



2.2 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 urgent concern and of high priority for IATA and its member airlines. Unfortunately, many States have ignored recommendations from the ICAO Aviation Safety Board (ASB) to prepare action plans to resolve ongoing deficiencies.

2.3 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.

2.4 Currently, there are 551 outstanding deficiencies affecting air navigation as per the GREPECAS/ 12 Report.

2.5 The following are a few examples of the deficiencies that impact airline operations and are predominant in several States in the region:

- Lack of meteorological information - timely dissemination of METARs or TAFs.
- Inadequate runway and taxiway maintenance.
- VHF/HF communications voids on several airways.
- Timely dissemination of aeronautical information such as NOTAMs
- Outdated AIPs lacking revised amendments.
- Missing perimeter fencing around the airport.

### **3. Conclusion**

3.1 The aeronautical services which the airlines receive from the different States and authorities, which include navigation systems, ATC, weather, aero information, etc. do not come free of charge. Airlines operating to the NAM and CAR Regions 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 and will insist on corrective measures when things are not meeting the required standards.

3.2 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.

### **4. Action requested**

4.1 The Meeting is invited to:

- a) recognize regional deficiencies as an area that requires immediate attention;
- b) 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; and
- c) ensure that States obtain the necessary resources to correct deficiencies in order to comply with ICAO Annexes.