



Agenda Item 4: Analysis of the Operation of the Deficiencies Database

**AMENDMENT TO THE UNIFORM METHODOLOGY FOR THE IDENTIFICATION,
ASSESSMENT AND REPORTING OF THE GREPECAS AIR NAVIGATION DEFICIENCIES**

(Presented by the Secretariat)

SUMMARY

On the basis of the experience acquired in the use of the GREPECAS Air Navigation Deficiencies Data Base (GANDD), this Working Paper presents a proposal of amendment to the Uniform Methodology for the Identification, Assessment and Reporting of the GREPECAS Air Navigation Deficiencies.

References:

- Report of the ALLPIRG/5.
- Report of GREPECAS/13.
- Report of the ASB/6.

1. Introduction

1.1 The ICAO Assembly in its meetings convened discusses and issues resolutions on the matters related to the authority and duties mentioned in the Chicago Agreement. In **Appendix A** to this Working Paper Appendix M is included related to resolution A-35-14 and resolution A-35-7 of the Assembly, where guidelines are provided on the unified strategy for the solution of deficiencies related to the air navigation regional plans and with the operational safety.

1.2 In the Chicago Convention Articles 28 and 37 state the commitment from States to guarantee safe, regular and efficient air navigation services, as well as the adoption of SARPs to guarantee the safety, regularity and efficiency of the international civil aviation operations.

1.3 The GREPECAS and its Contributory Bodies periodically review and take necessary actions to the air navigation deficiencies that are classified as “U” (urgent requirements that have a direct impact in the operational safety and that required immediate corrective measures), “A” (necessary for the air navigation safety) and “B” (necessary for the air navigation regularity and efficiency).

1.4 The Aviation Safety Board (ASB), in accordance with Decision 9/20 of the GREPECAS/9 Meeting evaluates, supervises and makes the follow-up the deficiencies that have direct impact in the air navigation safety. This process is carried out according to the Uniform Methodology for the Air Navigation Identification, Evaluation and Notification of the Air Navigation Deficiencies, approved by the ICAO Council the 30th of November 2001, which is integrated in the GREPECAS Procedural Manual.

1.5 The results of the review of air navigation deficiencies in the CAR/SAM Regions are presented to the Air Navigation Commission and to the ICAO Council, who evaluate and issue follow-up recommendations to GREPECAS.

1.6 Through Conclusion 13/92 the GREPECAS has requested the States to consider a maximum of two years (31 December 2007), as the date for the resolution of the Urgent deficiencies and recommended the use of the GREPECAS Air Navigation Data Base (GANDD).

1.7 The date base implemented in 2003, is the result of a Special Implementation Project (SIP) approved by the ICAO Council, in the 8th Meeting of its 171 Session. The objective of GANDD is to facilitate the States the access on line to consult and update the information including its corrective action plans to the deficiencies detected.

1.8 According to Decision 13/92 of GREPECAS, and in support to the ICAO Strategic Objective A to improve safety, the ALLPIRG/5 Meeting adopted Conclusions 5/14 - A - Regional online database of air navigation deficiencies, and 5/15 — *Last resort action to resolve regional air navigation Deficiencies*. The ICAO Council approved these conclusions and recommended that the PIRGs and the Regional offices adopt the related measures.

2. Analysis

2.1 When examining this Working Paper, the Meeting should take into consideration that, since the ICAO Council approved its implementation in 2001, the Uniform Methodology for the identification, assessment and reporting of Air Navigation Deficiencies, several changes have been introduced which impact the regional process for the reporting and solution of air navigation deficiencies. Some of them are the introduction of the **Audit Findings Data Base (AFDD)** and GANDD.

2.2 In order to maximize the efficiency in the organization, the ICAO Air Navigation Commission approved that all the organization activities should be according to the ICAO strategic objectives: *Safety, Security, Environmental Protection, Continuity, Efficiency and Rule of Law*.

2.3 ICAO is in the stages of the triennial budget drafting process focusing to align resources to achieve measurable results. The supporting work and processes of the Secretariat, and planning and implementation regional groups (PIRGs) relating to air navigation will make up the Air Navigation Integrated Programme (ANIP) on the basis of *safety* and *efficiency* strategic objectives of the Organization.

2.4 Deficiencies in the air navigation services translate into risks for the operational safety of the international civil aviation. Doc 9859 defines operational safety as:

Safety is the state in which the risk of harm to persons or of property damage is reduced to, and maintained at, or below an acceptable level through a continuing process of hazard identification and risk management.

