



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

First Meeting of the Programmes and Projects Review Committee (PPRC/1)

Mexico City, Mexico, 25-27 April 2012

PPRC/1 - WP/03

17/04/12

**Agenda Item 2: Air navigation deficiencies in the CAR/SAM Regions with high risk (“U” priority)**

**MANAGEMENT OF AIR NAVIGATION DEFICIENCIES IN THE CAR/SAM REGION WITH HIGH RISK (“U” PRIORITY)**

(Presented by the Secretariat)

**SUMMARY**

This working paper presents the action taken by the GREPECAS Secretariat through the NACC and SAM Regional Offices as a follow-up to GREPECAS/16 conclusions related “U” priority air navigation deficiencies in CAR/SAM States/Territories, as well as the results of the application of the new revised methodology based on a hazard identification and risk assessment (HIRA) process.

**REFERENCES**

- Report of the meeting of the GREPECAS Aviation Safety Board (ASB/10) Punta Cana, Dominican Republic, 28 March 2011
- Report of the Sixteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/16), Punta Cana, Dominican Republic, 28 March-1 April 2011
- GREPECAS Air Navigation Deficiencies Database (GANDD)

ICAO strategic objectives:

*A – Safety  
C- Environmental protection and sustainable development of air transport*

**1. Background**

1.1 The Air Navigation Commission (ANC) is responsible for updating the uniform methodology for the identification, assessment, and reporting of air navigation deficiencies in light of the experience gained in its application. The last revision of this methodology, based on the opinions of the ALLPIRG/Advisory Group, was done in 2001, at which time the Commission developed a single definition for deficiency that was approved by the Council on 30 November 2001.

1.2 The last meeting of the GREPECAS Aviation Safety Board (ASB/10) held in Punta Cana, Dominican Republic, on 28 March 2011 analysed the shortcomings of this methodology and noted that, since many “U” priority deficiencies had not been resolved, aircraft operators were applying risk management techniques to proceed with their operations in a safe manner. At its sixteenth meeting, GREPECAS approved its new organisation, and ASB functions were taken over by the Programmes and Projects Review Committee (PPRC).

1.3 GREPECAS/16, through Conclusion 16/42, established that States/Territories having difficulty in resolving priority “U” air navigation deficiencies should request ICAO assistance to prepare action plans and coordinate support for resolving deficiencies, if required.

1.4 Likewise, through Conclusion 16/43, GREPECAS approved the use of a revised methodology as a test bed, the results of which should be notified to the ICAO ANC. This new revised methodology for the identification, assessment and reporting of air navigation deficiencies is based on the assumption that deficiencies are safety hazards, and on the application of a hazard identification and risk assessment (HIRA) process.

1.5 GREPECAS/16 reviewed the list of “U” deficiencies that required urgent corrective action by CAR/SAM States/Territories in each air navigation area. Some States noted that the GREPECAS Air Navigation Deficiencies Database (GANDD) contained deficiencies that had already been corrected, as well as others that probably should not be considered as such.

1.6 Regarding the above, GREPECAS, through Conclusion 16/44, agreed that:

- a) the revised methodology should be applied to existing deficiencies contained in the GANDD within a reasonable time period but no later than 31 March 2012.
- b) ICAO should review and improve the GANDD in order to enable the update of deficiencies information in a more timely manner; and
- c) ICAO should review the procedures for the validation and elimination of the deficiencies contained in the GANDD by 30 June 2011.

## 2. Discussion

2.1 As a follow-up to GREPECAS Conclusions 16/42, 16/43, and 16/44, the GREPECAS Secretariat sent, through the SAM and NACC Regional Offices, State letters inviting States to analyse deficiencies using the new approved methodology as a test bed prior approval by the ANC for such use.

