



**Agenda Item 5: Other business**  
**5.2 ICAO Electronic Safety Tools**

**APPLICATION OF THE REVISED METHODOLOGY FOR THE IDENTIFICATION,  
ASSESSMENT AND REPORTING OF AIR NAVIGATION DEFICIENCIES AND ITS  
INTEGRATED SAFETY TREND ANALYSIS AND REPORTING SYSTEM (iSTARS)  
CENTRALIZED DATABASE**

(Presented by the Secretariat)

| SUMMARY                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| <p>This working paper presents the action taken by the GREPECAS as a follow-up to “U” priority air navigation deficiencies in CAR/SAM States/Territories, the need from States to apply the new revised methodology based on a hazard identification and risk assessment (HIRA) process and ICAO planning on a iSTARS centralized database for the identification, reporting and assessment of regional air navigation deficiencies.</p> |                                                                                                      |
| REFERENCES                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                      |
| <ul style="list-style-type: none"><li>Report of the first Meeting of the Programmes and Projects Review Committee (PPRC/1), Mexico City, Mexico, 25-27 April 2012</li><li>GREPECAS Air Navigation Deficiencies Database (GANDD)</li></ul>                                                                                                                                                                                                |                                                                                                      |
| ICAO strategic objectives:                                                                                                                                                                                                                                                                                                                                                                                                               | <i>A – Safety</i><br><i>C- Environmental protection and sustainable development of air transport</i> |

**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 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.*

1.3 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. **Appendix** to this paper describes Revised Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies.

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.*

1.7 In the same sense, GREPECAS PPRC/1 Meeting drafted Conclusion 1: **ACTIONS TO IMPROVE PROCESSING OF AIR NAVIGATION DEFICIENCIES:**

That, with the aim of improving air navigation deficiency processing, ICAO:

- a) conduct training activities on the HIRA process related to deficiencies and the reporting mechanism to the Regional Offices as part of existing events, missions to States, State visits to ICAO Regional Offices, teleconferences, etc.;
- b) request States to inform on the difficulties experienced with implementing the HIRA process for the priority “U” deficiencies by **30 June 2012**; and
- c) urge States to test the centralized database on the ICAO iSTARS platform, following the guidance contained in WP/16 of the PRCC/1 and provide feedback to the ICAO Regional Office by **31 August 2012**.

## 2. Discussion

2.1 As a follow-up to GREPECAS Conclusions 16/42, 16/43, and 16/44, and particularly PPRC/1 Conclusion 1, ICAO will be conducting training activities/ explanations on the HIRA process related to deficiencies and the reporting mechanism to the Regional Offices.

2.2 From the CAR Region, only Cuba has apply this new methodology, however the number of States is not sufficient to consider it as a stabilized methodology and not all exercises have been conducted as expected.

2.3 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.

## **2. Air navigation deficiency databases – current regional approach**

2.1 Currently the APANPIRG (ASIA/PAC Air Navigation Planning and Implementation Regional Group), APIRG (Africa-Indian Ocean Planning and Implementation Regional Group), EANPG (European Air Navigation Planning Group), GREPECAS (CAR/SAM Planning and Implementation Regional Group) and MIDANPIRG (Middle East Air Navigation Planning and Implementation Regional Group) have developed, established and maintaining their respective regional air navigation deficiency databases to support the implementation of the Uniform Methodology. Each of these regional deficiency databases has its workflow, architecture, protocols and access rights. In view of region specific databases, they are not available for worldwide viewing and usage. Although this approach is satisfactory from regional perspective, it needs to be extended globally in order to be consistent with the principles of sharing safety information worldwide leading to complete transparency.

## **3. Air navigation deficiency databases – proposed global approach**

3.1 Building on the current Planning and Implementation Regional Group (PIRG)/regional efforts, ICAO has developed a prototype system for the management of air navigation deficiencies at the global level which has been incorporated in the integrated Safety Trend Analysis and Reporting System (iSTARS) framework (Appendix B refers). Access to iSTARS is through the ICAO Secure Portal <https://portal.icao.int>. iSTARS is a web-based system which groups together different safety related datasets and allows for effective integrated safety analysis. The establishment of a centralized database for regional air navigation deficiencies on iSTARS would result in significant benefits through the harmonization of data structure and content, as well as by providing uniform access to the respective Regional Offices, Member States and other authorized users. The objective is to consolidate different regional air navigation deficiency databases, have all regions/States reporting in single database, provide consistent reporting across all regions and allow viewing of deficiencies of all States thus leading to improved information sharing and complete transparency.