2.5 It should be recognized the effort made by the States/Territories and International Organizations, searching to reduce the classified deficiencies U, A and B. Nevertheless, it is necessary to promote new measures aimed at supporting States to resolve their deficiencies and dates of implementation for their solution.

2.6 It is not possible to face regional challenges in the aeronautical system in an isolated manner or by particular matters, but with a systemic focus as an indispensable basis to guarantee the safety as emphasized by the ICAO safety management system requirements (SMS).

2.7 Particularly important is the fact in which all the involved realize the existent relation between different risks in the States safety and its relation with the regional safety.

2.8 The ICAO States and all interest parties should participate in the reporting of air navigation deficiencies detected, collaborate in their corrective measures, focusing attention to the solution of those with a safety impact. Therefore, it is necessary to update the current methodology so regional efforts can be maximized.

2.9 The ASB should support the adoption of a new regional approach with the new ICAO guidelines for safety assessment. The strategies for the deficiencies evaluation should cover a systemic process and at the same time promote a common agreement between all the involved parties, in order that States resolve the urgent deficiencies detected which have a safety impact, in a timely and coordinated manner.

2.10 The currently process to report and resolve the air navigation deficiencies consists in the following steps:

- 1) Identification of sources for the reporting of deficiencies information;
- 2) Report, consult and update the GANDD information
 - a) Reporting deficiencies;
 - b) Validation of information;
 - c) Evaluation and assignment of priorities;
 - d) Reporting States the deficiencies detected;

- e) Action plan definition, developed by States with corrective measures (technical/operational/financial/organizational) short-term and long-term;
- 3) Reporting to GREPECAS and its contributory bodies by ICAO, the status of compliance of reporting deficiencies;
- 4) Reporting to the Council the urgent deficiencies in the regional area which are not yet resolved.

2.11 ICAO has established audit programmes (USOAP/USAP) to determine the level of the SARPs compliance related to safety in support to the States. The reports of ICAO audits and the missions of assistance to States, some of which are also issued by electronic means, normally submit comments and recommendations resulting in deficiencies and consequently in the elaboration of the corrective action plan by the States.

2.12 Based on the methodology approved by the ICAO Council, **Appendix B** to this Working Paper presents a proposal to update the Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies, in which it has been considered the last ICAO Assembly and Council Resolutions, the on-line access methodology to update the GANDD information and the last resource actions recommended by the Fifth ALLPIRG Meeting.

2.13 The proposal considers dynamic flows to share information on-line between the involved parties and at the same time promotes a transparent system encouraging joint work between the involved. This collaboration vision would help the States in the corrective measures of their deficiencies, mainly those classified as urgent.

2.14 Following Decision 13/92 of GREPECAS and Conclusions 5/14 and 5/15 of the ALLPIRG/5, the States/Territories/International Organizations should resolve urgent deficiencies not later than 31 December 2007. For this reason, the ASB should convene a special meeting in January 2008, in order to examine the urgent deficiencies and request their approval through the GREPCAS mechanism before submitting them to the ICAO Council.

2.15 The Meeting should also recall that the ICAO Council, in compliance with one of the Assembly resolutions and within its functions described in Article 54 of the Chicago Convention, has decided to analyze the measures to resolve the urgent deficiencies submitted by the PIRG of all the ICAO regions.

Conclusion

2.16 Considering the above, it is required that the ASB examine and recommend the necessary actions to assist the States/Territories/International Organizations to improve its capacity and evaluate and resolve the urgent deficiencies and that ICAO can improve its assistant to States according the guidelines of the Assembly and the Council.

2.17 To achieve a uniform strategy in the air navigation deficiencies reporting and solution process in the CAR and SAM Regions, the adoption of regional assessment methodologies for safety, should be promoted aim at defining the impact that the deficiencies have in the international civil aviation operations. The reference frame should be reviewed to guarantee the safety and efficiency of the air navigation system.

2.18 Likewise, following up the Regional Offices and the ICAO audits, it should be consider the possibility to standardize the Audit Findings Data and Differences (AFDD) and the GANDD, together with the deficiencies reporting forms, in order that the corresponding corrective actions plans are easily developed by each State. This measure would also help the ICAO Council, the ICAO Regional Offices and the GREPECAS for a better assistance and follow-up of corrective actions by the contracting States.