2.2 Since GREPECAS/16 Meeting, in the CAR Region the information on deficiencies for Aruba, Bahamas, Barbados, Belize, Costa Rica Cuba, Dominican Republic, Guatemala, Haiti, Jamaica, Mexico, Trinidad & Tobago and United States, has been updated in the GANDD based on reports sent by States and on ICAO missions to States. **Appendix A** to this working paper shows a summary of the 45 “U” priority deficiencies and its proportion by areas for the CAR Region. As noted in the GREPECAS meeting, the majority (60%) of “U” deficiencies correspond to the area of Aerodromes (AGA), followed by those of Air Traffic Management (ATM) and Communications, Navigation and Surveillance (CNS) with 18% per area. Nevertheless, in the CAR Region only Cuba presented a report to ICAO using the revised methodology adopted by GREPECAS/16 Meeting.

2.3 In the SAM Region, Argentina and Peru have done some implementation exercises in collaboration with the regional officers of the corresponding areas. Colombia conducted an implementation exercise with guidance via teleconference. Nevertheless, the SAM Regional Office has not received the analysis of the forms used for conducting the hazard identification and risk assessment (HIRA) process on “U” deficiencies, with the exception of Brazil, which submitted the HIRA analysis of “U” deficiencies in the AIS/ATM/CNS/MET areas on 16 April 2012.

2.4 Likewise, some SAM States submitted information on the progress made in the resolution of some deficiencies, some of which were validated by the Officers of the corresponding areas by updating

the GANDD. A comparison between the December 2010 database and the March 2012 database with respect to “U” deficiencies is shown in **Appendix B** to this working paper, showing 30% progress in their resolution.

2.5 Some States have started timidly to apply this new methodology, but the number of States is not sufficient to consider it as a stabilised methodology, and not all exercises have been conducted as expected.

2.6 In order to help stabilise this application, the following actions may be considered, *inter alia*:

- a) hold a meeting/workshop to address air navigation deficiencies using the new methodology, directed to focal points of those States in both Regions where exercises can be conducted, and study the best way to implement it, establishing milestones for the resolution of deficiencies;
- b) invite States to form a specialised multidisciplinary committee to apply the HIRA methodology to deficiencies. Such committee could be located within the SMS office of each administration, and have a defined timetable; and
- c) continue striving to improve the use of the revised methodology for a more timely and efficient updating of information on deficiencies.

2.7 The GREPECAS/16 meeting took note that the lack of response by a State to a deficiency identified and presented by the respective Regional Office was proof of ineffective implementation that might increase the level of risk in a State/Territory and create the need for an ICAO audit under the new ICAO USOAP continuous monitoring approach (CMA).

