



Agenda Item 4: Aviation Safety Matters
4.1 Air Navigation Deficiencies

**STATUS UPDATE ON AIR NAVIGATION DEFICIENCIES REPORTED FOR THE
E/CAR REGION**

(Presented by the Secretariat)

SUMMARY This working paper presents the regional activities carried out for the reporting, classification and resolution of air navigation deficiencies, as well as a statistical analysis of outstanding Priority “U”, “A” and “B” deficiencies in each air navigation area, reported for E/CAR States/Territories.	
References: • GREPECAS 13, 14 & 15 Reports • NACC/DCA/3 Report • E/CAR/DCA/21 Report • E/CAR/WG/31 Report	
<i>Strategic Objectives</i>	<i>This working paper relates to Strategic Objectives A: Safety – Enhance global civil aviation safety and D: Efficiency - Enhance the efficiency of aviation operations.</i>

1. Introduction

1.1 This paper provides an update on the status of air navigation deficiencies reported for the States and Territories in the Eastern Caribbean Region.

2. Background

2.1 In accordance with the uniform methodology for the identification, assessment and reporting of air navigation deficiencies approved by the ICAO Council and presented in **Appendix A** to this working paper, the ICAO NACC Regional Office, in coordination with the CAR States/Territories, International Organisations and GREPECAS, has been periodically reviewing the status of implementation of the ICAO SARPs and the CAR/SAM Regional Air Navigation Plan, in relation to air navigation safety aspects. Based on the results of these reviews, deficiencies are identified and reported. In the case of serious deficiencies, the Regional Office reports them to the Air Navigation Commission.

2.2 The Regional Office maintains the database of deficiencies and GREPECAS, through the Aviation Safety Board (ASB), reviews it periodically and recommends actions for the elimination of urgent (U) air navigation deficiencies in the CAR/SAM Regions.

2.3 The Regional Office also coordinates the Action Plans for the resolution of air navigation deficiencies, the GREPECAS template for which is presented in **Appendix B** to this working paper, with the States/Territories. The deficiencies currently affecting the provision of air navigation services in the ICAO Regions and the need for States to establish Action Plans to eliminate them are a matter of ongoing concern and high priority for the ICAO Council. In this regard, it should be recalled that an important element of the ICAO Global Aviation Safety Plan (GASP), approved through Assembly Resolution A33-16, in particular “Global Safety Initiative (GSI) 1 - Consistent Implementation of International Standards and Industry Best Practices”, is the need to better identify air navigation deficiencies in order to take concrete action for their elimination.

2.4 Upon reviewing the deficiencies, the GREPECAS/14 meeting noted that many problems related to deficiencies could be resolved through a better coordination between States and their respective ICAO Regional Offices. It also recognised that the GREPECAS Air Navigation Deficiencies Database (GANDD) was the best tool to improve such coordination.

2.5 The Group also noted that the lack of updating by the States of the deficiencies database could be due to lack of training of the personnel in charge of that function. To this end, GREPECAS formulated Conclusion 14/49 on the designation of a National Coordinator to facilitate the administrative coordination of the database with those responsible for the various areas of air navigation areas in the States. In this regard, the States have designated national coordinators and ICAO has prepared an on-line presentation to explain the use of, and access to the GANDD. Regarding the National coordinators responsible for updating the GANDD, the following table includes the current contacts nominated by E/CAR States/Territories.

GANDD National Coordinator		
State/Territory	Coordinator Name	E-mail address
Anguilla	Margaret Wilson	margaret.wilson@caribairsafety.aero
Antigua and Barbuda (ECCAA)	Rosemond James	oecs.dca@candw.ag; contact@eccaa.aero
Barbados	Anthony Archer	civilav@sunbeach.net
British Virgin Islands	Margaret Wilson	margaret.wilson@caribairsafety.aero
French Antilles	Patrick Amouroux	patrick.amouroux@aviation-civile.gouv.fr
Grenada (ECCAA)	Rosemond James	oecs.dca@candw.ag; contact@eccaa.aero
Montserrat	Margaret Wilson	margaret.wilson@caribairsafety.aero
Netherlands Antilles (St. Maarten, Saba, St. Eustatius)	Vilmo Pieter	vilmo.pieter@gov.an; civilair@gov.an
Saint Kitts and Nevis (ECCAA)	Rosemond James	oecs.dca@candw.ag; contact@eccaa.aero
Saint Lucia (ECCAA)	Rosemond James	oecs.dca@candw.ag, contact@eccaa.aero
Saint Vincent and the Grenadines	Alastair Alexander	ETJoshua@caribsurf.com
Trinidad and Tobago	Randy Gomez	rgomez@caa.gov.tt
United States (Puerto Rico, Virgin Islands)	Bonnie Ahumada	bonnie.ahumada@faa.gov

