



International Civil Aviation Organization

CAR/SAM Regional Planning Implementation Group (GREPECAS)

Sixth Meeting of the GREPECAS Aerodromes and Ground Aids / Aerodrome Operational Planning Subgroup (AGA/AOP/SG/6)

San Jose, Costa Rica, 23 to 27 June 2008

AGA/AOP/SG/6-WP/04

16/04/08

**Agenda Item 3: Review of AGA Deficiencies**  
**3.2 AGA Deficiencies and Action Plans**

**AGA DEFICIENCIES AND ACTION PLANS**

(Presented by the Secretariat)

**SUMMARY**

This working paper presents the current version of the ICAO aerodromes deficiencies database for the CAR/SAM Regions for consideration of the Meeting.

**References:**

- Final Report of the GREPECAS/14 Meeting, San Jose, Costa Rica, 16-20 April 2007; and
- ICAO aerodromes deficiencies database (GREPECAS).

**1. Introduction**

1.1 The current version of the AGA/AOP database of the reporting form of aerodromes deficiencies in the CAR/SAM Regions, including those which have been reported to have been corrected, was already presented in the WP/03 to this Meeting.

1.2 GREPECAS has intensified its actions for the reduction/elimination of the deficiencies in all the air navigation areas. The emphasis imposed by GREPECAS in its last Meeting is being focused afterwards. Also, the actions carried out by the Subgroup regarding this matter, during 2007 and 2008, are presented in item 3.

**2. GREPECAS/14 Meeting**

2.1 The GREPECAS/14 Meeting, was held in San Jose, Costa Rica, from 16 to 20 April 2007. In reviewing the GREPECAS database regarding the air navigation deficiencies, the Meeting recalled that, based on the Uniform Methodology for the Assessment and Assignment of Deficiencies of the ICAO Council, the ASB had classified "U" deficiencies in Appendices A - *Specific deficiencies*, B - *Deficiencies upon which the ASB found requirements for region-wide action*, C - *Corrected deficiencies*, and D - *Action Plan for resolving regional air navigation deficiencies*.

2.2 The Secretariat presented information on deficiencies currently available in the GREPECAS Air Navigation Deficiencies Database (GANDD). The Meeting noted that Appendix A to this part of the Report contained those deficiencies that have been recurrent for the last several years and that require immediate action/solution, and that in Appendix B only AGA 139S and AIS 309S deficiencies appeared. It also noted that some States/Territories had already resolved the deficiencies contained in this Appendix and, consequently, these deficiencies should no longer be associated with those States/Territories. On this basis, the Meeting formulated the following decision:

**DECISION 14/58 ELIMINATION OF APPENDIX B**

That,

- a) GREPECAS move deficiencies classified as region-wide deficiencies from Appendix B into Appendix A, Specific Deficiencies, showing still unresolved deficiencies in association with the specific State/Territory;
- b) once the action specified in the previous paragraph has been completed, Appendix B be eliminated.

2.3 To improve coordination between the States/Territories and their respective Regional Offices, GREPECAS formulated the following conclusion:

**CONCLUSION 14/59 NATIONAL COORDINATOR RESPONSIBLE FOR UPDATING THE GREPECAS AIR NAVIGATION DEFICIENCY DATABASE**

That,

- a) the States/Territories designate a National Coordinator responsible for updating the GREPECAS Air Navigation Deficiency Database (GANDD);
- b) the name, e-mail address, phone and fax numbers, etc., of the National Coordinator be forwarded to the ICAO Regional Offices **no later** than 31 May 2007; and
- c) the Regional Offices foster a workshop to train identified National Coordinators so that they can fully master all aspects of the GANDD.

2.4 The Meeting went on to recall GREPECAS Conclusion 13/92, which is the concept of *last resort action*, that shall be applied to “U” deficiencies, after 31 December 2007, that remained unresolved as of that date. On the other hand, the Meeting noted some inconsistencies in the classification of “U” deficiencies due to different classification criteria being applied. This has resulted in different classifications for similar deficiencies in several CAR/SAM States/Territories.

2.5 It was agreed that a complete review of the GREPECAS deficiency system was necessary, including the procedures, database, the database user’s guide, etc., and that this review should be applied by the Regional Offices to all “U” deficiencies prior to 31 December 2007, using standardised criteria. In this regard, it was deemed advisable to develop procedures for addressing “U” deficiencies within GREPECAS.



**DRAFT****DECISION ASB/8/1****STANDARD CLASSIFICATION TO AIR NAVIGATION DEFICIENCIES**

That, the Secretary of GREPECAS:

- a) analyze the feasibility of applying the new classification procedure for “U” type deficiencies to classification of “A” and “B” air navigation deficiencies; and
- b) present the results of the analysis indicated in letter a) to ASB).

2.9 In addition, it reviewed GREPECAS deficiencies and the **new Appendices A (outstanding deficiencies)** and **B (corrected deficiencies)**, as well as the reclassification of “U” deficiencies carried out by the Regional Offices according to the document “Procedures for Classifying and Addressing GREPECAS “U” Deficiencies, formulating the following Draft Conclusion:

**DRAFT****CONCLUSION ASB/8/2 - CLASSIFICATION OF “U” DEFICIENCIES**

That:

- a) GREPECAS “U” type deficiencies be sent to States/Territories and International Organizations (IATA and IFALPA) to carry out a risk analysis assessment for each “U” deficiency and the aspects of the uniform methodology approved by the Council;
- b) States/Territories and International Organizations should determine the Risk Index for each deficiency according to the ICAO SMS methodology for risk assessment (the respective matrix is represented by **Appendix D** to this Report) using the format presented as **Appendix E** to this Report; and
- c) The Secretary of GREPECAS present the results of the analysis mentioned in a) and b) to the ASB/9 Meeting scheduled previous to GREPECAS/15 Meeting.

2.10 ASB/8 meeting established that the application of “last resort action,” as required by GREPECAS Conclusion 13/92, is under study and will be finalized after States/Territories and International Organizations reply to the requirements of Draft Conclusion ASB/8/2.

3. **Actions carried out by the AGA/AOP Subgroup for the elimination/mitigation of the deficiencies between 2007 -2008**

3.1 In accordance with the Decisions and Conclusions of the AGA/AOP Subgroup, besides the constant support to ALACPA and CARSAMPAF, the following actions were carried out by the Subgroup in order to reduce/eliminate the deficiencies in the AGA area:

- a) Fifth International Conference on Bird and Wildlife Hazard (CARSAMPAF/05), Guayaquil, Ecuador, 1-5 October 2007;
- b) Seminar on Pavement Evaluation, Rehabilitation and Overlay Design/FAA Workshop on New Methods for Overlay Design (CAR/SAM Regions), Lima, Peru, 12-17 November 2007;

- c) Workshop to generate guidelines for the Implementation of: 1) Phase 1 of the States' Safety Programme. 2) Phases 1 and 2 of the ICAO Safety Management System, Santiago, Chile, 7-11 April 2008; and
- d) Planning for the Sixth International Conference on Bird and Wildlife Hazard (CARSAMPAF/06), Brazil, 17-21 November 2008, to be carried out together with the International Committee for the Prevention of Bird and Wildlife Hazard.

4. **Suggested action**

4.1 The Meeting is invited to:

- a) analyze and comment this working paper and, if necessary, to formulate other actions in order to comply with the conclusions and decisions of the GREPECAS regarding this matter; and
- b) request the AGA areas in each State/Territory to carry out necessary arrangements with their respective National Coordinator to update the GREPECAS Air Navigation Deficiencies Database.

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