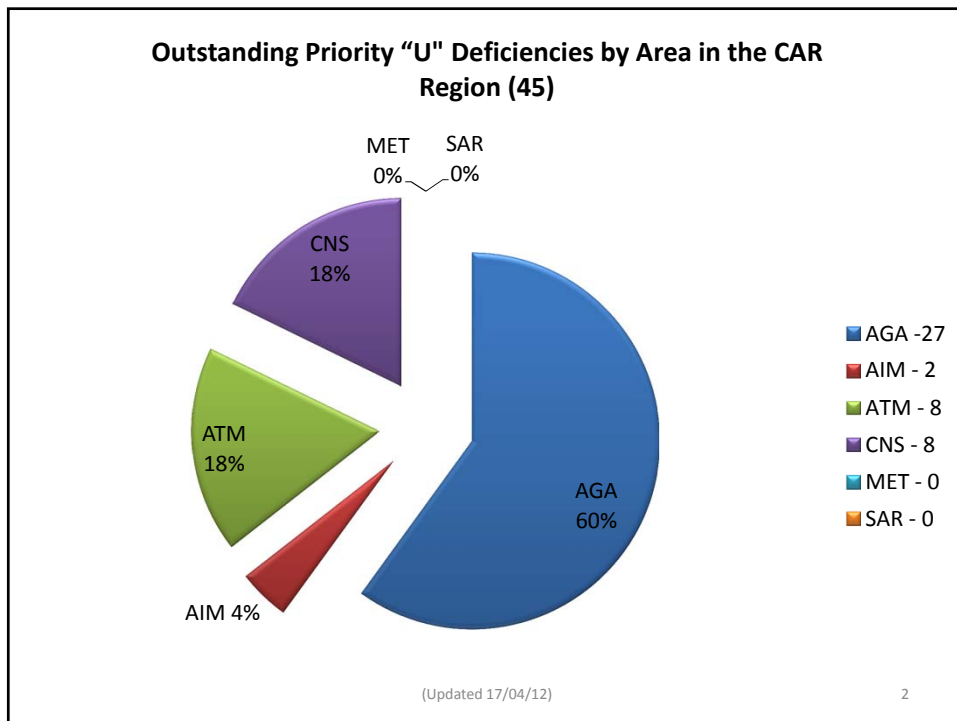
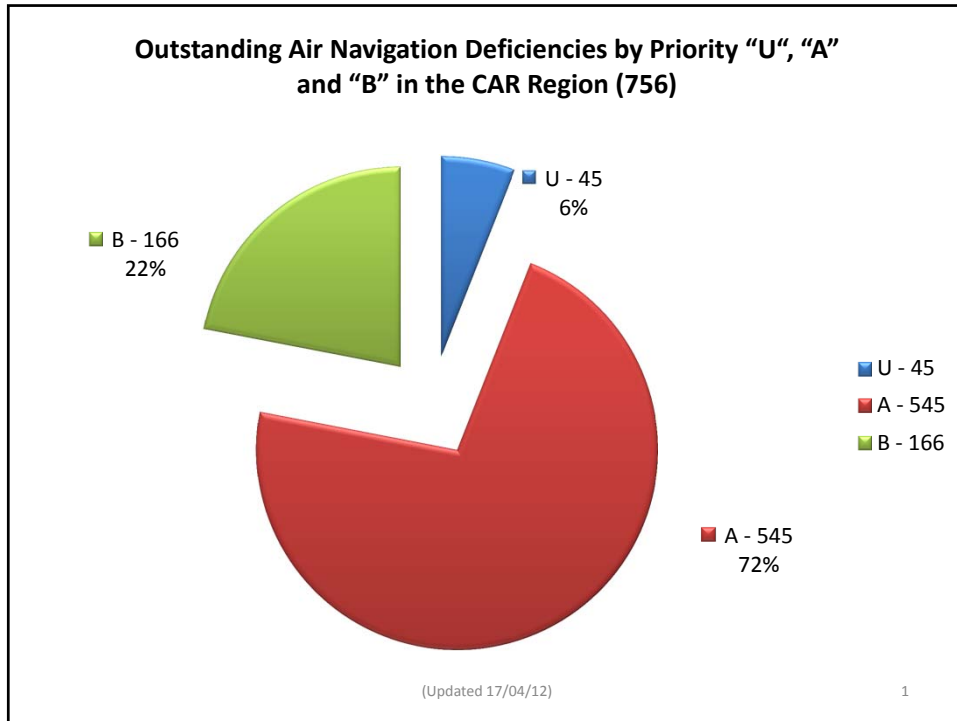
2.8 In this regard, it should be recalled that the future programme of activities of the Continuous Monitoring Office (CMO) of ICAO Headquarters contemplates deficiencies as a source of information and control for continuous monitoring management by ICAO.