3.2. This centralized system initiated in November 2011 was populated with data provided by all regions and fully supports the Uniform Methodology. The data integration process revealed instances of corrective actions that were either incomplete or inconsistent or showed incorrect completion dates. It has also been noted that for many deficiencies, the expected corrective action completion date is well passed the deadline without any indication of the deficiency being resolved. In order to be able to use the collected air navigation deficiencies for integrated safety analysis purposes, all Regional Offices were requested to review and update all respective regional deficiencies that are available on iSTARS by February 2012. On the basis of regional coordination and the feedback received, ICAO has further improved the centralized database on iSTARS and is now ready for evaluation by States. Further to comments that will be received by PIRGs/States, ICAO will mature the system for worldwide use. The attached user guide at Appendix C will assist in accessing the data from iSTARS. The complete transition from the current five regional air navigation databases to single centralized database on iSTARS is scheduled for December 2012.

**3. Suggested action**

3.1 The Meeting is invited to:

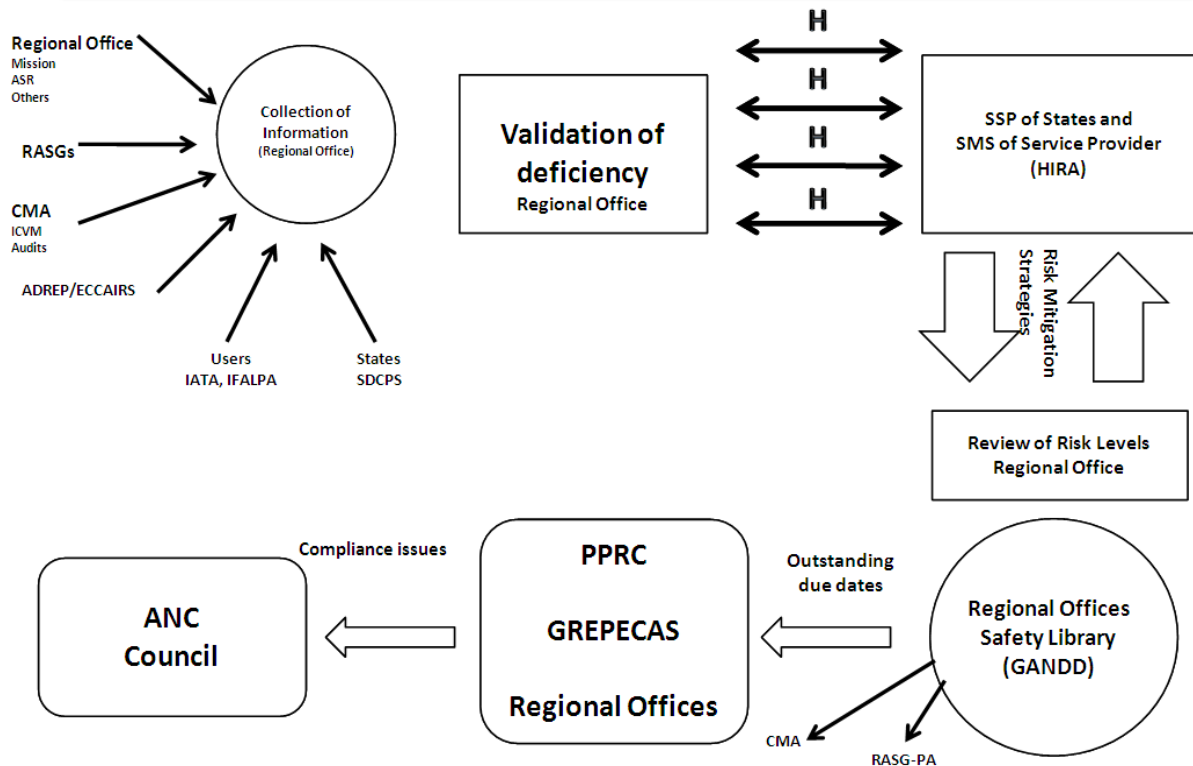
- a) take note of the information contained in this working paper;
- b) revised and comment the Revised Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies presented in **Appendix** this paper; and
- c) analyse other considerations that it may deem necessary in relation to this matter.