3. **Suggested action**

3.1 The Meeting is invited to:

- a) take note of the information contained in this working paper;
- b) review and approve the methodology for reporting and solution of deficiencies described in Appendix B.
- c) convene an ASB meeting in the first quarter of 2008, to review the outstanding air navigation system urgent deficiencies by 31 December 2007;
- d) recommend to GREPECAS that, by its fast-track mechanism, approves the submission to the ICAO Council, the urgent deficiencies reviewed by the ASB in January 2008;
- e) recommend that States, Territories and International Organizations promote a culture on safety issues by SMS training within their administrations, and;
- f) consider the possibility to standardized the AFDD and GANDD, as well as the deficiencies reporting formats; and,
- g) adopt any other actions as deem pertinent.

APPENDIX A

A35-7: Unified strategy to resolve safety-related deficiencies

Whereas a primary objective of the Organization continues to be that of ensuring the safety of international civil aviation worldwide;

Whereas ensuring the safety of international civil aviation is also the responsibility of Contracting States both collectively and individually;

Whereas in accordance with Article 37 of the Convention on International Civil Aviation each Contracting State undertakes to collaborate in securing the highest practicable degree of uniformity in regulation, standards, procedures and organization in relation to aircraft, personnel, airports, airways and auxiliary services in all matters in which uniformity will facilitate and improve air navigation;

Whereas the improvement of the safety of international civil aviation on a worldwide basis requires the active collaboration of all stakeholders;

Whereas the Convention and its Annexes provide the legal and operational framework for Contracting States to build a civil aviation safety system based on mutual trust and recognition, requiring that all Contracting States implement the SARPs as far as practicable and adequately perform safety oversight;

Whereas the results of the Universal Safety Oversight Audit Programme (USOAP) indicate that several Contracting States have not yet been able to establish a satisfactory national safety oversight system;

Whereas the ICAO Technical Cooperation Bureau (TCB) can provide the required assistance to States in need;

Whereas the International Financial Facility for Aviation Safety (IFFAS) has been established to assist Contracting States in financing safety-related projects to correct deficiencies primarily identified through USOAP and for which they cannot otherwise provide or obtain necessary financial resources;

Recognizing that not all Contracting States have the requisite human, technical and financial resources to adequately perform safety oversight;

Recognizing that the establishment of regional and sub-regional safety oversight organizations has great potential to assist States in complying with their obligations under the Chicago Convention through economies of scale and promotion of uniformity on a larger scale;

Recognizing that the assistance available to Contracting States experiencing difficulties in correcting deficiencies identified through the safety oversight audits would be greatly enhanced by a unified strategy involving all Contracting States, ICAO and other concerned parties in civil aviation operations;

Recognizing the safety enhancement contributions resulting from audits conducted by international and regional organizations such as the IATA Operational Safety Audit (IOSA) Programme and Eurocontrol ESARR Implementation Monitoring and Support (ESIMS) Programme;

Recognizing that transparency and sharing of safety information is one of the fundamental tenets of a safe air transportation system;

The Assembly:

1. *Urges* all Contracting States to share with other Contracting States critical safety information which may have an impact on the safety of international air navigation and to facilitate access to all relevant safety information;
2. *Encourages* Contracting States to make full use of available safety information when performing their safety oversight functions, including during inspections as provided for in Article 16 of the Convention;
3. *Directs* the Council to further develop practical means to facilitate the sharing of such safety information among Contracting States;
4. *Reminds* Contracting States of the need for surveillance of all aircraft operations, including foreign aircraft within their territory and to take appropriate action when necessary to preserve safety;
5. *Directs* the Council to develop a procedure to inform all Contracting States, within the scope of Article 54 j) of the Chicago Convention, in the case of a State having significant compliance shortcomings with respect to ICAO safety-related SARPs;
6. *Directs* the Council to promote the concept of regional or sub-regional safety oversight organizations;
7. *Requests* the Secretary General to continue to foster coordination and cooperation between USOAP and audit programmes of other organizations related to aviation safety, and specifically with IATA and Eurocontrol;
8. *Urges* Contracting States to further develop regional and sub-regional cooperation and, whenever feasible, partnership initiatives with other States, industry, air navigation service providers, financial institutions and other stake holders to strengthen safety oversight capabilities in order to foster a safer international civil aviation system and to better discharge their individual responsibilities;

