



Agenda Item 1: Review of the results of the work of the GREPECAS Contributory Bodies
a) ASB

(Presented by the Secretariat)

Summary

This working paper presents to the Meeting an analysis of each of the tasks of the Work Programme of the GREPECAS Contributory Bodies, prepared in Project Management tools, with a view to determining the level of implementation of the work being carried out.

1. Introduction

1.1 The Aviation Safety Board (ASB) was established in the GREPECAS/9 Meeting with the principal objective to achieve a follow-up of the “Urgent” deficiencies and develop actions for its elimination. The ASB in order to accomplish its work has to use the uniform methodology for the assessment and assignment of the air navigation deficiencies, issued by the ICAO Council in November 2000.

1.2 During the GREPECAS/12 Meeting was adopted Decision 12/124 – Last Resort Actions to Resolve Deficiencies with the purpose that when all efforts to eliminate deficiencies prove unsuccessful, adopt as last resort actions to propose the inclusion of an alternate facility/procedure in the Air Navigation Plan or when the inclusion would not be possible, provide the State(s)/Territory(ies)/users with an analysis concerning risk associated with such deficiency.

2. Discussion

2.1 The content of Decision 12/124 – Last Resort Actions to Resolve Deficiencies should be included in the work programme of the ASB. Consequently it is proposed to include Task 3 in the work programme (refer to **Appendix A** to this working paper), as follows:

“The Board when efforts to eliminate deficiencies prove unsuccessful after exhausting all alternatives, propose the inclusion of an alternate facility/procedure in the ANP; or when the inclusion would not be possible, provide the State(s)/Territory(ies)/users with an analysis concerning risk associated with such deficiency”

3. **Action by the Meeting**

3.1 The Meeting is invited to approve the inclusion of Task 3, as indicated paragraph 2.1 of this working paper.

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APPENDIX A

AVIATION SAFETY BOARD

1. Terms of reference

- a) The Board will evaluate, validate, monitor and follow-up urgent air navigation deficiencies in the CAR/SAM regions and develop appropriate action to be taken.
- b) The Board will act as an advocate and instrument in resolving urgent (U) deficiencies.

2. Work Programme

TASKS	Priority	Completion
1) The Board will consider urgent deficiencies and develop solutions it would propose through the appropriate ICAO regional office. To achieve resolution, either an individual state/states/executing body, the Air Navigation Commission, or referral to the appropriate subgroup for further evaluation may need to be involved.	A	
2) The Board will offer, through the ICAO Regional Offices, to assist an individual state/states/executing body in identifying resources and acting as a resource in order to resolve the shortcoming/deficiency through the advocacy with relevant high-level officials and/or donor organizations.	A	
3) <u>The Board when efforts to eliminate deficiencies prove unsuccessful after exhausting all alternatives, propose the inclusion of an alternate facility/procedure in the ANP; or when the inclusion would not be possible, provide the State(s)/Territory(ies)/users with an analysis concerning risk associated with such deficiency</u>		

3. Priority

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should be begun as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should be begun as time and resources allow, but without detriment to Priority **A** and **B** tasks.

4. Composition

The Aviation Safety Board is composed by the Chairperson and Secretary of GREPECAS, the Directors of the ICAO Regional Offices, a representative from the Regional Affairs Office at ICAO Headquarters, the Chairpersons and/or Vice-Chairpersons of the Subgroups and a representative from the following observer

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organizations: ACI, IATA, IBAC, IFALPA and IFATCA. The secretaries of the contributory bodies may participate in an advisory capacity as required.

- END -