

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**EIGHTH MEETING OF CIVIL AVIATION AUTHORITIES OF THE SAM REGION
(RAAC/8)**

(Buenos Aires, Argentina, 23 – 25 April 2003)

Agenda Item 5: Review of regional activities related to the reduction or elimination of deficiencies detected in air navigation services

(Prepared by the Secretariat)

Summary

This working paper contains information on the regional activities carried out to solve the problems related to the list of State deficiencies in each air navigation area. It also presents a course of action and a common State/ICAO strategy for improving co-ordination procedures and the implementation of measures for resolving, in an efficient manner, the deficiencies identified by the various mechanisms considered in the methodology developed by the ICAO Council.

References:

- Uniform methodology for the identification, evaluation and reporting of air navigation deficiencies, according to the ICAO Council;
- Report of the GREPECAS/10 Meeting (Las Palmas, Spain, 23-27 October 2001);
- Report of the GREPECAS/11 Meeting (Manaus, Brazil, 3-7 December 2002);
- Report of the Seventh Meeting of Civil Aviation Authorities (RAAC 7) (Salvador, Bahia, Brazil, 1-3 July 2002).

1. Introduction

1.1 In keeping with their functions, and based on the uniform methodology for the identification, evaluation and reporting of air navigation deficiencies formulated by the ICAO Council, to which improvements were introduced by the Council on 30 November 2001 (**Appendix A**), the Regional Offices, in co-ordination with the States and the GREPECAS mechanism, have been periodically reviewing the status of implementation of the CAR/SAM Regional Air Navigation Plan, in order to determine and evaluate aspects related to air navigation safety. The results of such reviews are submitted to the ICAO Council and reported to the States and user organisations concerned.

1.2 The Regional Offices, as one of their regular functions, maintain a list of concrete deficiencies that exist in their regions, and, to that end, adopt various measures, which are indicated in the aforementioned Appendix A.

1.3 The GREPECAS mechanism, restructured at its ninth meeting (GREPECAS/9), agreed to create the Air Safety Board (ASB), which, according to its terms of reference, is responsible for the evaluation, monitoring and follow-up of urgent (U) air navigation deficiencies in the CAR/SAM Regions, and for developing appropriate action. The Regional Offices co-operate with the measures recommended by the ASB by making agreements with the States for their implementation.

2. Analysis

2.1 The question of the existing deficiencies that affect the provision of air navigation services in the ICAO Regions and the need for States to implement programmes for their elimination, are a matter of constant concern and of high priority for the ICAO Council. In this respect, it should be noted that an important element of the ICAO Global Aeronautical Safety Plan (GASP), approved through Assembly Resolution A33-16, is the need for a better identification and resolution of air navigation deficiencies.

2.2 The question of the resolution of deficiencies has been extensively debated at different ICAO fora, and the Council has developed the methodology shown in Appendix A, which requires a clear definition of the corrective measures to be taken. This is, undoubtedly, the key to the resolution of the problem and the last link to be implemented within a series of elements defined through ICAO/State/user co-ordinations, which begin when the deficiency is identified.

2.3 Within the procedures envisaged in the Council methodology, the Regional Offices play a key role in the whole process of resolution of deficiencies. The Regional Offices also carry out activities in all the stages of this process, with the purpose of establishing a clear programme that covers from the identification to the implementation of the corrective action agreed upon for the resolution of the deficiency, defining the period or cycle during which the deficiency will remain in the updated lists that Regional offices must maintain. In this respect, it should be noted that these updated lists provide updated information on existing deficiencies to the PIRGs, like GREPECAS, prior to their meetings.

2.4 In principle, air navigation deficiencies are those identified on the basis of the ICAO Air Navigation Plan which, in the case of the CAR/SAM Regions, is Document 8733, Version 14, which includes the Basic ANP and the FASID Document. These deficiencies also envisage the application of the ICAO SARPs associated to said Plan.

2.4.1 However, it should be noted that, in certain cases, there may be deficiencies related to the organisation, management and institutional aspects, which affect the operation of civil aviation organisations. This has a direct impact on the provision of air navigation facilities, services and procedures, which are the elements listed in the ICAO Regional Plans.

3. Action plans for the resolution of deficiencies

3.1 The Seventh Meeting of Civil Aviation Authorities (RAAC/7) examined in detail the information submitted by the ICAO Regional Office on the deficiencies existing in the SAM Region and which had been identified, validated and classified according to their priority. Likewise, the RAAC/7 meeting agreed to formulate Conclusion 7/13 – Deficiencies in the various air navigation fields in the SAM Region, which appears below for better reference:

CONCLUSION 7/13 DEFICIENCIES IN THE VARIOUS FIELDS OF AIR NAVIGATION IN THE SAM REGION

That the aeronautical authorities

- a) review the deficiencies included in Appendix C to this part of the report which correspond to their State, and identify the appropriate corrective (technical/operational/financial/organizational) measures to solve them; and
- b) based on a), prepare an Action Plan and send it to the ICAO SAM Regional Office by 31 October 2002.