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## APPENDIX

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

## Concept of revised methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies



1. The Regional Office, upon identifying or receiving a report of a deficiency from sources approved by the Council (State/Territory, IATA, and IFALPA), assesses the report and verifies its validity.
2. The deficiency report duly validated by the corresponding Regional Office is sent to the State concerned through the designated focal point, using the Hazard Identification and Risk Assessment (HIRA) Form that appears in **Attachment 1** to this procedure.

*Note: In case of criterion discrepancies regarding the need to make the next step of the process which entails risk analysis, the State might coordinate with its Regional Office the corresponding actions to deal with deficiencies.*

3. The State enters the deficiency report into its safety system for the corresponding investigation.

4. The State safety system, using its internal procedures, assesses the risk generated by the deficiency and the underlying factors and hazards, expressed in terms of probability and severity:
  - a) Determines the risk tolerability index.
  - b) Identifies missing or inadequate defences.
  - c) Implements mitigation measures to control risk indices or values defined as intolerable, reducing the operational risk to an acceptable level.
  - d) Disseminates the information according to its procedures.
5. The State will have three months to return to the corresponding Regional Office the form containing the risk mitigation recommendations report (RMRR) that appears in **Attachment 2** to this procedure, duly completed and signed, and will insert a summary of the developed action plan in the GANDD.

*Note 5.1: In case of criterion discrepancies in the risk assessment of the reported deficiency/hazard, the corresponding Regional Office could suggest to the State to review the analysis.*

*Note 5.2: The State/Territory may request its Regional Office an extension to the response deadline with the corresponding justifications.*

6. If no information is received from the State about the reported deficiency within a period of three months, this will be considered as objective evidence of the ineffectiveness of the SSP and/or SMS. This information will be reported to the USOAP/CMA, which could increase the level of risk of this State and activate any of the USOAP/CMA intervention tools.
7. The Regional Office will inform GREPECAS about the result of the risk mitigation assessment and recommendations by the State.
8. Based on the result of the analysis of the deficiency, the information could be sent to the ICAO Air Navigation Commission on behalf of GREPECAS, the Regional Office or the PPRC.
9. A statistical report of CAR and SAM deficiencies will be provided to RASG-PA for inclusion in the annual safety report of that mechanism.

*\*Deficiency: 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.*

*\*Hazard: A hazard is a condition or an object with the potential to cause injuries to personnel, damage to equipment or structures, loss of material, or reduction of ability to perform a prescribed function.*

*Note: Within this context, deficiencies are considered hazards.*

## ATTACHMENT 1 TO APPENDIX A

| DEFICIENCY (HAZARD) IDENTIFICATION AND RISK ASSESSMENT REPORT            |  |
|--------------------------------------------------------------------------|--|
| <b>1. Description of identified deficiency:</b>                          |  |
|                                                                          |  |
| <b>2. State/Territory/Organization:</b>                                  |  |
| <b>3. Report N°:</b>                                                     |  |
| <b>4. Date of identification:</b>                                        |  |
| <b>5. Deficiency reported by:</b>                                        |  |
| <b>6. Air Navigation Area Facility/service involved:</b>                 |  |
|                                                                          |  |
| <b>7. Specific requirement:</b>                                          |  |
| <b>8. Potential consequences of the hazard caused by the deficiency:</b> |  |
| <b>9. Mitigation currently implemented (if known):</b>                   |  |
| <b>10. Remarks:</b>                                                      |  |
| <b>11. Report prepared by:<br/>(ICAO Officer)</b>                        |  |

