



Agenda Item 2: Review of GREPECAS Conclusion 14/59 and Decision 14/58 and 14/60 implementation

(Presented by the Secretariat)

SUMMARY
This Working Paper presents information regarding the level of implementation of Conclusion 14/59 and Decisions 14/58 and 14/60 formulated by GREPECAS/14 meeting. Action by the ASB is presented in paragraph 3.
References:
<ul style="list-style-type: none">• ASB/7 Meeting Report• GREPECAS/14 Meeting Report.• GREPECAS Procedural Handbook

1. Introduction

1.1 The GREPECAS/14 Meeting in reviewing the results of the ASB/7 meeting noted the need to refine the procedures established for the treatment of the deficiencies, as well as to improve the presentation of reports to the GREPECAS mechanism so as to review the deficiencies in a more effective and efficient manner.

1.2 In this respect, GREPECAS noted the need to improve the coordination between the regional offices and the States, refine the GANDD procedures, as well as to determine better procedures to classify “U” deficiencies. In so doing GREPECAS/14 formulated Decisions 14/58 and 14/60 as well as Conclusion 14/59. In the paragraphs below, the level of implementation of the above mentioned GREPECAS actions are analyzed.

2. Analysis

2.1 The present analysis is initiated with the review of **Decision 14/60**, which is translated below:

DECISION 14/60 - PROCEDURES FOR CLASSIFYING AND ADDRESSING GREPECAS “U” DEFICIENCIES

That,

- a) the ICAO Regional Offices, in accordance with the Uniform Methodology of the Council, develop procedures for classifying and addressing GREPECAS deficiencies, which should contain at a minimum the following:
 - i) common classification criteria;
 - ii) procedures for using the database;
 - iii) reports on deficiencies to be submitted to GREPECAS;
 - iv) the responsibility of the States for database maintenance;
 - v) the responsibility of the States for presenting action plans to correct deficiencies;
 - vi) the responsibility of the Regional Offices for completing coordination;
 - vii) follow-up of deficiencies, etc.
- b) the procedures referred to in the previous paragraph be sent to the members of GREPECAS for approval, using the Fast-Track System;
- c) once the procedures are approved, the Regional Offices apply it to “U” deficiencies contained in the GANDD; and
- d) the Secretary of GREPECAS convene a meeting of the ASB for the first quarter of 2008.

2.1.1 The NACC and SAM ICAO Regional Offices held a Coordination Meeting in September 2007 to address par. a) of the Decision 14/60. This meeting developed complementary procedures to the Uniform Methodology of the Council to classify “U” deficiencies and took advantage of the opportunity to address also important matters dealing with:

- a) GANDD procedures; and
- b) how to improve the presentation of Deficiencies Reports based on the GANDD information.

2.1.2 In considering Decision 14/60 criteria for classifying “U” deficiencies was developed recommending the use of risk analysis criteria employed in the ICAO SMS Courses as a convenient criteria to define the impact of the risk caused by the existence of a deficiency, once the risk affecting safety is evaluated and the same would be not tolerable and therefore need the urgent intervention of the authority to eliminate the deficiency the same is classified as “U” deficiency otherwise be an “A” deficiency if still affects safety, or a “B” deficiency if the same affects the efficiency and regularity of the air operations.

2.1.3 Until GREPECAS/14 Meeting, the report on the status of the deficiencies were presented in four Appendixes designated as A, B, C and D, which presented bulky information and repeated in certain cases. GREPECAS/14 eliminated Appendix B (Decision 14/58). The Regional Offices meeting deeply analyzed the way to present in an only one Report format the complete situation of the Deficiencies “U”, “A” and “B”. In this regard, it was reformulated, among other things, the way to capture information for the GANDD and to merge the formats of “Action Plans” with the “Specific

Deficiencies”, at that time considered in the structure of the GANDD. As result of this review, the mentioned Appendixes A, B, C, and D would be reduced to only one “Deficiencies” and retain for statistical purposes the data of “corrected Deficiencies”.

2.1.4 Following directives indicated in par. b) of the Decision 14/60, using the “fast track” procedures, a document containing the results of the mentioned ICAO meeting was circulated to the GREPECAS members, with a target date for replies to the 11 January 2008. Only Brazil, Paraguay and Uruguay replied approving the procedures with minor comments and the same were applied as foresee in par. c) of the mentioned Decision 14/60 to reclassify the “U” deficiencies.

2.1.4 For information and review by the Meeting the document circulated to the GREPECAS member using the “fast track” procedure, is attached as **Appendix A** to this Working Paper. It is important to note that the Uniform Methodology approved by the Council concerning Deficiencies is not attached as part of the Appendix A due to the same is contained in the GREPECAS Procedural Handbook.