9. *Encourages* States to foster the creation of regional or sub-regional partnerships to collaborate in the development of solutions to common problems to build their individual safety oversight capability;
10. *Encourages* all States able to do so to participate in, or provide tangible support for, the strengthening and furtherance of regional safety oversight organizations;
11. *Invites* Contracting States to use the services of the ICAO Technical Cooperation Bureau (TCB) to resolve deficiencies identified by the USOAP;
12. *Invites* Contracting States experiencing difficulties in financing measures necessary to correct safety-related deficiencies identified through USOAP to take advantage of the funding opportunity offered by the International Financial Facility for Aviation Safety (IFFAS);
13. *Requests* the Council to implement a unified strategy based on the principles of increased transparency, cooperation and assistance and to foster, where appropriate, partnership among States, users, air navigation service providers, industry, financial institutions and other stake holders to analyse causes, establish and implement sustainable solutions in order to assist States in resolving safety-related deficiencies;
14. *Directs* the Council to adopt a flexible approach for the provision of assistance through the ICAO Regional Offices to support regional and sub-regional organizations responsible for safety oversight tasks and to implement an efficient system to monitor implementation of the unified strategy.
15. *Requests* the Secretary General to investigate ways in which the identification of measures may be undertaken at national and regional levels to support States' development of ATM safety oversight capabilities and procedures.

Associated practice

1. The Council should develop ways in which all relevant information from the Audit Findings and Differences Database (AFDD) could be made available to all Contracting States through the use of the ICAO secure website.

A35-14: Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation

APPENDIX M

Implementation of Regional Plans

Whereas in accordance with Article 28 of the Convention Contracting States undertake, in so far as they may find practicable, to provide air navigation facilities and services necessary to facilitate international air navigation;

Whereas the Regional Plans set forth the requirements for facilities and services for international civil aviation; and

Whereas any serious deficiencies in the implementation of Regional Plans may affect the safety, regularity and efficiency of international air operations and therefore should be eliminated as quickly as practicable;

The Assembly resolves that:

1. priority shall be given in the implementation programmes of Contracting States to the provision, including continuing operation, of those facilities and services the lack of which would likely have a serious effect on international air operations;
2. the identification, investigation and action by the Organization on serious deficiencies in the implementation of Regional Plans shall be carried out in the minimum practicable time; and
3. regional planning and implementation groups shall identify problems and shortcomings in Regional Plans and in the implementation thereof, along with suggested remedial measures.

Associated practices

1. The Council, taking into account the requirement to improve still further existing safety levels, should inform fully and promptly each Contracting State of the recommendations for the provision of air navigation facilities and services which are applicable to that State under the Regional Plans.
2. Contracting States should prepare and keep up to date suitable plans, including the requirements for personnel, for the orderly implementation of the parts of Regional Plans applicable to them.
3. The Council should arrange for the monitoring of the status of implementation of the Regional Plans and for the issue of periodic progress reports which should include information on serious shortcomings in implementation of the Regional Plans.

4. The users of air navigation facilities and services should report any serious problems encountered due to the lack of implementation of air navigation facilities or services required by Regional Plans. The reports should be addressed to the Contracting States responsible for implementation. These States should act on such reports to resolve the problems, but when remedial action is not taken users should inform ICAO, through the medium of an international organization where appropriate.

5. The Council should arrange for periodic review of serious problems encountered by users due to the lack of implementation of air navigation facilities or services and, when appropriate, for measures to be taken to facilitate elimination of the problems as quickly as practicable.

APPENDIX B

PROPOSED AMENDMENTS

**REGIONAL METHODOLOGY FOR THE REPORTING AND SOLUTION OF AIR
NAVIGATION DEFICIENCIES**

INTRODUCTION

The process to collect the information regarding deficiencies in the air navigation field consists in the following steps:

- 1) Identification of the reporting information resources on deficiencies
- 2) Report, consult and update the information of the GREPECAS Air Navigation Data Base (GANDD)
 - a) reporting deficiencies;
 - b) assessment and assignment of priorities;
 - c) validation of information;
 - d) Reporting to States/Territories/International Organizations the deficiencies detected;
 - e) action plan definition, developed by the States/Territories/International Organizations with corrective measures (technical/operational/financial/organizational, in a short-term and long-term; and
- 3) Reporting to GREPECAS and its contributory bodies by ICAO, the status of compliance of reporting deficiencies;
- 4) Reporting to the Council the urgent outstanding deficiencies in the regional area which are not yet been resolved.

