with regard to making resources available; and

e) a set of rules for arbitrating between allocation options.

2.4 ASB has developed, in a systematic way, the information called for in a) to d) in para. 2.3. With regard to e), it is proposed that the ASB create the envisaged set of rules on the basis of the following elements:

a) source from which the deficiency was identified;

b) safety/risk assessment;

c) user and/or air navigation services provider concern;

d) feasibility;

e) affordability;

f) financial viability; and

g) solution time frame.

2.5 The Board has established a priority rating based on safety/risk assessment including user and/or service provider concern for each and every deficiency. These priorities and the other elements referred to in paragraph 2.4 above would form the basis upon which the ASB and other interested parties would be invited to commit their resources. The document appears in the **Appendix A**, which once suitably completed would be used to invite and secure commitment from interested parties to providing resources to correct deficiencies.

2.6 It also however, noted that the first step to be taken would be to get a clearer understanding of the impact that each Deficiency has on Safety and attempt to resolve those Deficiencies with greater impact. As a result, that Meeting agreed to the use of a project management approach for this purpose and approved the use of the format shown in Appendix A to this Paper. The ASB also agreed that an effort should be made in order to identify those Deficiencies, which had greater risk for safety. This effort was undertaken and this paper provides the results of the analysis conducted (**Appendix B** attached to this Paper refers).

2.7 The analysis has provided a more precise depiction of the Deficiencies that are considered as having a higher risk on aviation safety. Therefore, it is incumbent on ASB to focus its efforts on those Deficiencies since clearly it is impossible to deal with all of the Deficiencies in an effective manner.

### **3. Action by the Meeting**

3.1 The Directors of Civil Aviation of the Central Caribbean should :

- a) take note of the information provided in this paper;
- b) closely review those Deficiencies which have the greatest impact on Safety,
- c) use this information in developing a strategy and activities for the resolution of these high-risk Deficiencies, and
- d) manifest this in the Deficiency Action Plan.

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**APPENDIX A****ASB PROJECT OUTLINE FOR THE COMMITMENT OF RESOURCES TO THE  
CORRECTION OF DEFICIENCIES IN AIR NAVIGATION SERVICES****1. DESCRIPTION OF THE DEFICIENCY**

[To be developed (automatically) from the standard table of deficiencies columns 1 through 4]

**2. ASB RISK ASSESSMENT AND SAFETY PRIORITY RATING**

**LOW      MEDIUM      HIGH**

Safety Priority Rating based on a qualitative risk  
assessment of the probability and severity of an accident  
occurring as a direct or indirect result of the deficiency:

☐                      ☐                      ☐

**3. DESCRIPTION OF THE REQUIRED CORRECTIVE ACTION**

[To be developed (automatically) from the standard table of deficiencies columns 6 through 8]

**4. RESOURCE REQUIREMENT**

4.1 Estimate of required human resources (in man-days and time frame): .....

4.2 Estimate of required financial resources (in dollars and time frame): .....

**5. ASB RECOMMENDED RESOURCE SOURCES**

	<b>YES</b>	<b>NO</b>
Responsible STATE	<input type="checkbox"/>	<input type="checkbox"/>
If yes, details: .....		
ASB	<input type="checkbox"/>	<input type="checkbox"/>
If yes, details: .....		
PAAST	<input type="checkbox"/>	<input type="checkbox"/>
If yes, details: .....		
Other CAR/SAM States	<input type="checkbox"/>	<input type="checkbox"/>
If yes, details: .....		

	YES	NO
GREPECAS observer organizations	<input type="checkbox"/>	<input type="checkbox"/>
If yes, details: .....		
ICAO Secretariat (HQs/ROs)	<input type="checkbox"/>	<input type="checkbox"/>
If yes, details: .....		
ICAO SIP/IFFAS/TC Project	<input type="checkbox"/>	<input type="checkbox"/>
If yes, details: .....		
OTHERS	<input type="checkbox"/>	<input type="checkbox"/>
If yes, details: .....		