2.6 The GREPECAS procedures for classifying and addressing “U” deficiencies in the air navigation field, presented in **Appendix C** to this working paper, were developed by the Secretariat to complement the application of the uniform methodology for the identification, assessment, and reporting of deficiencies approved by the ICAO Council. The procedure recommends the application of the risk analysis methodology contained in the ICAO Safety Management manual and course.

2.7 Based on the above, GREPECAS adopted the use of the ICAO SMS Risk Assessment Matrix, presented in **Appendix D** to this working paper, for the classification of “U” and “A” deficiencies. According to these criteria, risk indices 5A, 5B, 5C, 4A, 4B, and 3A correspond to “U” deficiencies. However, due to the fact that supplementary procedures had been developed for the classification of “U” deficiencies only, the meeting considered that such procedures could be improved for application to all deficiencies, including giving States/Territories a period of 7 working days for submitting comments on identified deficiencies to the accredited ICAO Regional Offices, prior to their inclusion in the GANDD.

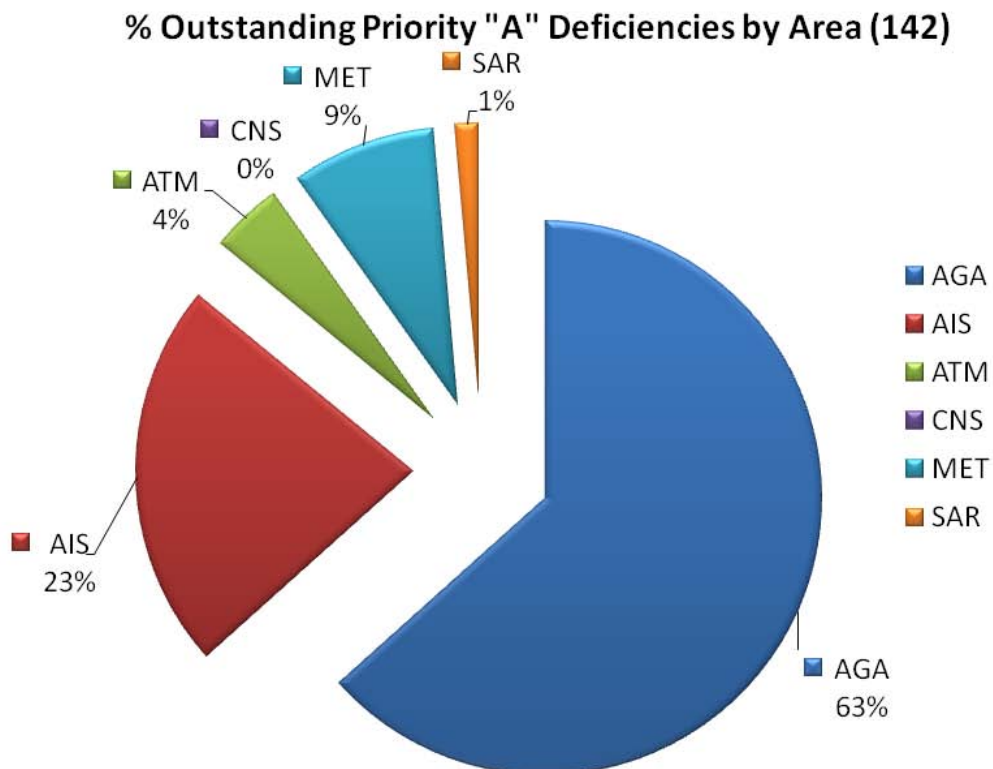
3. Status in the E/CAR Region

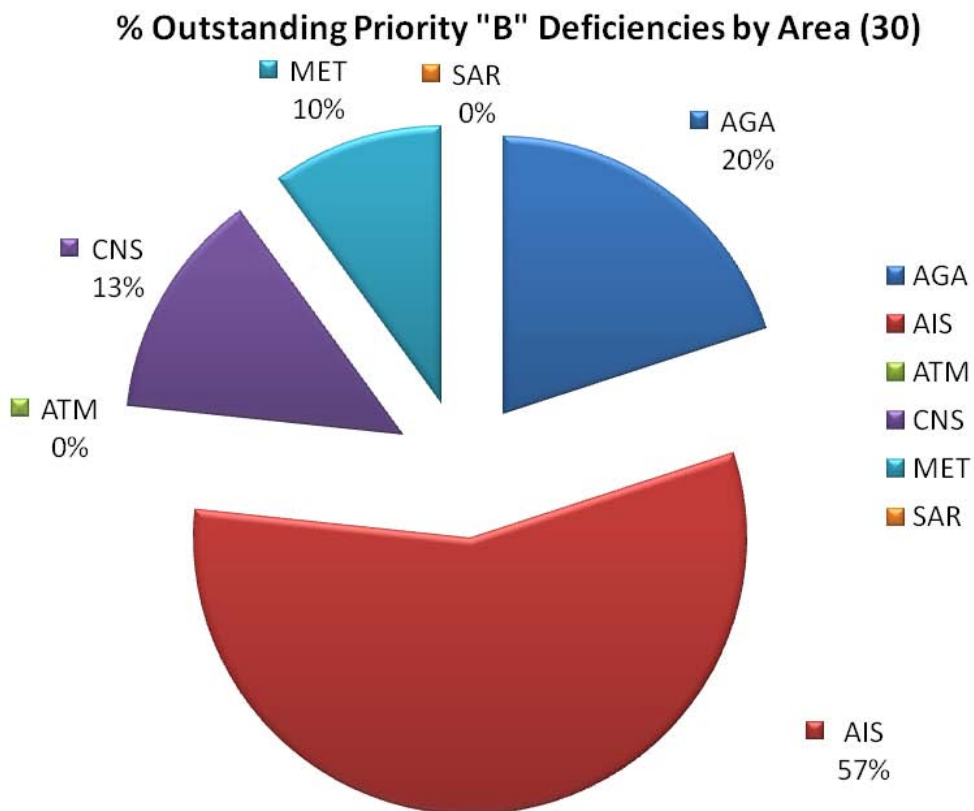
3.1 **Appendix E** to this working paper contains the current list of deficiencies in all air navigation areas reported for States/Territories in the E/CAR Region, which is summarised in the following table by priority:

Outstanding Deficiencies																			