This methodology will be the responsibility of GREPECAS with the assistance of ICAO. The ICAO Council will assess and clearly define the action required to resolve the air navigation deficiencies. The Air Navigation Commission will further be able to update it in light of the experience gained in its utilization.

For the purpose of this methodology, the following is the definition of 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.

1. IDENTIFICATION OF SOURCES FOR REPORTING INFORMATION ON DEFICIENCIES

1.1. ICAO, the services users and air navigation services units, represented by the appropriate international organizations, including the International Air Transport Association (IATA) and the International Federation of Air Lines Pilots Association are valuable sources of information on deficiencies, especially those that are safety related.

1.2. These users should identify facilities, services and procedures that are not implemented or are unserviceable for prolonged periods or are not fully operational.

2. REPORTING AND CONSULT OF INFORMATION IN GANDD

2.1. The GANDD is available for the States and Territories of the CAR/SAM Regions and selected International Organizations, including the manual in English and Spanish in the web page of the ICAO NACC and SAM Regional Offices.

2.2. The necessary measures have been taken to prevent non authorized access and to hold the validation control and publication of information by each ICAO Regional Office, resulting in benefit for the States/Territories/International Organizations, the ICAO and GREPECAS mechanism to improve the GANDD information coverage and follow-up.

2.3. The NACC and SAM Regional Offices are in charge of maintaining the GANDD updated with the air navigation deficiencies information of the regions under their responsibility. To ensure that is as clear and as complete as possible, adopting the following steps:

a) Reporting the deficiencies

2.4. According to the procedures approved by GREPECAS, each ICAO Office provides the selected States, Territories and International Organizations a particular access code to GANDD. The interested may access in a constant and safe manner to report and, consult on-line the information on deficiencies.

2.5. 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. Consequently, reporting of deficiencies should have the following components:

- the correspondent number of the deficiency, composed by the air navigation field, the chronological assigned number and the letter of the corresponding Region;
- the identified requirement of the air navigation regional plan and/or ICAO SARPs;
- the State's name or involved States;
- a brief explanation of the deficiency;
- date of the first reporting date of the deficiency;
- reporting reference source (reports, missions, audits, etc.)

2.6 In line with the above, and keeping in mind the need to use of this information in the planning and implementation process, it is necessary that once a deficiency has been identified and validated, the corresponding information to the fields of information according to the reporting form of **Attachment 1** to this Appendix.

b) **Assessment and prioritization**

2.7 The safety impact assessment in the deficiencies should consider dynamic flows to share information between the involved parties and relate the activities with the ICAO strategic objectives of: Safety and Efficiency.

2.8 Deficiencies in the air navigation services translate into risks for the operational safety of the international civil aviation. Doc 9859 defines operational safety as:

Safety is the state in which the risk of harm to persons or of property damage is reduce to, and maintain at, or below an acceptable level through a continuing process of hazard identification and risk management.

2.9 In order that the safety evaluation methodology be as precise as possible, it should be based in the foundation of risks management established I Doc 9859, Safety Management Manual. The evaluation performance should:

- 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 air navigation 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;
- 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 and Council Resolutions;

2.10 According to the assessment results, a priority should be assigned in the correspondent check box of Appendix 1, as follows:

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

The term URGENT is conform by a requirement of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required to guarantee air navigation safety.

The lack of attention of an URGENT deficiency might represent a high risk threat to safety; therefore it is necessary to clearly define the origin of the causes.

“A” priority = Necessary requirements to guarantee air navigation safety.

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

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

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.

c) **Validation of information**

2.11 Once a deficiency is reported in the GANDD, the ICAO Regional Offices validate the information and update the data base in the corresponding air navigation area

d) **Reporting States the deficiencies detected**

2.12 ICAO periodically provides the States with updated information on the reporting deficiencies concerned. It is expected that States review in depth and adopt the appropriate corrective measures.

2.13 The States will nominate a point of contact (POC) to coordinate with the ICAO NACC and SAM Regional Offices the reporting and update of the correspondent information in the GANDD.

e) **Action plan definition, develop by the States, with corrective measures (technical/operational/financial/organizational) in a short-term and long-term.**

2.14 The States require a periodically update to the information contained in the GANDD on their respective deficiencies changes and report to the correspondent ICAO Regional Office the modifications performed.

2.15 The collaboration measures between the involved parties also support improvements to the regional air navigation safety and efficiency. ICAO will provide required assistance so that States develop their action plan to resolve their deficiencies.

