



Agenda Item 2: Air Navigation Services
2.2 Air Navigation Deficiencies

REVIEW OF THE CURRENT STATUS OF AIR NAVIGATION DEFICIENCIES

(Presented by the Secretariat)

SUMMARY

This working paper presents the current status of States/Territories priority “A”, “B” and “U” air navigation deficiencies in each of the air navigation fields, and reviews the actions of the States/Territories in resolving the aforementioned deficiencies. Likewise, it informs on improvements to the GREPECAS Air Navigation Deficiencies Database (GANDD).

Strategic Objective:

*This working paper is related to
Strategic Objectives A and D.*

1. Introduction

1.1 Based on the uniform methodology for the identification, assessment and reporting of air navigation deficiencies formulated by the ICAO Council, GREPECAS and its contributory bodies periodically review the implementation status of the CAR/SAM Regional Air Navigation Plan with a view to determine and evaluate the deficiencies in the air navigation fields of the CAR/SAM Regions.

1.2 The GREPECAS Aviation Safety Board (ASB), in accordance with its terms of reference, has evaluated, supervised and conducted follow-up action on deficiencies that directly impact safety, require urgent corrective actions, are classified as “U” and has developed action to contribute to their correction.

1.3 GREPECAS, at its periodic meetings, reviews and takes appropriate action on air navigation deficiencies classified as “A” (necessary for civil aviation safety) and “B” (necessary for the regularity and efficiency of aviation).

1.4 In support of ICAO's Strategic Objective A - *Enhance global civil aviation safety*, the ALLPIRG/5 Meeting formulated Conclusions 5/14 — *A regional online database of air navigation deficiencies* and 5/15 — *Last resort action to resolve regional air navigation deficiencies*.

1.5 According to ALLPIRG/5, as soon as each deficiency is published in the GREPECAS Air Navigation Deficiencies Database (GANDD), its impact on safety shall be identified. Moreover, when efforts to eliminate deficiencies prove unsuccessful after exhausting all alternatives, the following last resort action should be adopted, which consists of these two parts:

- a) propose the inclusion of an alternate facility/procedure in the Air Navigation Plan (ANP); or
- b) when a corrective action as a) above cannot be recommended, provide States/Territories/users and ICAO with an analysis concerning risk associated with such a deficiency.

1.6 GREPECAS Conclusion 13/92 urged States/Territories/International Organizations to eliminate "U" deficiencies by 31 December 2007; afterwards, "last resort action" would be considered. Furthermore, it urged to make utmost use of the GANDD and to develop and implement an action plan for each deficiency specifying corrective measures, the completion date, and assigning the necessary resources. It also requested that action plans be submitted to the ICAO Regional Offices by 30 June 2006, indicating any difficulties encountered.

1.7 Moreover, GREPECAS adopted Decision 14/60 – *Procedures for Classifying and Addressing GREPECAS "U" deficiencies*, through which it decided to convene an informal meeting of the GREPECAS ASB during the first quarter of 2008, to review the completion of Conclusion 13/92 and to apply "last resource action" where appropriate. The ASB/8 Meeting was held in Lima, Peru, from 5 to 6 March 2008, and it was agreed to send States/Territories and International Organizations their GREPECAS "U" deficiencies so that a risk evaluation assessment for each "U" deficiency could be carried out using aspects of the Uniform Methodology approved by the Council. Likewise, it was agreed that States/Territories and International Organizations determine the risk index for each deficiency according to the ICAO SMS methodology for risk assessment.

1.8 In reference to Conclusion ASB 8/2, States were requested to carry out their risk assessment for each of the "U" deficiencies (State letter EMX0719 dated 23 June 2008 refers), with a target date of 15 August 2008. Few States have applied the ICAO SMS methodology for risk assessment on their "U" deficiencies.

1.9 The application of "last resort action," as stated in GREPECAS Conclusion 13/92 will be reviewed by GREPECAS/15.

2. **Improvements to the GREPECAS Air Navigation Deficiencies Database (GANDD)**

2.1 The GREPECAS/14 Meeting noted that failure by States/Territories to update the GANDD could be due to lack of training for personnel responsible for this duty in the relative field of the State/Territory. Therefore, it was deemed necessary for each State/Territory to designate a National Coordinator to oversee this duty so as to expedite the administrative coordination of the database with those responsible for the various air navigation service fields in their States/Territories. Accordingly, the Meeting adopted Conclusion 14/59 – *National Coordinator Responsible for Updating the GREPECAS Air Navigation Deficiency Database*.