State / Territory	AGA			AIS			ATM			CNS			MET			SAR			Total
	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B	
Anguilla					3	2				1				2					8
Antigua and Barbuda		13	1		1	1				1				2					19
Barbados		10								1									11
British Virgin Islands					5	1													6
French Antilles										1									1
Grenada		6			4	2		1		1		1		3	1				19
Montserrat					4	3				1									8
Netherlands Antilles (St. Maarten)		7								1									8
Saint Kitts and Nevis		10			5	2				1									18
Saint Lucia		6	2		5	3				1		1		3	1				22
Saint Vincent and the Grenadines		19	2							1				1					23
Trinidad and Tobago		15	1		5	3		5		1		2		1	1		2		36
United States (Puerto Rico)		4																	4
Total		90	6		32	17		6		11		4		12	3		2		183

3.2 States/Territories have made efforts to correct “U” deficiencies, and as a result, the Meeting will note that there are only 11 “U” deficiencies pending resolution reported for E/CAR States/Territories which are all related to the same problem of the E/CAR AFS Network. However, 142 of the other 172 unresolved deficiencies reported for E/CAR States/Territories are classified Priority “A”, safety-related.

3.3 The Meeting might also note that the following figures show the percentage of outstanding “U”, “A” and “B” deficiencies, by area, reported for the E/CAR Region.





3.4 In addition to all the “U” deficiencies being in the CNS area, the above figures show the higher percentage of “A” safety-related deficiencies in the AGA, AIS, and MET areas, highlighting the need to focus on improvements in these particular areas.

