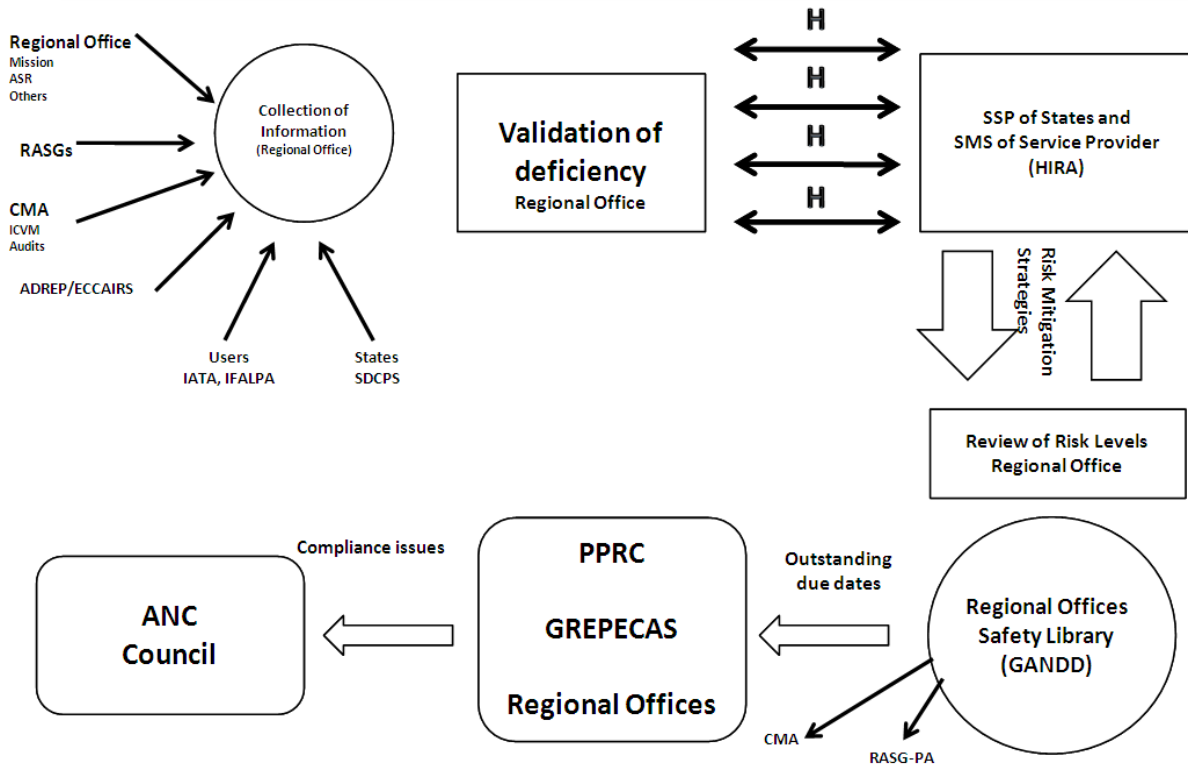


REVISED METHODOLOGY FOR THE IDENTIFICATION, ASSESSMENT AND REPORTING OF AIR NAVIGATION DEFICIENCIES

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.