2.2 In October 2004, procedures for access and use of the GANDD through a web-based application were circulated to States so that States could notify, review and update their deficiencies.

2.3 In accordance with GREPECAS Decision 14/60, the ICAO CAR/SAM regional offices reviewed the procedures and structure of the GANDD in order to provide a more user friendly environment and increase the effectiveness of this tool. In this regard, the regional offices improved the web application creating a website with both a public and restricted information area. This website is available to States at www.mexico.icao.int and www.lima.icao.int. The public area includes a presentation in Power Point, the GANDD Users Guide, as well as documentation on the Uniform Methodology for the identification, assessment and reporting of air navigation deficiencies, and procedures for classifying and addressing “U” deficiencies in the air navigation fields. The restricted area contains each States’ deficiencies, and access is through an assigned username and password. In **Appendix A** to this working paper, a layout of the GANDD website is presented.

2.4 To verify access by States and receive feedback on its use, as well as any recommended improvement, beginning in May 2008, the ICAO NACC Office carried out a consultation process with the GANDD designated points-of-contact (PoCs), achieving following results:

- a) GANDD points-of-contact from Mexico, Nicaragua and Trinidad and Tobago have been updated. However, problems persist with contacting PoCs from Cayman Islands, Costa Rica, Jamaica, and Turks and Caicos Islands.
- b) Guidance and explanation on how to manage and interpret elements contained in the GANDD was provided to Honduras.
- c) GANDD access problems were experienced by Haiti and Cuba, and corrective action was coordinated.
- d) Action plan updates to the GANDD were received from several States/Territories, i.e., Cuba, Dominican Republic, El Salvador, Haiti, Honduras, Jamaica, Nicaragua, and Trinidad and Tobago.

2.5 From this consultation process, it was concluded that the efficient use of the GANDD has been limited due to erroneous points-of-contact information, lack of knowledge on how to use GANDD, no internal coordination of points-of-contact, or simply not using the tool. In this regard, States/Territories and/or International Organizations are requested to:

- a) notify/confirm information for designated points-of-contact (name and e-mail address) taking into account the updated list presented as **Appendix B** to this working paper;
- b) download and use documentation available in the public section of the GANDD webpage for use in the classification and management of air navigation deficiencies;
- c) instruct points-of-contact to act as air navigation field coordinators within their offices to report/propose amendments through the GANDD; and
- d) States/Territories that have not made use of the GANDD, make use of it to report amendments to air navigation deficiencies.

3. Review of Current Deficiencies

3.1 The review of air navigation deficiencies is also the responsibility of civil aviation authorities. It is incumbent on the Directors of Civil Aviation to take note of these deficiencies and carry out action to resolve them. During recent months, information on deficiencies has been received from States/Territories, and after review by ICAO, the GANDD has been updated accordingly. For this purpose, the Directors are presented with the last updated version dated **2 September 2008**. Outstanding deficiencies are presented in **Appendix C**.

3.2 When reviewing the Appendices to this working paper, the Meeting should note that not all States/Territories/International Organizations have informed the ICAO NACC Regional Office of the action plans developed to correct the deficiencies in the air navigation fields. In this context, and considering the concern reiterated by the Air Navigation Commission, the ICAO Council, the measures recommended by ALLPIRG/5 Meeting, and GREPECAS Conclusion 13/92, States/Territories that have not yet taken action in this regard are encouraged to implement GREPECAS Conclusion 13/92 by using the GANDD. Likewise, civil aviation authorities should take note of their responsibility under Article 28 of the Chicago Convention for providing safe, regular and efficient air navigation services.

4. Suggested Action

4.1 The Meeting is invited to:

- a) take note of the information on GANDD improvements;
- b) take action on recommendations in para. 2.5 on using the GANDD;


- c) review and comment on the information contained in Appendices B and C to this working paper;
- d) urge States/Territories, that have not yet done so, to submit action plans for the correction of their air navigation deficiencies to the NACC Office as soon as possible **and** in accordance with GREPECAS Conclusion 13/92;
- e) implement the action plan to correct the air navigation deficiencies in their respective States/Territories, taking into account that “U” deficiencies needed to be corrected by 31 December 2007; and
- f) as requested in paragraph 1.8, carry out, if not already done so, the risk assessment for each from the “U” deficiencies of States/Territories in accordance with ASB Draft Conclusion 8/2, approved by GREPECAS through the “fast track” procedure, sending their results not later than **26 September 2008**.