4. Conclusion

4.1 At the Thirty-first Eastern Caribbean Working Group Meeting (E/CAR/WG/31), which was held in St. John’s, Antigua and Barbuda, from 5 to 8 October 2009, the E/CAR/WG adopted the following draft conclusion:

DRAFT

CONCLUSION 31/1

RESOLUTION OF AIR NAVIGATION DEFICIENCIES

That E/CAR States/Territories:

- a) *immediately inform the ICAO NACC Regional Office of any changes in the GANDD National Coordinator;*
- b) *reassess the priority of deficiencies using the ICAO safety management risk assessment methodology presented in Appendix A to this part of the report and inform the ICAO NACC Regional Office of any changes in the priority of deficiencies by 30 January 2010;*

- c) *prepare and update action plans for the resolution of each reported deficiency using the template in Appendix B to this part of the report, and submit these to the ICAO NACC Regional Office by 30 January 2010; and,*
- d) *periodically update the GANDD with any new information on changes in priority and/or resolution for reported deficiencies.*

4.2 The GANDD demonstrates that all the E/CAR States/Territories need to improve the resolution of air navigation deficiencies in most areas. In this regard, the following bodies are able to provide effective assistance to States/Territories:

- ICAO NACC Regional Office;
- GREPECAS Aviation Safety Board; and
- Regional Aviation Safety Group – Pan America (RASG-PA)

4.3 This assistance can be provided in the following forms:

- Experts to prepare deficiency resolution action plans
- Experts to advise and assist in the implementation of action plans
- Experts to develop procedures and guidance documents for services
- Projects to procure, install and commission new equipment and systems
- Projects to expand or develop new facilities and infrastructure
- Projects to repair or upgrade existing equipment, systems, facilities and infrastructure

4.4 The options available to E/CAR States/Territories to request the above assistance from ICAO include the following:

- ICAO NACC Regional Office
- ICAO Technical Cooperation programme

4.5 E/CAR States/Territories are encouraged to request assistance from ICAO, GREPECAS ASB and/or RASG-PA to assess the priority of deficiencies, prepare action plans and resolve their air navigation deficiencies.

5. Suggested Action

5.1 The Meeting is invited to review the content of this paper and consider approving the E/CAR/WG Draft Conclusion 31/1 in paragraph 4.1 and adopting the following draft conclusion:

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CONCLUSION 22/X

RESOLUTION OF AIR NAVIGATION DEFICIENCIES

That E/CAR States/Territories:

- a) resolve each reported deficiency based on an action plan as soon as practicable; and
- b) request assistance from ICAO, GREPECAS ASB and /or RASG-PA to prepare action plans and resolve deficiencies, if required.

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UNIFORM METHODOLOGY FOR THE IDENTIFICATION, ASSESSMENT AND REPORTING OF AIR NAVIGATION DEFICIENCIES

(Approved by the Council on 30 November 2001)

1. INTRODUCTION

1.1 Based on the information resulting from the assessment carried out by ICAO on the input received from various regions regarding deficiencies in the air navigation field, it became evident that improvements were necessary in the following areas:

- a) collection of information;
- b) safety assessment of reported problems;
- c) identification of suitable corrective actions (technical / operational / financial / organizational), both short-term and long-term; and
- d) method of reporting in the reports of ICAO planning and implementation regional groups (PIRGs).

1.2 This methodology is therefore prepared with the assistance of ICAO PIRGs and is approved by the ICAO Council for the efficient identification, assessment and clear reporting of air navigation deficiencies. It may be further updated by the Air Navigation Commission in the light of the experience gained in its utilization.

1.3 For the purpose of this methodology, the definition of deficiency is as follows:

A deficiency is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation.