#### **6. ASB FEASIBILITY ASSESSMENT**

[Qualitative statement of how feasible ASB considers the successful implementation of this project to be including its affordability]

#### **7. ASB FINANCIAL VIABILITY ASSESSMENT**

[Qualitative statement of how financially viable ASB considers this project to be]

#### **8. ASB COMMITMENT**

[Contractual statement of the scope and timing of ASB's commitment of resources and/or support to this project]

#### **9. OTHER COMMITMENTS**

[Contractual statement of the scope and timing of the commitment of resources and/or support from other interested and appropriate parties to this project].

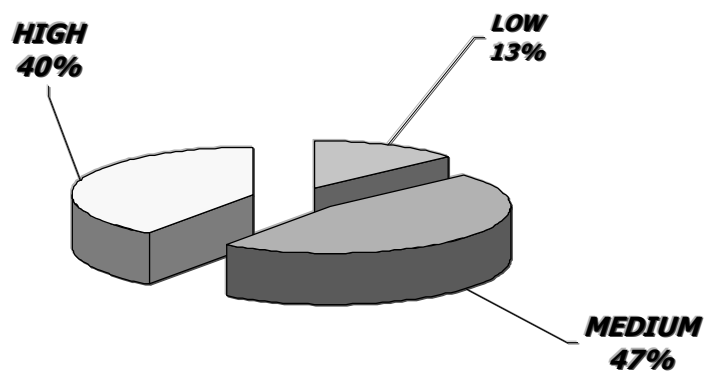
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## APPENDIX B

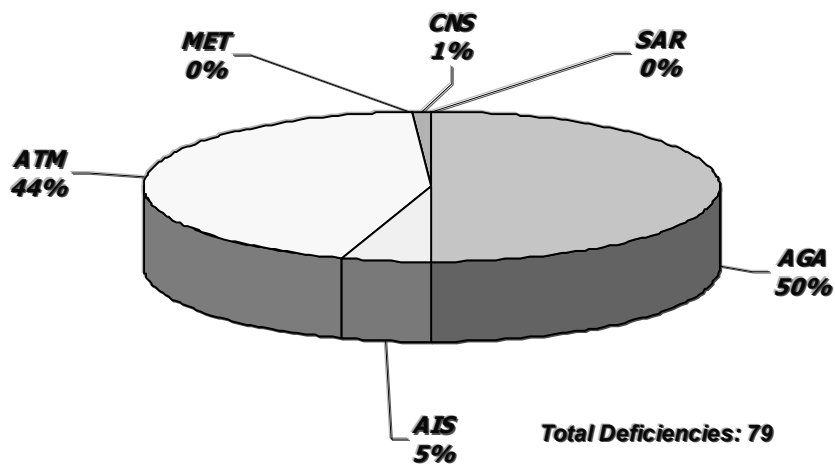
### ASB PROJECT OUTLINE FOR THE COMMITMENT OF RESOURCES TO THE CORRECTION OF C/CAR DEFICIENCIES

