



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

**Tenth Meeting of the GREPECAS Aeronautical Information Services Subgroup (AIS/MAP/SG/10)**

Caracas, Venezuela, 26 February - 02 March 2007

AIS/MAP/SG/10-WP/21

12/01/07

**Agenda Item 4:**

**Review of Implementation Aspects**

- 4.2 Inventory of the CAR/SAM States Action Plans received by the NACC and SAM Regional Offices and review of the actions adopted by the States concerning the solution of the existing deficiencies in the AIS/MAP fields; assessment of the implications of the “U” deficiencies and their possible re-priorization.**

**OVERVIEW OF REGIONAL DEFICIENCIES**

(Presented by IATA)

**SUMMARY**

This paper reviews the situation of regional deficiencies in the CAR/SAM Regions; deficiencies continue to jeopardize flight safety and operating efficiency. IATA urges the implementation of corrective measures at the earliest opportunity.

**References:**

- ICAO Annex 15

**1. Introduction**

1.1 Airlines have voiced concern over the lack of action by many States to correct many of ongoing deficiencies in the CAR/SAM Regions.

1.2 IATA receives reports from airlines requesting assistance in resolving infrastructure problems, which affect flight operations and safety. However, many of these requests are not resolved immediately by States and, thus, are sent to ICAO for inclusion in the Regional Database. The deficiencies include air traffic services (ATS), airport infrastructure (AGA/AOP), aeronautical information services (AIS), meteorology (MET), and communications (COM).

1.3 IATA conservatively estimates that the deficiencies cost airlines an additional USD \$10 million dollars per year in operating cost. The obstacle to overcoming deficiencies in the air navigation field is not so much technical as they are organizational and financial in nature.

## **2 Discussion**

2.1 Member airlines and IATA are working closely with ICAO and the Civil Aviation Authorities in a positive and constructive framework, to establish formal review, analysis and resolution of all deficiencies.

2.2 However, the existing deficiencies that affect the provision of air navigation services in the regions and the need for States to implement programs for their elimination are a matter of urgent concern and of high priority for IATA and its member airlines. Unfortunately, many States have ignored recommendations from the ICAO Aviation Safety Board (ASB) to prepare action plans to resolve ongoing deficiencies.

2.3 ICAO Annex 15 also stresses that States follow the internationally agreed AIRAC cycle in assuring a timely flow of information.

2.4 Currently, there are outstanding deficiencies affecting AIS field as per the GREPECAS/13 Report. The following are a few examples of the deficiencies that impact airline operations and are predominant in several States in the CAR/SAM Regions:

- Timely dissemination of aeronautical information such as NOTAMs.
- Outdated AIPs lacking revised amendments.
- Standard measures meteorologist units.
- Lacking WGS-84 data (Airport obstacles, etc)
- Type A charts

## **3. Conclusion**

3.1 The aeronautical services which the airlines receive from the different States and Authorities, which include Aeronautical Information; cost hundreds of thousands of dollars per year for these services. It is to be expected then, that as paying users of the airspace, the airlines will receive services that will assure safety and efficiency in their operations and will insist on corrective measures when things are not meeting under the required standards.

3.2 Civil Aviation Authorities are requested to establish the highest priority for the elimination of these problems, and assist ICAO in coordination and implementation of solutions.

## **4. Action requested**

4.1 The Meeting is requested to:

- a) direct the State's Civil Aviation Authority to review regional deficiencies and implement corrective action measures, whilst disseminating appropriate details to ICAO and IATA; and
- b) ensure that States obtain the necessary resources to correct AIS deficiencies in order to comply with ICAO Annexes.