2. COLLECTION OF INFORMATION

2.1 Regional office sources

2.1.1 As a routine function, the regional offices should maintain a list of specific deficiencies, if any, in their regions. To ensure that this list is as clear and as complete as possible, it is understood that the regional offices take the following steps:

- a) compare the status of implementation of the air navigation facilities and services with the regional air navigation plan documents and identify facilities, services and procedures not implemented;
- b) review mission reports with a view to detecting deficiencies that affect safety, regularity and efficiency of international civil aviation;

- c) make a systematic analysis of the differences with ICAO Standards and Recommended Practices filed by States to determine the reason for their existence and their impact, if any, on safety, regularity and efficiency of international civil aviation;
- d) review aircraft accident and incident reports with a view to detect possible systems or procedures deficiencies;
- e) review inputs, provided to the regional office by the users of air navigation services on the basis of Assembly Resolution A33-14, Appendix M;
- f) assess and prioritize the result of a) to e) according to paragraph 4;
- g) report the outcome to the State(s) concerned for resolution; and
- h) report the result of g) above to the related PIRG for further examination, advice and report to the ICAO Council, as appropriate through PIRG reports.

2.2 States' sources

2.2.1 To collect information from all sources, States should, in addition to complying with the Assembly Resolution A31-10, establish reporting systems in accordance with the requirements in Annex 13, paragraph 7.3. These reporting systems should be non-punitive in order to capture the maximum number of deficiencies.

2.3 Users' sources

2.3.1 Appropriate international organizations, including the International Air Transport Association (IATA) and the International Federation of Air Line Pilots' Associations (IFALPA), are valuable sources of information on deficiencies, especially those that are safety related. In their capacity as users of air navigation facilities they should identify facilities, services and procedures that are not implemented or are unserviceable for prolonged periods or are not fully operational. In this context it should be noted that Assembly Resolution A33-14, Appendix M and several decisions of the Council obligate users of air navigation facilities and services to report any serious problems encountered due to the lack of implementation of air navigation facilities or services required by regional plans. It is emphasized that this procedure, together with the terms of reference of the PIRGs should form a solid basis for the identification, reporting and assisting in the resolution of non-implementation matters.

3. REPORTING OF INFORMATION ON DEFICIENCIES

3.1 In order to enable the ICAO PIRGs to make detailed assessments of deficiencies, States and appropriate international organizations including IATA and IFALPA, are expected to provide the information they have to the ICAO regional office for action as appropriate, including action at PIRG meetings.

3.2 The information should at least include: description of the deficiency, risk assessment, possible solution, time-lines, responsible party, agreed action to be taken and action already taken.

3.3 The agenda of each PIRG meeting should include an item on air navigation deficiencies, including information reported by States, IATA and IFALPA in addition to those identified by the regional office according to paragraph 2.1 above. Review of the deficiencies should be a top priority for each meeting. The PIRGs, in reviewing lists of deficiencies, should make an assessment of the safety impact for subsequent review by the ICAO Air Navigation Commission.

3.4 In line with the above, and keeping in mind the need to eventually make use of this information in the planning and implementation process, it is necessary that once a deficiency has been identified and validated, the following fields of information should be provided in the reports on deficiencies in the air navigation systems. These fields are as follows and are set out in the reporting form attached hereto.

a) Identification of the requirements

As per ICAO procedures, Regional Air Navigation Plans detail inter alia air navigation requirements including facilities, services and procedures required to support international civil aviation operations in a given region. Therefore, deficiencies would relate to a requirement identified in the regional air navigation plan documents. As a first item in the deficiency list, the requirements along with the name of the meeting and the related recommendation number should be included. In addition, the name of the State or States involved and/or the name of the facilities such as name of airport, FIR, ACC, TWR, etc. should be included.

b) Identification of the deficiency

This item identifies the deficiency and would be composed of the following elements:

- i) a brief description of the deficiency;
- ii) date deficiency was first reported; and
- iii) appropriate important references (meetings, reports, missions, etc).

c) Identification of the corrective actions

In the identification of the corrective actions, this item would be composed of:

- i) a brief description of the corrective actions to be undertaken;
- ii) identification of the executing body;
- iii) expected completion date of the corrective action¹; and
- iv) when appropriate or available, an indication of the cost involved.

4. ASSESSMENT AND PRIORITIZATION

4.1 A general guideline would be to have three levels of priority organized on the basis of safety, regularity and efficiency assessment as follows:

“U” priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions.

Urgent requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required for air navigation safety.

“A” priority = Top priority requirements necessary for air navigation safety.

Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

“B” priority = Intermediate requirements necessary for air navigation regularity and efficiency.

Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.

¹ It should be noted that a longer implementation period could be assigned in those cases in which the expansion or development of a facility was aimed at serving less frequent operations or entailed excessive expenditures.

5. MODEL REPORTING TABLE FOR USE IN THE REPORTS OF PIRGS

5.1 Taking the foregoing into account, the model table at the Appendix is for use by PIRGs for the identification, assessment, prioritization etc. of deficiencies. It might be preferred that a different table would be produced for each of the different topics i.e. AGA, ATM, SAR, CNS, AIS/MAP, MET. However, all tables should be uniform.

6. ACTION BY THE REGIONAL OFFICES

6.1 Before each PIRG meeting, the regional office concerned will provide advance documentation concerning the latest status of deficiencies.

6.2 It is noted that the regional offices should document serious cases of deficiencies to the Air Navigation Commission (through ICAO Headquarters) as a matter of priority, rather than waiting to report the matter to the next PIRG meeting, and that the Air Navigation Commission will report to the Council.

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-A6-

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE FIELD IN THE REGION

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action*
Requirement of Part..., paragraph (table).. of the air navigation plan	Terra X Terra Y	Speech circuits not implemented Villa X - Villa Y	12 Dec. 2..X	Coordination meeting between Terra X and Terra Y on 16 July 2..X to finalize arrangements to implementation circuit via satellite	Implementation of direct speech circuit via satellite	Terra X	20 Aug. 2..X	A

* Priority for action to remedy a deficiency is based on the following safety assessments:

“U” priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions.

Urgent requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required for air navigation safety.

“A” priority = Top priority requirements necessary for air navigation safety.

Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

“B” priority = Intermediate requirements necessary for air navigation regularity and efficiency.

Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency

APPENDIX B

ACTION PLAN FOR THE RESOLUTION OF EACH ONE OF THE REGIONAL AIR NAVIGATION DEFICIENCIES

State/Territory/International Organization: _____

Date: _____

ID	Deficiency	Corrective Action	Date of Correction	Executing Body	Difficulties encountered
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

LT 1/19.1

PROCEDURES FOR CLASSIFYING AND ADDRESSING “U” DEFICIENCIES IN THE AIR NAVIGATION FIELD

1 Introduction

1.1 The procedures described below establish the steps to be followed by States and the ICAO NACC/SAM Regional Offices for resolving “U” deficiencies in the air navigation field. These procedures, developed in compliance with GREPECAS Decision 14/60, contribute to the application of a Uniform Methodology for the identification, assessment and reporting of deficiencies, as approved by ICAO Council, and are included as **Appendix A**.

1.2 These procedures shall provide Regional Offices and States with a method to re-classify current deficiencies, update procedures for capturing data and reports, and improve the use of the web application associated with the GANDD database.

1.3 These procedures shall also facilitate the *review of deficiencies* with “U” priority with a view to implement GREPECAS Conclusion 13/92 in the application of last resort action.

2 Common Criteria for its Classification and Storage in the GANDD

2.1 Two main parts are identified in the integral treatment of deficiencies as shown below:

1. ICAO NACC and SAM Regional Offices through:
 - a) specific fields (AGA, ATM, AIM, CNS, MET, SAR);
 - b) administration of the database (GANDD) by the ICT section of each Regional Office; and
2. States that coordinate with the Regional Offices through Focal Points in accordance with GREPECAS Conclusion 14/59.

2.2 The identification and reporting process of deficiencies is as prescribed in the Uniform Methodology.

2.3 The process of deficiency classification requires an assessment for priority assignment. For this reason, the deficiency must be duly identified and reported. In this regard, the information from columns 1 to 6 from **Appendix B**, which is the report extracted from the GANDD, must be available in order for the GREPECAS mechanism to revise the status of “U” “A” and “B” deficiencies.

2.3.1 In accordance with the guidance provided in paragraph 4 of the Uniform Methodology, the Regional Office, in coordination with the State Focal Point, shall determine the Priority of the Requirement, which determines the priority of the deficiency. In order to determine whether or not a “U” deficiency exists, a risk analysis will be necessary. **Appendix C** provides criteria for use in this respect.