2.16 When States develop their action plan, they should evaluate the CNS and ATM implementation systems, using the ICAO tool on-line to evaluate the cost-benefit aspects.

2.17 To notify their action plan, the States should use the format of Appendix 1 to identify the corrective measures indicating:

- a brief description of the corrective measures to be taken;
- identification of the entity who will apply the corrective measures;

- date foreseen to finalize the corrective measures; and
- indication of the implicated cost, if applicable, or if this information is available;

2.18 The solution to the “U” deficiencies should define corrective measures in a short-term; the A and B deficiencies could be resolved in a mid-term. Long-terms should not be established to resolve the deficiencies classified as U, A and B.

3. ICAO REPORTING TO GREPECAS AND ITS CONTRIBUTORY BODIES ON THE STATUS OF COMPLIANCE OF THE DEFICIENCIES REPORTED

3.1 Prior each GREPECAS Meeting, ICAO will provide documentation related to the status of solving the CAR and SAM air navigation deficiencies.

3.2 The Agenda should include the item on air navigation deficiencies, including the reporting information from States, IATA and IFALPA, additionally to the ones identified by the regional offices.

3.3. The deficiencies review should be a top priority item in each meeting. The GREPECAS, when reviewing the list of deficiencies should evaluate the safety impact in order that this item may be reviewed again by the ICAO Air Navigation Commission.

3.4 Since some States may experience difficulties on the correction of the urgent outstanding air navigation deficiencies, the GREPECAS will carefully examine its status of solution aim at considering the application of last-resort action.

3.5 Among the last-resort actions, the following could be identified:

- a) to propose the inclusion of an alternative implementation/procedure in the air navigation plan (ANP)
- b) when a corrective measure, such as the one mentioned in a), cannot be recommended, provide the States/Territories/Users and to ICAO, an analysis related to the associated risk of such deficiency;
- c) propose a technical cooperation project to the ICAO Technical Cooperation Bureau (TCB), in order to provide the required assistance and resolve the deficiencies detected in the States requiring it; or,
- d) request assistance to the International Financial Facility for Air Safety (IFFAS), with the aim of obtaining necessary financial resources to finance projects which resolve de urgent deficiencies in the States that experience economic difficulties for the correction of urgent deficiencies.

4. REPORTING TO THE COUNCIL OF URGENT OUTSTANDING DEFICIENCIES WHICH WERE UNABLE TO BE RESOLVED IN THE GREPECAS FIELD

4.1 When efforts to eliminate the deficiencies have been unsuccessful and all alternatives exhausted, the GREPECAS, through ICAO, will notify the Council the urgent outstanding deficiency which was unable to be resolved in the procedural field for resolving deficiencies, to take actions as consider pertinent.

4.2 When urgent deficiencies are notify and are a high risk to the international civil aviation safety, instead of waiting for the next GREPECAS meeting, the ICAO NACC and SAM offices will submit to the Air Navigation Commission and to the Council, the urgent outstanding deficiencies requiring top priority attention, accordingly.

ATTACHMENT 1

REPORTING FORM GREPECAS AIR NAVIGATION DEFICIENCIES DATA BASE

Identificación			Deficiencias			Acción Correctiva			
Editar	Requerimientos	Estados	Descripción	Fecha Primer Reporte	Observaciones	Descripción	Entidad Ejecutora	Fecha de Término	P
AIS-1-C	Annex 15, Chap. 4; Doc 8733 Basic ANP, Part VIII, Para. 33	Bahamas	Lack of Publication of the restructured AIP	25/4/96	GREPECAS AIS/MAP Subgroup Survey to States.	Need to produce and issue the new restructured AIP	State	01/01/2000	A
AIS-7-C	Annex 15, Chap. 4, Para. 4.2.9; Doc. 8733, Basic ANP, Part VIII, Paras 33 to 37	Bahamas	Lack of regular and effective updating of the AIP Document	24/10/00	GREPECAS AIS/MAP Subgroup	Need to keep updated the information/data contained in the AIP	State	TBD	U
AIS-17-C	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Bahamas	Timely distribution of the information through NOTAM	25/10/00	GREPECAS AIS/MAP Subgroup	Need to disseminate on time all operational information through NOTAM	State	TBD	U
AIS-30-C	Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Bahamas	Implementation of the WGS-84 is on going	01/01/98	GREPECAS AIS/MAP Subgroup Survey to States	Need to implement the WGS-84 Geodetic System	State	30/11/04	U