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**Agenda Item 1:           Review of ASB/7 Meeting Report**

**REVIEW OF THE REPORT OF THE ASB/7 MEETING**

(Presented by the Secretariat)

**SUMMARY**

This Paper presents to the Meeting the results of the ASB/7 Meeting for consideration and support for its further work and action.

**1.           Introduction**

1.1           The seventh meeting of the ASB was held on 15 April 2007, in San Jose, Costa Rica. The Meeting was attended by the Chairman, the Secretary of GREPECAS, the Regional Director of the NACC Office, the Chairmen, Vice-Chairmen, and Secretaries of the AERMET, AIS/MAP, ATM/CNS, and AGA/AOP Subgroups, the CNS, AVSEC, and ATM Committees, representatives from IFATCA, and an officer from the ICAO Planning and Coordination Office.

**2.           Discussion**

2.1           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, B, C, and D as follows:

**Appendix A\***   Specific deficiencies

**Appendix B\***   Deficiencies upon which the ASB found requirements for region-wide action

**Appendix C\***   Corrected deficiencies

**Appendix D\***   Action Plan for resolving regional air navigation deficiencies

2.2           The Secretariat presented the information on deficiencies currently available in the GREPECAS Air Navigation Deficiencies Database (GANDD) classified as described in the previous paragraph. The Meeting noted that **Appendix A** contained those deficiencies that have been recurrent in the last few years that require immediate action/solution.

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*\*Note: The Appendices can be obtained from Agenda Item 4 of the Final Report of GREPECAS/14 Meeting, placed on the Website.*

2.3 The Meeting took note that region-wide deficiencies, AGA 139S and AIS 309S, were the only items that appeared in **Appendix B**. 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.

2.4 In view of the foregoing, 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.

2.5 The Meeting noted that many of the problems concerning deficiencies could be solved through better coordination between the States/Territories and their respective Regional Offices. It also recognised that the GANDD was the best tool to improve this coordination.

2.6 The Meeting noted that failure by the States/Territories to update the GANDD could be due to the coordination of the number of fields and lack for personnel responsible for these functions in the State/Territory. Therefore, it was deemed necessary for each State/Territory to designate a National Coordinator to oversee this function, so as to expedite the administrative coordination of the database with those responsible for the various air navigation service areas in their States/Territories. Accordingly, the Meeting 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.

2.7 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.



### **3. *The ASB and its Relationship with the Safety Programmes established by ICAO***

3.1 The Meeting recognised that the audits conducted by ICAO under the Universal Safety Oversight Audit Programme (USOAP) contributed to the promotion of best safety management practices. It also considered that the ASB could be the link between the actions recommended by the USOAP and their implementation by the States/Territories.

3.2 The Meeting also took note of the action taken by ICAO regarding the Safety Programme to be implemented by the States/Territories and the training they are receiving to be ready for accepting and monitoring the implementation of Safety Management Systems (SMS) by air service operators, certified aerodrome operators, air traffic service providers, and maintenance and repair organisations.

3.3 Furthermore, the Meeting discussed the possibility of ASB being more proactive and serving as a catalyst in the promotion of coordinated and harmonious work between the States/Territories and the Regional Offices with various ICAO undertakings, mainly those related to ICAO Strategic Objective A - Safety.

3.4 Some aspects were discussed in relation to the ASB not only handling “U” deficiencies, but also the major safety-related issues. Among the aspects discussed were: the special attention that should be paid to those deficiencies that occurred in more than two States/Territories, the statistical *versus* the individual analysis of deficiencies, the preparation of effective reports that could be used by the World Bank to fund the efforts of the States/Territories in eliminating/mitigating those deficiencies that require additional financial resources, etc.

### **4. *Other Business***

4.1 The Meeting took note of the concern of some States/Territories with respect to the Language Proficiency Requirements to raise the level of aeronautical personnel, as required by Annex 1, before the target date of 2008. In this regard, one of the alternatives suggested involved the continuous implementation of quality assurance programmes.

### **5. *Suggested Action***

5.1 The Meeting should recall that the ASB/7 Meeting Report was approved by GREPECAS/14 and should take the information in the Report as material for its deliberations.

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