*Important Note: Every deficiency may represent a potential **hazard** to air navigation, which is associated to a specific **risk**. There are several methods of risk analysis, each of them specific to the case in question. In the ICAO Safety Management System (SMS) training courses, a risk analysis method is presented that is applicable to cases affecting safety and determines whether the risk is intolerable or tolerable, and whether it may be mitigated. Based on this, a concept is available to mainly provide assistance with prioritizing the requirements that could result in “U” deficiencies, since the case of SMS methodology is oriented to risks affecting safety.*

2.4 Once the deficiency is classified, coordination with the Focal Point will take place regarding the information required in columns 8, 9, 10, and 11 from Appendix B, and will then be entered into the GANDD database, notifying the State through the Focal Point.

Important note: If some fields of Appendix B are not completed, for example, fields in the Action Plan, the deficiency will be entered into the GANDD and a notation will be made in the Remarks field.

3 **Reports to be Presented to the GREPECAS Mechanism**

3.1 In accordance with the Uniform Methodology, the GREPECAS mechanism shall receive information on deficiencies from the Regional Offices, found in the attached **Appendix B**. Based on this information, the mechanism shall proceed with the Uniform Methodology procedures. In addition, the GANDD can provide statistical reports that the mechanism could require for analysis.

4 **Responsibilities in the Treatment of Deficiencies and Maintenance of GANDD**

4.1 Considering that the GANDD is a tool to manage the treatment of deficiencies, the procedures outlined below are applicable while the deficiency is registered and stored in the database.

Responsibility of the Regional Offices

- a) Review and, if necessary, reclassify existing deficiencies based on established procedures.
- b) Coordinate the validation, revision, and/or updating of data for deficiencies with Focal Points, and update the information in the GANDD, advising the Focal Points of changes.
- c) Review periodic reports from Focal Points on the status of resolution implementation for the deficiencies. Any missing data from the Action Plan shall have a high priority during the review.

- d) Review deficiencies with the Focal Point during visits carried out by Regional Officers according to the mission programme established by the corresponding Regional Office.
- e) Present the list of deficiencies for revision at each meeting of GREPECAS Subgroups and/or Committees or other informal meetings, such as implementation meetings.
- f) Present information and reports to the ASB and to GREPECAS regarding the status of deficiencies.

Responsibilities of States/Focal Points

- a) Review, at least quarterly, the deficiencies and their respective Action Plans, and give special attention to missing information from the Action Plan.
- b) Respond to all requests from the Regional Offices that may necessitate the revision/updating of the list of deficiencies without delay.
- c) Request the corresponding Regional Office to update the status of deficiencies through the web application form (see details in paragraph 6).
- d) Once the deficiency is corrected, inform the corresponding Regional Office of the area involved without delay.

5 Deficiency Resolution Follow-up

5.1 Regional Offices and Focal Points shall closely follow-up on the Action Plan to resolve deficiencies, and the GANDD database will be updated accordingly. The deficiencies with missing data, for example, those referred to the Action Plan, will have priority in the follow-up.

6 Procedures to Manage the GANDD Database, Based on the Existing Web Application

6.1 In October 2004, the procedures for access and use of the GANDD database were circulated to States so that States could report, review and update their corresponding deficiencies. In accordance with GREPECAS Decision 14/60, the Regional Offices have completely revised the procedures and structure of the GANDD in order to increase the efficiency of this tool. Updated procedures for Focal Points to interact with the database to revise and report amendments are attached as **Appendix D**. A presentation in power-point has been uploaded on the websites of each Regional Office for training purposes.

7 **Complementary Measures**

7.1 This document will be updated by the ICAO Regional Offices. Amendments shall be distributed to States via e-mail through the Focal Points.

APPENDIX B DEFICIENCIES

Identification			Deficiencies				Action Plan			
ID	Requirements	State/ Facilities and Services	Description	Reporting Date	Remarks	Priority	Description	Executing Body	Target Date	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 454S	Annex 14, Vol I, Chap. 3	Colombia/UEAC/ Bogotá, El Dorado Intl. Airport	Depression between threshold and threshold lights in both thresholds (13L/31R RWY)	10/2005	Identified during September 2005 ICAO mission	A	<i>Include Action Plan coordinated with State</i>	UEAC	<i>Include as initial date that appearing in the Action Plan</i>	ASB/xx meeting recommended that Refer to details in the meeting report.