| DEFICIENCY (HAZARD) IDENTIFICATION AND RISK ASSESSMENT REPORT |                              |                                                                                                                                                                                                                                                                              |                |            |            |                 |
|---------------------------------------------------------------|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|------------|------------|-----------------|
|                                                               |                              | RISK SEVERITY                                                                                                                                                                                                                                                                |                |            |            |                 |
|                                                               |                              | Catastrophic<br>A                                                                                                                                                                                                                                                            | Hazardous<br>B | Major<br>C | Minor<br>D | Negligible<br>E |
| RISK PROBABILITY                                              | Frequent<br>5                | 5A                                                                                                                                                                                                                                                                           | 5B             | 5C         | 5D         | 5E              |
|                                                               | Occasional<br>4              | 4A                                                                                                                                                                                                                                                                           | 4B             | 4C         | 4D         | 4E              |
|                                                               | Remote<br>3                  | 3A                                                                                                                                                                                                                                                                           | 3B             | 3C         | 3D         | 3E              |
|                                                               | Improbable<br>2              | 2A                                                                                                                                                                                                                                                                           | 2B             | 2C         | 2D         | 2E              |
|                                                               | Extremely<br>Improbable<br>1 | 1A                                                                                                                                                                                                                                                                           | 1B             | 1C         | 1D         | 1E              |
|                                                               |                              |                                                                                                                                                                                                                                                                              |                |            |            |                 |
| 5A, 5B, 5C, 4A, 4B, 3A                                        |                              | <b>Intolerable region (equivalent to U-priority deficiencies)</b><br>Unacceptable under the existing circumstances                                                                                                                                                           |                |            |            |                 |
| 5D, 4C, 4D, 3B, 3C, 2A, 2B, 5E, 2C, 4E, 3D                    |                              | <b>Tolerable region (equivalent to A-priority deficiencies)</b><br>Acceptable based on risk mitigation. It may require management decision.                                                                                                                                  |                |            |            |                 |
| 1A, 1B, 1C, 1D, 1E, 2E, 3E, 2D                                |                              | <b>Acceptable region (equivalent to B-priority deficiencies)</b><br>Acceptable                                                                                                                                                                                               |                |            |            |                 |
| <b>Probability</b>                                            |                              | Is defined as the likelihood that an unsafe event or condition might occur                                                                                                                                                                                                   |                |            |            |                 |
| <b>Frequent:</b>                                              |                              | • Likely to occur many times (has occurred frequently)                                                                                                                                                                                                                       |                |            |            |                 |
| <b>Occasional:</b>                                            |                              | • Likely to occur sometimes (has occurred infrequently)                                                                                                                                                                                                                      |                |            |            |                 |
| <b>Remote:</b>                                                |                              | • Unlikely to occur, but possible (has occurred rarely)                                                                                                                                                                                                                      |                |            |            |                 |
| <b>Improbable:</b>                                            |                              | • Very unlikely to occur (not known to have occurred)                                                                                                                                                                                                                        |                |            |            |                 |
| <b>Extremely improbable:</b>                                  |                              | • Almost inconceivable that the event will occur                                                                                                                                                                                                                             |                |            |            |                 |
| <b>Severity:</b>                                              |                              | Is defined as the possible consequences of an unsafe event or condition, taking as reference the worst foreseeable situation.                                                                                                                                                |                |            |            |                 |
| <b>Catastrophic</b>                                           |                              | • Equipment destroyed<br>• Multiple deaths                                                                                                                                                                                                                                   |                |            |            |                 |
| <b>Hazardous</b>                                              |                              | • A large reduction in safety margins, physical distress or a workload such that the operators cannot be relied upon to perform their tasks accurately or completely<br>• Serious injury<br>• Major equipment damage                                                         |                |            |            |                 |
| <b>Major:</b>                                                 |                              | • A significant reduction in safety margins, a reduction in the ability of the operators to cope with adverse operating conditions as a result of increase in workload, or as a result of conditions impairing their efficiency<br>• Serious incident<br>• Injury to persons |                |            |            |                 |
| <b>Minor:</b>                                                 |                              | • Nuisance<br>• Operating limitations<br>• Use of emergency procedures<br>• Minor incident                                                                                                                                                                                   |                |            |            |                 |
| <b>Negligible:</b>                                            |                              | • Little consequences                                                                                                                                                                                                                                                        |                |            |            |                 |

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**EXPLANATION OF THE  
“DEFICIENCY (HAZARD) IDENTIFICATION AND RISK ASSESSMENT” FORM**