2.2 In relation with the **Decision 14/58**, which address the elimination of the former Appendix B from the documentation presented to GREPECAS, considering the reasons indicated by the GREPECAS/14 meeting and the implementation of Decision 14/60, this Appendix will be never more presented as part of the documentation prepared by the Secretariat.

2.3 **Conclusion 14/59** is translated below for easy reference and analysis of the same.

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.

2.3.1 Concerning paragraphs a) and b) of the above Conclusion, the currently available list of the National Coordinators responsible for updating the GANDD is attached as **Appendix B** to this working Paper. In coordination with States, the list is being completed by the Secretariat and updated as necessary.

2.3.2 In relation with the training considered in the par. c) of the Conclusion 14/59, after updating and improving procedures to access the GANDD, it was noted based on replies received by the States and an exercise conduced by the Secretariat, that the current procedures are easier and more friendly than before and that the implementation of a workshop will signify an unnecessary cost for the States and the Secretariat. The regional Offices are being considered to use video conferences facilities (WEBEX) as necessary to support the operation of the GANDD. A follow-up conduced by the Secretariat, shown that new procedures could be used without problem by the National Coordinators. Additionally to the Owners Manual to use the WEB application of the GANDD, a PowerPoint presentation on the GANDD is available at the Web sites of the Regional Offices. WP/4 presents more information in this respect.

3. **Action Suggested**

3.1 The meeting is invited to take note of the information presented in this working paper concerning level of implementation of Conclusion 14/59 and Decisions 14/58 and 14/60 and to:

- a) note the information presented in Appendix A considering that the same was applied in reclassifying “U” deficiencies;
- b) note information contained in Appendix A concerning new GANDD procedures, which are presented in more detail in WP/4; and
- c) review the list of National Coordinators presented in Appendix B and complete the same as necessary.

- END -



ASB/8 – WP/03

APPENDIX A



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organización
de Aviación Civil
Internacional

Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

LT 2/8.0.2-SA978
LT 1/19

21 December 2007

To: Members of the CAR/SAM Regional Planning and Implementation Group (GREPECAS)

cc: PCO, Montreal
ICAORD, México

Subject: **Procedures for classifying and addressing GREPECAS "U" deficiencies**

Sir/Madam,

I have the honor to refer to the GREPECAS Decision 14/60 in relation with the above indicated subject. In this regard and considering paragraph b) of the mentioned Decision, please find herewith the corresponding procedures developed by the Secretariat to be approved by the GREPECAS members under the ACG Fast Track system.

Since it is desirable to finalize action on this matter with the minimum delay in preparation to the forthcoming ACG/7 and ASB/8 meetings, I shall be grateful if you let me have your comments by **11 January 2008**.

In the event that your comments are not received by that date, it will be presumed that you have no objections concerning the attached procedures.

Accept, Sir/Madam, the assurances of my highest consideration.

José Miguel Ceppi
GREPECAS Secretary

Att.

APPENDIX A

PROCEDURES FOR CLASSIFYING AND ADDRESSING “U” DEFICIENCIES IN THE AIR NAVIGATION FIELD

1 Introduction

1.1 The procedures described below establish the steps to be followed by States and the ICAO NACC/SAM Regional Offices for resolving “U” deficiencies in the air navigation field. These procedures, developed in compliance with GREPECAS Decision 14/60, contribute to the application of a Uniform Methodology for the identification, assessment and reporting of deficiencies, as approved by ICAO Council, and are included as **Appendix A**.

1.2 These procedures shall provide Regional Offices and States with a method to re-classify current deficiencies, update procedures for capturing data and reports, and improve the use of the web application associated with the GANDD database.

1.3 These procedures shall also facilitate the *review of deficiencies* with “U” priority with a view to implement GREPECAS Conclusion 13/92 in the application of last resort action.

2 Common Criteria for its Classification and Storage in the GANDD

2.1 Two main parts are identified in the integral treatment of deficiencies as shown below:

1. ICAO NACC and SAM Regional Offices through:
 - a) specific fields (AGA, ATM, AIM, CNS, MET, SAR);
 - b) administration of the database (GANDD) by the ICT section of each Regional Office; and
2. States that coordinate with the Regional Offices through Focal Points in accordance with GREPECAS Conclusion 14/59.

2.2 The identification and reporting process of deficiencies is as prescribed in the Uniform Methodology.

2.3 The process of deficiency classification requires an assessment for priority assignment. For this reason, the deficiency must be duly identified and reported. In this regard, the information from columns 1 to 6 from **Appendix B**, which is the report extracted from the GANDD, must be available in order for the GREPECAS mechanism to revise the status of “U” “A” and “B” deficiencies.

2.3.1 In accordance with the guidance provided in paragraph 4 of the Uniform Methodology, the Regional Office, in coordination with the State Focal Point, shall determine the Priority of the Requirement, which determines the priority of the deficiency. In order to determine whether or not a “U” deficiency exists, a risk analysis will be necessary. **Appendix C** provides criteria for use in this respect.

