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NACC/DCA/2-WP/27

Agenda Item 3:

Air Navigation Services 3.2 Air Navigation Deficiencies

OVERVIEW OF REGIONAL DEFICIENCIES

(Presented by the International Air Transport Association - IATA)

SUMMARY

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

1. Introduction

1.1 Airlines have voiced concern over the lack of action by many States to correct ongoing deficiencies in the NAM and CAR Regions.

1.2 IATA receives reports from airlines requesting assistance in resolving infrastructure problems, which affect flight operations and safety. However, many of these requests are not resolved immediately by States and, thus, are sent to ICAO for inclusion in the Regional Database. The deficiencies include air traffic services (ATS), airport infrastructure (AGA/AOP), aeronautical information services (AIS), meteorology (AIS), and communications (COM).

1.3 IATA conservatively estimates that the deficiencies cost airlines an additional USD \$10 million dollars per year in operating cost. The obstacle to overcoming deficiencies in the air navigation field is not so much technical as they are organizational and financial in nature.

2. Discussion

2.1 Member airlines and IATA wish to work closely with ICAO and the Civil Aviation Authorities in a positive and constructive framework, to establish formal review, analysis and resolution of all deficiencies.

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.