Explanation for the filling of the Form

Identification of Requirements

Column 1: ID – Deficiency number (area-sequential numbering-region S(SAM)/C(CAR): Example AGA 454 S
 Column 2: Requirements – Element from the Air Navigation Plan/Associated SARPs
 Column 3: State/Facilities and Services such as: airport, navigation aid, FIR, ACC, TWR, etc

Identification of Deficiency

Column 4: Clear and concise description of the deficiency
 Column 5: Reporting date of deficiency (month/year)
 Column 6: Important references, such as meetings, missions, reports, etc. *Other areas being affected by this deficiency should be indicated here.*
 Column 7: Identified Priority (U, A, B)

Action Plan

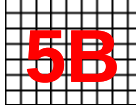
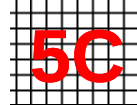
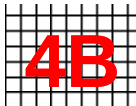
Column 8: Clear and concise description of the Action Plan coordinated with the State. It should indicate how and when the deficiency will be resolved.
 Column 9: Identification of the body/institution responsible for Action Plan implementation.
 Column 10: Target date (month/year). The date in the Action Plan coordinated with the State will be inserted here. The Action Plan may need to be periodically updated; therefore, the corresponding target date will be amended accordingly.
 Column 11: Important references such as actions recommended by GREPECAS to promote Action Plan implementation, progress with deficiency elimination, delays with Action Plan execution missing information, etc.

APPENDIX C

EVALUATION TABLE AND PRIORITY ALLOCATION TO AIR NAVIGATION DEFICIENCIES

PRIORITY	DEFINITION	COMMON CRITERIA FOR THE CLASSIFICATION OF <i>PRIORITIES</i>
U	Urgent priority requirements having direct impact on safety and requiring immediate corrective measures Urgent requirements are defined as any physical specification of configuration, material, performance, personnel, or procedures, whose application is urgently required for the safety of air navigation	▪ Evaluation and analysis of the risk; the deficiency is unacceptable ▪ Immediate action for resolution in the minimum elapsed time ▪ Lack of measures for resolution implies remittance to the ICAO Air Navigation Commission
A	High priority requirements necessary for the safety of air navigation High priority requirements are defined as any physical specification of configuration, material, performance, personnel, or procedures, whose application is necessary for the safety of air navigation	▪ Evaluation and analysis of the risk; the deficiency can be mitigated to an acceptable level ▪ Establish an Action Plan with target dates for resolution ▪ Lack of measures for resolution implies remittance to GREPECAS
B	Intermediate priority requirements necessary for the regularity and efficiency of air navigation Requirements of Intermediate priority are defined as any physical specification of configuration, material, performance, personnel, or procedures, whose application is considered necessary for the regularity and efficiency of air navigation	▪ Evaluation of the risk; the deficiency is at an acceptable level and only requires that measures be taken to improve the regularity and efficiency of air navigation ▪ Establish an Action Plan, as far as possible, with a cost/benefit analysis and target dates for resolution ▪ Lack of measures for resolution implies remittance to GREPECAS

**METHODOLOGY FOR DETERMINING THE THREE PRIORITY LEVELS FOR AIR NAVIGATION DEFICIENCIES (U/A/B)
ON THE BASIS OF RISK INDEX**

Risk probability	Risk severity				
	Catastrophic A	Hazardous B	Major C	Minor D	Negligible E
Frequent 5	 5A	 5B	 5C	5D	5E
Occasional 4	 4A	 4B	4C	4D	4E
Remote 3	 3A	3B	3C	3D	3E
Improbable 2	2A	2B	2C	2D	2E
Extremely improbable 1	1A	1B	1C	1D	1E

“U” type deficiencies correspond to the shadowed area of this matrix (Risk Indexes: 5A, 5B, 5C, 4A, 4B and 3A)

“A” type deficiencies correspond to all the remaining risk indexes

“B” type deficiencies are not safety related and do not correspond to any of the above risk indexes

APPENDIX E

***The Appendix to this working paper will be sent by e-mail to
Registered Participants one week before the Meeting.***

- END -