#### ASB SAFETY PRIORITY RATING OF URGENT DEFICIENCIES IN THE CAR REGION

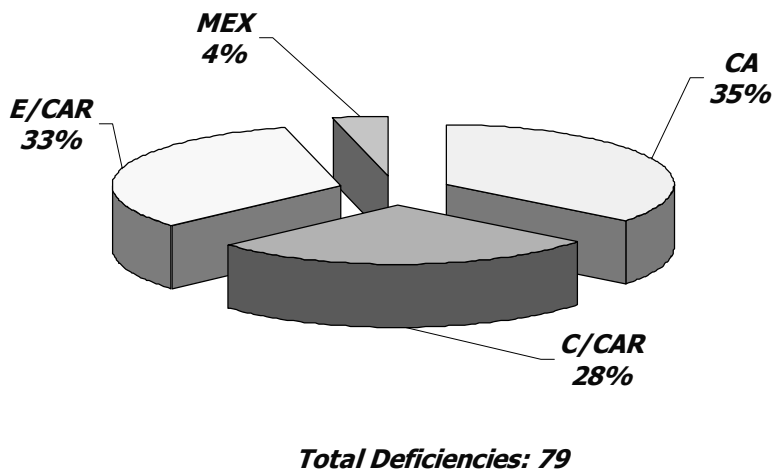


**Total Deficiencies: 201**

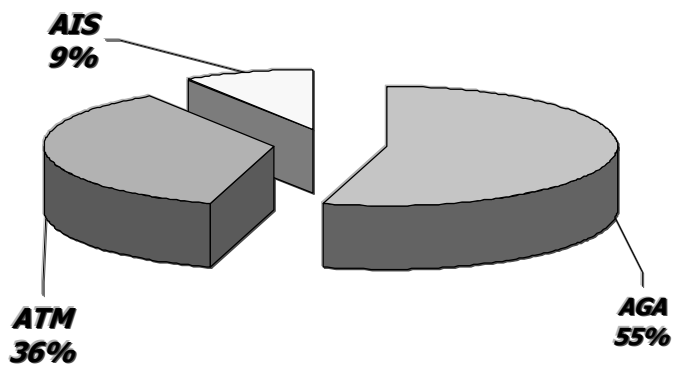
**ASB SAFETY PRIORITY RATING OF URGENT DEFICIENCIES PERCENTAGE RATED HIGH PRIORITY TO EACH AIR NAVIGATION FIELD CAR REGION**



**ASB SAFETY PRIORITY RATING OF URGENT DEFICIENCIES PERCENTAGE RATED BY SUBREGION**

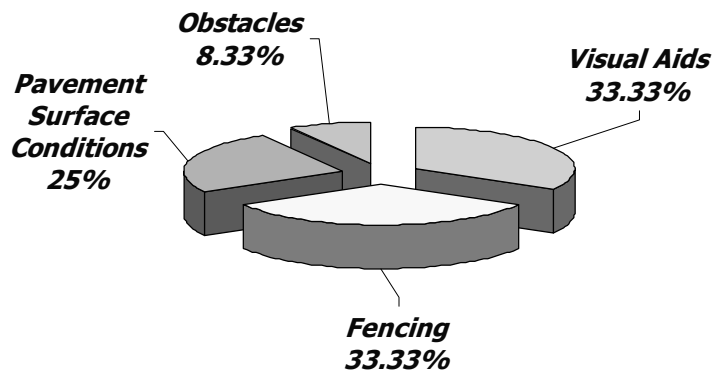


**ASB SAFETY PRIORITY RATING OF URGENT DEFICIENCIES PERCENTAGE RATED HIGH PRIORITY TO EACH AIR NAVIGATION FIELD C/CAR REGION**



**Total Deficiencies: 22**

**ASB SAFETY PRIORITY RATING OF URGENT DEFICIENCIES PERCENTAGE RATED HIGH PRIORITY IN THE AGA FIELD C/CAR REGION**



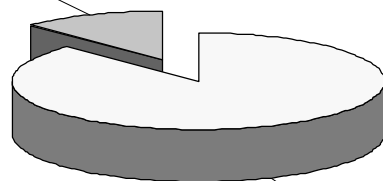
**Total Deficiencies: 12**



**ASB SAFETY PRIORITY RATING OF URGENT DEFICIENCIES PERCENTAGE RATED HIGH PRIORITY IN THE ATM FIELD C/CAR REGION**



*Proficiency in English Language*  
**12.5%**



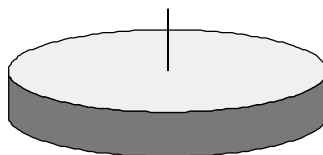
*Use of Aeronautical Phraseology*  
**87.5%**

**Total Deficiencies: 8**

**ASB SAFETY PRIORITY RATING OF URGENT DEFICIENCIES PERCENTAGE RATED HIGH PRIORITY IN THE AIS FIELD C/CAR REGION**



*Timely Distribution of information through NOTAM*  
**100%**



**Total Deficiencies: 2**