### **3. Suggested action**

3.1 The Meeting is invited to:

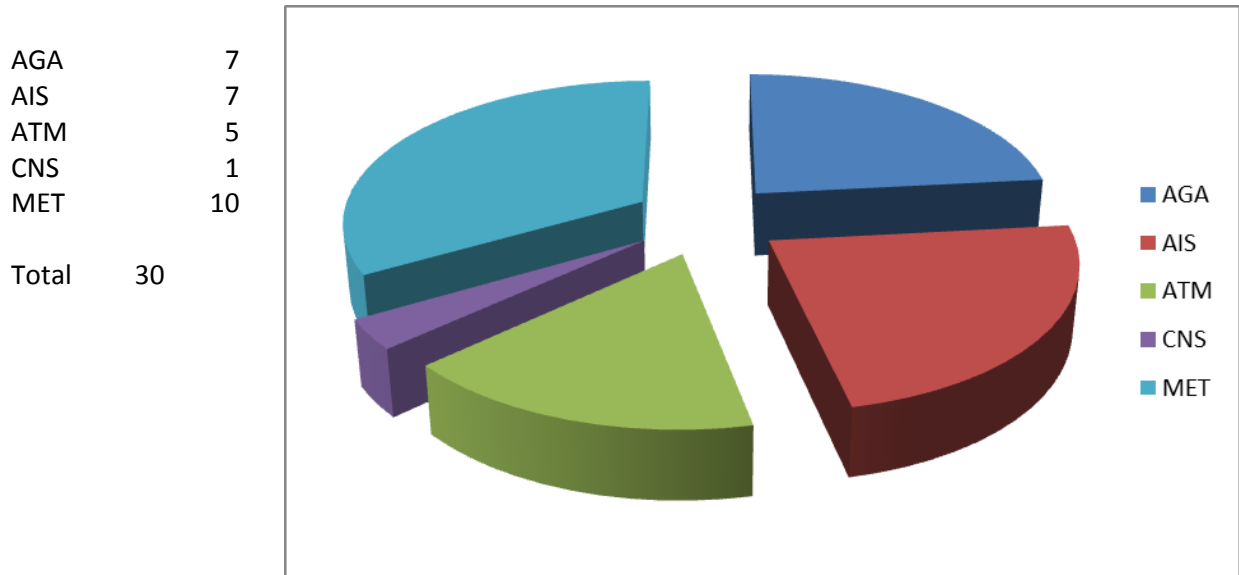
- a) take note of the information contained in **Appendices A and B** to this working paper;
- b) review the actions proposed in paragraph 2.6 of this working paper with a view to stabilising the use of the revised methodology by CAR/SAM States/Territories for the elimination/mitigation of “U” deficiencies through the application of corrective actions; and
- c) analyse other considerations that it may deem necessary in relation to this matter.

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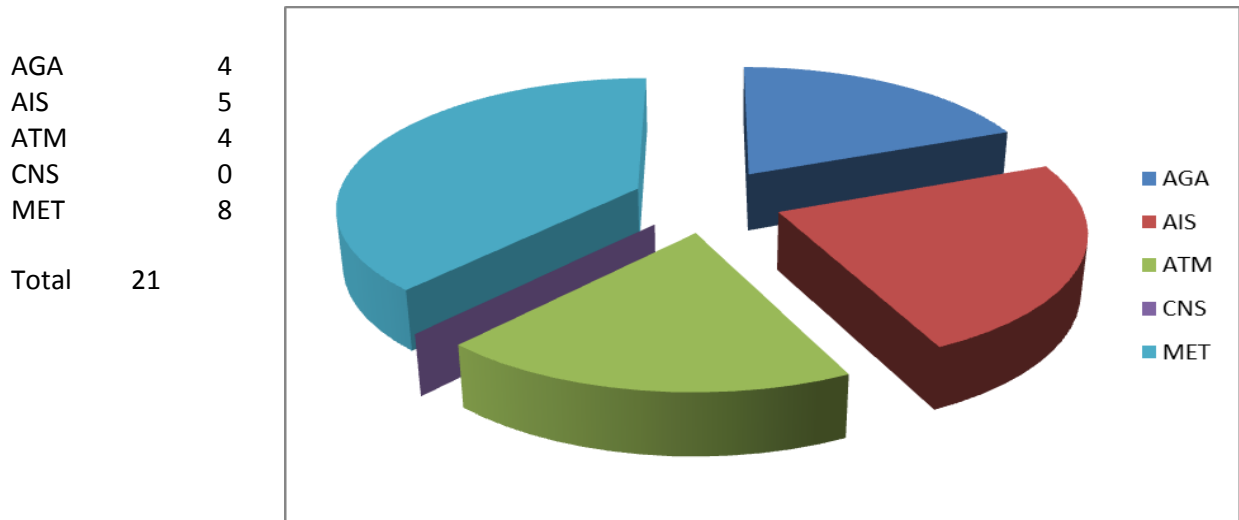


Reduction of “U” Deficiencies between December 2010 and March 2012 in the SAM Region

Status of “U” Deficiencies in December 2010 – SAM Region



Status of “U” Deficiencies in April 2012 -SAM Region



Reduction of “U” Deficiencies = 30%