



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

**Fourteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/14)**

San Jose, Costa Rica, 16 – 20 April 2007

GREPECAS/14 – WP/17

09/2/07

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**Agenda Item 4: Evaluation of air navigation planning and implementation deficiencies/problems in the CAR/SAM Regions**

**4.2 Specific Air Navigation Planning and Implementation Deficiencies/Problems in the CAR/SAM Regions**

**DEFICIENCIES IN THE CAR/SAM REGIONS**

(Presented by the Secretariat)

**SUMMARY**

This working paper is intended to present updated information on priority “A” and “B” deficiencies of the CAR/SAM States in each of the air navigation fields and on the actions taken by the referred States to resolve the aforementioned deficiencies.

**References:**

- Uniform methodology for the identification, assessment and reporting of Air Navigation Deficiencies, in accordance with the ICAO Council.
- Report of the ALLPIRG/5 Meeting
- Report of GREPECAS/13 Meeting.
- Report of the last meetings of GREPECAS Contributory Bodies.

**1. Introduction**

1.1 According to its functions and based on the uniform methodology for identification, assessment and reporting of air navigation deficiencies formulated and updated by the ICAO Council, GREPECAS and its Contributory Bodies periodically review the status of implementation of the CAR/SAM Regional Air Navigation Plan. The aim is to determine and evaluate those aspects corresponding to safety oversight of the deficiencies in the air navigation fields within the CAR/SAM Regions.

1.2 In this regard, and following Decision 9/20 of the GREPECAS/9 Meeting, the Aviation Safety Board (ASB), based on its terms of reference, during its six meetings, has evaluated, supervised and conducted a follow-up on deficiencies with direct impact on safety that require urgent corrective action and are classified as priority urgent “U” in the air navigation fields of the CAR/SAM Regions. Appropriate actions were developed to contribute to the correction of “U” deficiencies. The results of this follow-up are included in Agenda Item 4, 4.1 – Report of the ASB/7 Meeting.

1.3 GREPECAS recommended taking full advantage of electronically available GREPECAS Air Navigation Deficiencies Database (GANDD) on the NACC Office website [www.mexico.icao.int/bases](http://www.mexico.icao.int/bases). A name and password would be assigned to each nominated individual of each Administration, who would provide updated information to said database. In this regard, Mr. Gabriel Meneses ([gmeneses@mexico.icao.int](mailto:gmeneses@mexico.icao.int)) was named as focal point for the NACC Office, and Mr. Arturo Martínez ([am@lima.icao.int](mailto:am@lima.icao.int)) for the SAM Office.

1.4 Following Conclusion 13/92 of GREPECAS and supporting ICAO’S Strategic Objective A to improve the operational safety, the ALLPIRG/5 Meeting formulated Conclusions 5/14 - *A regional online database of air navigation deficiencies*, and 5/15 - *Last resort action to resolve regional air navigation deficiencies*. (Agenda item 2.3).

## 2. Discussion

2.1 The deficiencies in requirements of high priority (necessary for air navigation safety) classified priority “A” as well as deficiencies in the compliance of intermediate requirements (necessary for the regularity and efficiency of air navigation) classified priority “B” are presented as **Appendices A, B, C, D, E and F** to this working paper, in accordance with the information gathered by ICAO Regional Offices, and reviewed and updated by GREPECAS contributory bodies.

2.2 Appendices A (CAR) and B (SAM) contain updated information of outstanding CAR/SAM deficiencies. Appendices C (CAR) and D (SAM) include information about the action plans of CAR/SAM States and finally, Appendices E (CAR) and F (SAM) show the CAR/SAM corrected or eliminated deficiencies.

2.3 When reviewing the appendices to this working paper, the Meeting should note that not all CAR/SAM States have notified ICAO Regional Offices on the action plans developed to solve the deficiencies in the air navigation fields (as identified in Appendices C and D).

2.4 The Meeting should also note that not all the States has taken full advantage of GANDD to notify the Regional Offices of action plans to solve their air navigation deficiencies. In this context, the Air Navigation Commission, the ICAO Council and GREPECAS have repeatedly expressed concern on the number of deficiencies and the time they have persisted since first being reported by the CAR/SAM States involved without any action being taken to resolve the deficiency.

2.5 In the analysis of this working paper, Conclusion 13/92 of GREPECAS should be recalled. States were encouraged to eliminate deficiencies classified as U, A and B not later than **31 December 2007**, since GREPECAS/15 will subsequently review the status of solutions and consider last resort action after exhausting all alternatives.

2.6 According to the ALLPIRG/5, the operational safety impact of each deficiency must be identified as soon as it is published in GANDD. Also, when efforts to eliminate deficiencies have been unsuccessful, and after exhausting all alternatives, the following measures should be adopted as a last resort:

- a) propose the inclusion of an alternative installation/procedure in the Air Navigation Plan (ANP); or
- b) when a corrective measure such as the one mentioned in a) could not be recommended, provide the States/Territories/Users and ICAO, with an analysis related to the associated risk of such deficiency.

### **3. Suggested Action**

3.1 The Meeting is invited to:

- a) take note of the information contained in Appendices A, B, C, D, E and F to this working paper;
- b) remind CAR and SAM States of the importance of using GANDD and submit action plans to solve their air navigation deficiencies to the ICAO NACC and SAM Offices; and,
- c) adopt other actions as deemed appropriate.

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