1. **Description of identified deficiency:** Specifies the deficiency identified or the occurrence of the event, validated by the corresponding Regional Office.
2. **State/Territory/Organization:** Identifies the name of the State/Territory/Organization involved.
3. **Report N°:** Unique Code that identifies the deficiency by State.
4. **Date of identification:** Indicates the DD/MM/YY of the report of the deficiency identified or of the occurrence of the event, as applicable.
5. **Deficiency reported by:** Indicates the source that identified and reported the deficiency.
6. **Air Navigation Area Facility/service involved or activity:** Specifies the air navigation area directly involved in the identified deficiency. More than one area may be listed.
7. **Specific requirement:** Standard/Recommended Practice of ICAO Annex or the reference to the requirement of the deficiency-related Air Navigation Plan requirement. If known, the specific error or failure that affected the operation is included
8. **Potential consequences of the deficiency caused by the deficiency:** Initial assessment of the consequence of the identified deficiency, either by the source reporting the deficiency, or by the Regional Office that sends the report.
9. **Mitigation currently implemented (if known):** If known, existing defences are included.
10. **Remarks:** Observations or comments on the identified deficiency may be included.
11. **Report prepared by (ICAO Officer):** The reporting ICAO Regional Office and Official is specified.

## ATTACHMENT 2 TO APPENDIX A

| RISK MITIGATION RECOMMENDATIONS REPORT                          |  |                                                                                |                    |  |
|-----------------------------------------------------------------|--|--------------------------------------------------------------------------------|--------------------|--|
| 1. Description of identified deficiency:                        |  |                                                                                |                    |  |
|                                                                 |  |                                                                                |                    |  |
| 2. State/Territory/Organization:                                |  |                                                                                |                    |  |
| 3. Report N°:                                                   |  |                                                                                |                    |  |
| 4. Date of identification:                                      |  |                                                                                |                    |  |
| 5. Level of risk before mitigation measures are adopted:        |  |                                                                                |                    |  |
| 6. Solution # 1                                                 |  |                                                                                |                    |  |
| 7. Description of the solution:                                 |  |                                                                                |                    |  |
| 8. Estimated cost and time for implementation of this solution: |  | 9. Revised risk assessment if <u>only</u> this solution is to be implemented:  | 10. Probability:   |  |
| \$ _____                                                        |  |                                                                                | 11. Severity:      |  |
|                                                                 |  |                                                                                | 12. Level of risk: |  |
| 13. Potential implementation problems:                          |  |                                                                                |                    |  |
| 14. Solution # 2                                                |  |                                                                                |                    |  |
| 15. Description of the solution:                                |  |                                                                                |                    |  |
| 16. Estimated cost and time for implementation of this solution |  | 17. Revised risk assessment if <u>only</u> this solution is to be implemented: | 18. Probability:   |  |
| \$ _____                                                        |  |                                                                                | 19. Severity:      |  |
|                                                                 |  |                                                                                | 20. Level of risk: |  |
| 21. Potential implementation problems:                          |  |                                                                                |                    |  |

| RISK MITIGATION RECOMMENDATIONS REPORT                                      |                           |                                                                                |                    |            |            |                 |
|-----------------------------------------------------------------------------|---------------------------|--------------------------------------------------------------------------------|--------------------|------------|------------|-----------------|
| 22. Solution # 3                                                            |                           |                                                                                |                    |            |            |                 |
| 23. Description of the solution:                                            |                           |                                                                                |                    |            |            |                 |
| 24. Estimated cost and time for implementation of this solution<br>\$ _____ |                           | 25. Revised risk assessment if <u>only</u> this solution is to be implemented: | 26. Probability:   |            |            |                 |
|                                                                             |                           |                                                                                | 27. Severity:      |            |            |                 |
|                                                                             |                           |                                                                                | 28. Level of risk: |            |            |                 |
| 29. Potential implementation problems:                                      |                           |                                                                                |                    |            |            |                 |
| 30. Recommended solution(s):                                                |                           |                                                                                |                    |            |            |                 |
| 31. Estimated cost and time for implementation of recommended solution(s):  |                           | \$                                                                             |                    |            |            |                 |
| 32. Revised risk assessment if implemented as recommended:                  |                           |                                                                                |                    |            |            |                 |
| RISK SEVERITY                                                               |                           |                                                                                |                    |            |            |                 |
|                                                                             |                           | Catastrophic<br>A                                                              | Hazardous<br>B     | Major<br>C | Minor<br>D | Negligible<br>E |
| RISK PROBABILITY                                                            | Frequent<br>5             | 5A                                                                             | 5B                 | 5C         | 5D         | 5E              |
|                                                                             | Occasional<br>4           | 4A                                                                             | 4B                 | 4C         | 4D         | 4E              |
|                                                                             | Remote<br>3               | 3A                                                                             | 3B                 | 3C         | 3D         | 3E              |
|                                                                             | Improbable<br>2           | 2A                                                                             | 2B                 | 2C         | 2D         | 2E              |
|                                                                             | Extremely Improbable<br>1 | 1A                                                                             | 1B                 | 1C         | 1D         | 1E              |
| 33. Report prepared by<br>(State/Territory/Organization):                   |                           |                                                                                |                    |            |            |                 |

