



Nineteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/19)
 Online, 27 – 29 October 2021

Agenda Item 6: GREPECAS Administrative and coordination activities
6.1 Follow-up of GREPECAS Conclusions and Deficiencies

**REVIEW OF THE STATUS OF AIR NAVIGATION DEFICIENCIES REPORTED IN THE
 GREPECAS AIR NAVIGATION DEFICIENCIES DATABASE (GANDD)**

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Information Paper presents summarized and updated information on the deficiencies of priority "A", "B" and "U" of the States/Territories of the CAR and SAM Regions, and the recent actions taken.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Air Navigation Capacity and Efficiency • Safety
<i>References:</i>	<ul style="list-style-type: none"> • ICAO Air Navigation Deficiencies Reported in the GREPECAS Air Navigation Deficiencies Database (GANDD)

1. Introduction

1.1 Based on the uniform methodology for the identification, evaluation and notification of air navigation deficiencies, formulated by the ICAO Council, GREPECAS and its contributory bodies have determined to evaluate the deficiencies in the air navigation fields, within the CAR/SAM Regions. Classified as "A" and "B" (necessary for safety of air navigation and for the regularity and efficiency of air navigation) and with "U Priority", urgent requirements that have a direct impact on safety and require immediate corrective action.

1.2 The Secretariat has mentioned that the main responsibility for updating the status of deficiencies is in coordination between the ICAO NACC and SAM Regional Offices with the States. In this sense, the States must make a complete review of the GANDD for each Air Navigation Area in close coordination each CAR and SAM State with the respective regional offices.

1.3 Additionally, the Secretariat recalled the Conclusions of GREPECAS 18 and CRPP 05, which are presented below for easy reference to the Meeting:

Reference	Title
CRPP 05 C-05/01 (2019)	MONITORING OF AIR NAVIGATION DEFICIENCIES AND GANDD EFFECTIVENESS
GREPECAS 18 C-18/5 (2018)	IMPROVEMENT OF THE DATA COLLECTION PROCESS FOR THE TREATMENT OF DEFICIENCIES REPORTED BY IFALPA AND IATA

2. Discussion

2.1 GREPECAS approved the ICAO provisions on the Safety Management System (SMS) for the identification, evaluation and notification of air navigation deficiencies.

2.2 In order to assist the States in the implementation of this methodology, the GREPECAS Secretariat recommends that:

- The methodology must comply with the SMS requirements established in Annex 19;
- The ICAO NACC and SAM Offices assist States to implement solutions related to the State Safety Program (SSP) and SMS; and
- States should provide and/or establish risk assessment criteria for the data and an analysis to categorize deficiencies

2.3 Recently, there has been a positive reaction in the revision/resolution of the priority “U” deficiencies, reducing significantly.

2.4 The review/resolution of air navigation deficiencies is the responsibility of the civil aviation authorities of the States and it is necessary to promote measures that support the civil aviation administrations to solve such deficiencies, as well as establish specific dates to implement these solutions.

2.5 From the ICAO revision of the action plan, it has been observed that some Points of Contact (PoC) have not updated the GANDD and, on the other hand, there are common deficiencies in several States.

2.6 ICAO Secretariat urges States to review the deficiencies, as well as the development of an appropriate Corrective Action Plan (CAP), showing the evidence to be sent by email to ICAO so that it can be followed up with each PoC of the States.

2.7 ICAO has produced and provided guidance material to help States resolve their deficiencies, to facilitate the implementation solution

2.8 ICAO is currently reviewing the Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies in order to see the possible improvements under the Global Air Navigation Plan (GANP) and the ICAO Global Aviation Safety Plan (GASP).

3. Conclusion

3.1 Although the Secretariat is working with the states to resolve and update the deficiencies, the states are required to coordinate through your PoC to review its outstanding deficiencies, with the assistance of ICAO for any update or clarification, submitting the applicable evidence to ICAO NACC or SAM Regional Office.