



Agenda Item 2: Air navigation Issues
2.2 Review of the Status of Air Navigation Deficiencies

AIR NAVIGATION FIELDS DEFICIENCIES IN THE CENTRAL CARIBBEAN

(Presented by the Secretariat)

SUMMARY

This working paper presents updated information on priority “A”, “B” and “U” air navigation deficiencies in the Central Caribbean States/Territories, from each of the air navigation fields, and reviews the actions of the aforementioned States/Territories in resolving the aforementioned deficiencies.

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 status of implementation of the CAR/SAM Regional Air Navigation Plan during their meetings, with a view to determine and evaluate the deficiencies in the air navigation fields of the CAR/SAM Regions.

1.2 At the seven meetings it has held, the GREPECAS Aviation Safety Board (ASB), based on its terms of reference, has evaluated, supervised and carried out follow-up action on deficiencies with a direct impact on safety, requiring urgent corrective actions, and classified as “U”, in the air navigation fields in the CAR/SAM Regions and has developed appropriate 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 to 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*. (Agenda Item 2.3 refers.)

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 the State(s)/Territory(ies)/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 “urgent” deficiencies by **31 December 2007**; afterwards, “last resort action” will 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 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*.

1.8 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 Air Safety Board during the first quarter of 2008, to review the completion of Conclusion 13/92 and to apply “last resource action” where appropriate.

2. Discussion

2.1 The review of air navigation deficiencies is also the responsibility of civil aviation authorities. With regard to the Central Caribbean, the Central Caribbean Working Group reviews deficiencies at its annual meetings providing the appropriate input. This year, the task will be performed by the Caribbean Working Group. It is incumbent on the Directors of Civil Aviation to take note of these deficiencies and carry out action to solve them. For this purpose, the Directors are presented with outstanding deficiencies in **Appendix A**. Deficiencies where action plans for their correction have been submitted in accordance with GREPECAS Conclusion 13/92: *Action for resolving urgent Air Navigation Deficiencies* are presented in **Appendix B** to this working paper; **Appendix C** contains information on corrected or eliminated deficiencies.

2.2 When reviewing the Appendices to this working paper, the Meeting should note that not all C/CAR States/Territories have informed the ICAO NACC Regional Office on 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 revised format for action plans for resolution of regional air navigation deficiencies presented in **Appendix D**. Note should also be taken by civil aviation authorities regarding their responsibility under Article 28 of the Chicago Convention for providing safe, regular and efficient air navigation services.

3. Suggested Action

3.1 The Meeting is invited to:

- a) review and comment on the information contained in Appendices A, B, C and D to this working paper;
- b) urge States/Territories, that have not yet done so, to submit action plans for the correction of air navigation deficiencies to the NACC Office as soon as possible in accordance with GREPECAS Conclusion 13/92; and
- c) implement the action plan to correct the air navigation deficiencies in the respective States/Territories, taking into account that “urgent” deficiencies should be corrected by 31 December 2007.

APPENDIX A, B, C

To be sent by e-mail

APPENDIX D

ACTION PLAN FOR THE RESOLUTION OF EACH ONE OF THE REGIONAL AIR NAVIGATION DEFICIENCIES PLAN DE ACCIÓN PARA RESOLVER CADA UNA DE LAS DEFICIENCIAS REGIONALES DE NAVEGACIÓN AÉREA

State/Intl. Organization:

Estado/Org. Internacional:

Date/Fecha:

ID	Deficiency/ Deficiencia	Corrective Action/ Acción correctiva	Date of Correction/ Fecha de corrección	Executing Body/ Organo Ejecutor	Difficulties encountered/ Dificultades encontradas
Identificación de la deficiencia usando el formato AREA-NUM-REG	Descripción exacta de la deficiencia tal y como aparece en la Base de Datos	El Estado deberá informar la acción correctiva propuesta o que llevará a cabo, tomando en cuenta la acción ya descrita por la Secretaría	Fecha estimada para concluir la acción correctiva de la deficiencia, indicando al menos el año en que se finalizará	Responsable de llevar a cabo la acción correctiva	Mencionar cualquier dificultad encontrada o que se pueda presentar para la adecuada implementación de la acción correctiva.
Identify the deficiency using the format AREA-NUM-REG	Exact description of the deficiency as appears in the Databank	State must inform the proposed corrective action or to be carried out, taking into account the action described by the Secretariat	Estimated date for the conclusion of the corrective action of the deficiency, indicating at least the year in which it will be completed	Responsible of carrying out the corrective action	Indicate any difficulty encountered or that could appear for the adequate implementation of the corrective action

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