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## EXPLANATION OF THE “RISK MITIGATION RECOMMENDATIONS REPORT”

The State concerned shall complete the form based on the following explanations:

1. **Description of identified deficiency:** Complete with the same text contained in the deficiency or event occurrence report, validated by the corresponding Regional Office.
2. **State/Territory/Organization:** Complete with the name of the State/Territory/Organization.
3. **Report N°:** Complete with the same code of the identified hazard reported by the Regional Office and to which the risk mitigation recommendations refer.
4. **Date of identification:** Complete with the date (DD/MM/YY) of completion of the form.
5. **Level of risk before mitigation measures are adopted:** Complete with the level of risk estimated with the current mitigation measures.
6. **Solution # 1:** Identifies the number of solution.
7. **Description of the solution:** Complete with a brief description of the first solution to be implemented.
8. **Estimated cost and time for implementation of this solution:** Complete with the estimated cost of implementing the first solution.
9. **Revised risk assessment if only this solution is to be implemented:** Associated to boxes 10, 11 and 12.
10. **Probability:** Complete with the coded and plain-language Probability index that would be achieved with the implementation of this mitigation measure.
11. **Severity:** Complete with the coded and plain-language severity index that would be achieved with the implementation of this mitigation measure.
12. **Level of risk:** Complete with the coded and plain-language tolerability index resulting from the implementation of this mitigation measure.
13. **Potential implementation problems:** Complete with a brief description of the potential implementation problems that might prevent the application of the identified solution.
14. **Solution # 2:** Identifies the number of solution or scenario.
15. **Description of the solution:** Complete with a brief description of the second solution to be implemented.
16. **Estimated cost and time for implementation of this solution:** Complete with the estimated cost of implementing the second solution.
17. **Revised risk assessment if only this solution is to be implemented:** Associated to boxes 18, 19, and 20.

18. **Probability:** Complete with the coded and plain-language Probability index that would be achieved with the implementation of this mitigation measure.
19. **Severity:** Complete with the coded and plain-language severity index that would be achieved with the implementation of this mitigation measure.
20. **Level of risk:** Complete with the coded and plain-language tolerability index resulting from the implementation of this mitigation measure.
21. **Potential implementation problems:** Complete with a brief description of the potential implementation problems that might prevent the implementation of the identified solution.
22. **Solution # 3:** Identifies the number of solution or scenario.
23. **Description of the solution:** Complete with a brief description of the third solution to be implemented.
24. **Estimated cost and time for implementation of this solution:** Complete with the estimated cost of implementing the third solution.
25. **Revised risk assessment if only this solution is to be implemented:** Associated to boxes 26, 27 and 28.
26. **Probability:** Complete with the coded and plain-language Probability index that would be achieved with the implementation of this mitigation measure.
27. **Severity:** Complete with the coded and plain-language severity index that would be achieved with the implementation of this mitigation measure.
28. **Level of risk:** Complete with the coded and plain-language tolerability index resulting from the implementation of this mitigation measure.
29. **Potential implementation problems:** Complete with a brief description of the potential implementation problems that might prevent the implementation of the identified solution.
30. **Recommended solution(s):** Complete with the solution(s) to be implemented for reducing the tolerability index to an acceptable level.
31. **Estimated cost and time for implementation of the recommended solution(s):** Complete with the estimated cost of the solutions to be implemented.
32. **Revised risk assessment if implemented as recommended:** Complete with the risk assessment once the solution(s) described above has (have) been implemented.
33. **Report prepared by (State/Territory/Organization):** Complete with the name of the corresponding aeronautical authority or individual or area generating the report.