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APPENDIX A

Spanish | ICAO Home | Contact ICAO | FAQ | Search NACC | NACC Site Index

International Civil Aviation Organization



GREPECAS AIR NAVIGATION DEFICIENCIES DATABASE (GANDD)

DOCUMENTATION

- [Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies.](#)
- [Procedures for classifying and addressing "U" Deficiencies in the Air Navigation Field.](#)
- [GANDD Presentation](#)
- [GANDD Users Guide](#)
- [Appendixes B, C](#)

Access to the Web Application

CAR/SAM Regions

GANDD

Password required

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APPENDIX B / APÉNDICE B

Puntos focales GANDD - Región CAR

<i>State</i>	<i>Region</i>	<i>Code</i>	<i>Focal Point</i>	<i>eMail FocalPoint</i>
Anguilla	CAR	TO	Margaret Wilson	margaret.wilson@caribairsafety.aero
Antigua y Barbuda	CAR	TA	Rosemond James	oecs.dca@candw.ag
Antillas Francesas	CAR	TF	Roger Gabriel Pruden	roger-gabriel.prudent@aviation-civile.gou
Antillas Neerlandes	CAR	TN	Vilmo Pieter	vilmo.pieter@gov.an
Aruba	CAR	TN	Louis Reed	louis.reed@aruba.gov.aw
Bahamas	CAR	MY	Wendy Major	wendymajor@bahamas.gov.bs
Barbados	CAR	TB	David Brones	civilav@sunbeach.net
Belice	CAR	MZ	J.A. Contreras	dcabelize@btl.net
Bermuda	CAR	TX	Rosemond James	oecs.dca@candw.ag
Costa Rica	CAR	MR	Luis Gustavo González Trigo	ggonzalez@dgac.go.cr
Cuba	CAR	MU	Iraida Alfonso	iraida.alfonso@iacc.avianet.cu
Dominica	CAR	TD	Rosemond James	oecs.dca@candw.ag
El Salvador	CAR	MS	Mauricio E. Rivas Rodas	navegacion-aerea@acc.gob.sv
Estados Unidos	CAR	K	Mayte Ashby	mayte.ashby@faa.gov
Granada	CAR	TG	Rosemond James	oecs.dca@candw.ag
Guatemala	CAR	MG	Carlos Urizar	carouriz@yahoo.com
Haiti	CAR	MT	Jacques Boursiquot	jboursiquot@ofnac.org
Honduras	CAR	MH	Geovany Saucedo	gsaucedo@yahoo.com
Islas Caimanes	CAR	MW	Richard Smith	richard.smith@caacayman.com
Islas Turcas y Caicos	CAR	MB	Thomas Swann	tswann@gov.tc
Islas Vírgenes Br	CAR	TU	Margaret Wilson	margaret.wilson@caribairsafety.aero
Jamaica	CAR	MK	Patrick Stern	dans@jcca.gov.jm
Mexico	CAR	MM	José Javier Roch Soto	jjrochso@sct.gob.mx
Montserrat	CAR	TR	Margaret Wilson	margaret.wilson@caribairsafety.aero
Nicaragua	CAR	MN	Carlos Salazar	dg@inac.gob.ni
República Dominicana	CAR	MD	Santiago Rosa	subdireccion_sna@idac.gov.do
San Kitts y Nevis	CAR	TK	Rosemond James	oecs.dca@candw.ag
San Vicente y las	CAR	TV	Alastair Alexander	ETJoshua@caribsurf.com

<i>State</i>	<i>Region</i>	<i>Code</i>	<i>Focal Point</i>	<i>eMail FocalPoint</i>
Santa Lucía	CAR	TL	Rosemond James	oecs.dca@candw.ag
Trinidad y Tabago	CAR	TT	Randy Gomez	rgomez@caa.gov.tt

APPENDIX C

APPENDIX C WILL BE DISTRIBUTED DURING THE MEETING