3.2 The ICAO Regional Office, as a follow-up to this conclusion and after several official contacts with the States, received the action plans from Argentina, Bolivia, Colombia, Panama, Paraguay and Peru, in response to the aforementioned Conclusion 7/13. Furthermore, information was received from Chile prior to the follow-up by the Regional Office to RAAC/7 Conclusion 7/13, and from Brazil concerning the RAC areas.

3.3 On the other hand, GREPECAS, at its eleventh meeting (GREPECAS/11), formulated Conclusion 11/55, as shown below:

CONCLUSION 11/55 ACTION PLAN FOR THE RESOLUTION OF AIR NAVIGATION DEFICIENCIES

That States/Territories, with a view to resolving their respective air navigation deficiencies, especially those that might have a negative effect on safety aspects,

- a) urgently develop and implement an Action Plan, based on the format presented in the Appendix E, for each deficiency complying with the requirements established in the Air Navigation Plan FASID and the SARPs, specifying the corrective measures, the completion date, as well as assigning the necessary resources;
- b) inform ICAO, through the Regional Offices, on the Action Plan referred to in item a) above, no later than 30 April 2003, including any difficulties encountered; and
- c) consider establishing multinational agreements and international co-operation projects to contribute to resolving the deficiencies in the air navigation fields.

3.4 On 27 September 2002, the ICAO Secretary General, through letter M6/1-02/69, requested States to assign priority to the deficiencies existing in the region. An updated list of such deficiencies, prepared by the Regional Office, was attached to said letter. In that same letter, the Secretary General urged the States to develop and implement an action plan to eliminate the existing deficiencies.

3.5 It should be noted that, although three requests were made with respect to the development and implementation of action plans, the States should have prepared a single action plan and send it to the Regional Office. In this respect, based on the responses from the States to RAAC/7 Conclusion 7/11, the Regional Office updated the list of existing deficiencies, by State, and under the Corrective Measures/Description column, in the format of the methodology approved by the Council, inserted the information of the action plans submitted by the States. The updated list of deficiencies, by State, is presented in **Appendix B** to this working paper, for review by the meeting.

4. Discussion

4.1 From the foregoing, note can be taken of the co-ordinations made with the States for the formulation of action plans to eliminate existing air navigation deficiencies. It may also be noted that the Regional Offices act as focal points for co-ordinating the resolution of deficiencies, and that such action may generate, in keeping with the agreements reached with the States, ICAO/State Co-ordinated Action Plans for the elimination of the deficiencies contained in the list maintained by the Regional Offices.

4.2 These Co-ordinated Action Plans should be seen as one of the results of the activities of the Regional Offices regarding the application of the methodology approved by the Council. In this respect, and since the preparation of these Co-ordinated Action Plans is vital for the resolution of deficiencies, in formulating these Plans, measures offered by ICAO to foster the implementation of the CAR/SAM ANP should be considered and, if necessary, potential financing sources; such as, the Pan-American Aviation Safety Team (PAAST)** or the future International Funding Facility for Aeronautical Safety (IFFAS).

4.3 Within this context, and with a view to the development and subsequent implementation of the Co-ordinated Action Plans, it should be noted that a regional strategy needs to be established to this end, taking into account the mechanisms for monitoring and reporting the status of implementation of said Plans. In this respect, and in view of the role played by the Regional Offices in the application of the methodology for air navigation deficiencies developed by the Council, the ICAO Secretariat has developed a draft regional strategy, which appears in **Appendix C** to this working paper, for review by the meeting.

*

Pan-American Aviation Safety Team (PAAST)*

The Pan-American Aviation Safety Team (PAAST) is an initiative encouraged by the international civil aviation industry, in which ICAO participates together with recognised entities such as IATA, the Flight Safety Foundation (FSF), AITAL, FAA, NTSB, including aircraft manufacturers such as Airbus Industries and Boeing.

This team has been established at the regional level in the CAR/SAM Regions with the purpose of selecting and establishing effective tools to improve civil aviation safety indices. The team consists of the Mexico and Lima Regional Offices, which co-ordinate with national authorities and various team leaders who are crew members of international operators, and communicate with as many commercial air operators in the region as possible.

The PAAST has a Regional Aviation Safety Programme that has identified the need for training assistance in the use of language and phraseology as an element of safety awareness by the personnel in the category of ATC-related causal factors affecting safety. It is aimed at suggesting standardisation and training measures in the aforementioned areas.

5. **Suggested action**

5.1 The meeting is invited to consider the information presented in this working paper, in order to:

- a) review **Appendix B** and provide updated information on the deficiencies listed by State in this appendix;
- b) request the States that have not yet formulated and sent the respective action plan, to do so as soon as possible; and
- c) review **Appendix C** and consider the formulation of the following conclusion:

CONCLUSION 8/XX – REGIONAL STRATEGY FOR THE FORMULATION OF CO-ORDINATED ACTION PLANS FOR THE RESOLUTION OF AIR NAVIGATION DEFICIENCIES

That the ICAO Regional Office, in co-ordination with the States, implement the Regional Strategy for the resolution of air navigation deficiencies shown in **Appendix ...** to this part of the report.