*Important Note: Every deficiency may represent a potential **hazard** to air navigation, which is associated to a specific **risk**. There are several methods of risk analysis, each of them specific to the case in question. In the ICAO Safety Management System (SMS) training courses, a risk analysis method is presented that is applicable to cases affecting safety and determines whether the risk is intolerable or tolerable, and whether it may be mitigated. Based on this, a concept is available to mainly provide assistance with prioritizing the requirements that could result in “U” deficiencies, since the case of SMS methodology is oriented to risks affecting safety.*

2.4 Once the deficiency is classified, coordination with the Focal Point will take place regarding the information required in columns 8, 9, 10, and 11 from Appendix B, and will then be entered into the GANDD database, notifying the State through the Focal Point.

Important note: If some fields of Appendix B are not completed, for example, fields in the Action Plan, the deficiency will be entered into the GANDD and a notation will be made in the Remarks field.

3 **Reports to be Presented to the GREPECAS Mechanism**

3.1 In accordance with the Uniform Methodology, the GREPECAS mechanism shall receive information on deficiencies from the Regional Offices, found in the attached **Appendix B**. Based on this information, the mechanism shall proceed with the Uniform Methodology procedures. In addition, the GANDD can provide statistical reports that the mechanism could require for analysis.

4 **Responsibilities in the Treatment of Deficiencies and Maintenance of GANDD**

4.1 Considering that the GANDD is a tool to manage the treatment of deficiencies, the procedures outlined below are applicable while the deficiency is registered and stored in the database.

Responsibility of the Regional Offices

- a) Review and, if necessary, reclassify existing deficiencies based on established procedures.
- b) Coordinate the validation, revision, and/or updating of data for deficiencies with Focal Points, and update the information in the GANDD, advising the Focal Points of changes.
- c) Review periodic reports from Focal Points on the status of resolution implementation for the deficiencies. Any missing data from the Action Plan shall have a high priority during the review.

- d) Review deficiencies with the Focal Point during visits carried out by Regional Officers according to the mission programme established by the corresponding Regional Office.
- e) Present the list of deficiencies for revision at each meeting of GREPECAS Subgroups and/or Committees or other informal meetings, such as implementation meetings.
- f) Present information and reports to the ASB and to GREPECAS regarding the status of deficiencies.

Responsibilities of States/Focal Points

- a) Review, at least quarterly, the deficiencies and their respective Action Plans, and give special attention to missing information from the Action Plan.
- b) Respond to all requests from the Regional Offices that may necessitate the revision/updating of the list of deficiencies without delay.
- c) Request the corresponding Regional Office to update the status of deficiencies through the web application form (see details in paragraph 6).
- d) Once the deficiency is corrected, inform the corresponding Regional Office of the area involved without delay.

5 Deficiency Resolution Follow-up

5.1 Regional Offices and Focal Points shall closely follow-up on the Action Plan to resolve deficiencies, and the GANDD database will be updated accordingly. The deficiencies with missing data, for example, those referred to the Action Plan, will have priority in the follow-up.

6 Procedures to Manage the GANDD Database, Based on the Existing Web Application

6.1 In October 2004, the procedures for access and use of the GANDD database were circulated to States so that States could report, review and update their corresponding deficiencies. In accordance with GREPECAS Decision 14/60, the Regional Offices have completely revised the procedures and structure of the GANDD in order to increase the efficiency of this tool. Updated procedures for Focal Points to interact with the database to revise and report amendments are attached as **Appendix D**. A presentation in power-point has been uploaded on the websites of each Regional Office for training purposes.

7 **Complementary Measures**

7.1 This document will be updated by the ICAO Regional Offices. Amendments shall be distributed to States via e-mail through the Focal Points.

APPENDIX B
DEFICIENCIES

Identification			Deficiencies				Action Plan			
ID	Requirements	State/ Facilities and Services	Description	Reporting Date	Remarks	Priority	Description	Executing Body	Target Date	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 454S	Annex 14, Vol I, Chap. 3	Colombia/UEAC/ Bogotá, El Dorado Intl. Airport	Depression between threshold and threshold lights in both thresholds (13L/31R RWY)	10/2005	Identified during September 2005 ICAO mission	A	<i>Include Action Plan coordinated with State</i>	UEAC	<i>Include as initial date that appearing in the Action Plan</i>	ASB/xx meeting recommended that Refer to details in the meeting report.

Explanation for the filling of the Form

Identification of Requirements

- Column 1: ID – Deficiency number (area-sequential numbering-region S(SAM)/C(CAR): Example AGA 454 S
- Column 2: Requirements – Element from the Air Navigation Plan/Associated SARPs
- Column 3: State/Facilities and Services such as: airport, navigation aid, FIR, ACC, TWR, etc

Identification of Deficiency

- Column 4: Clear and concise description of the deficiency
- Column 5: Reporting date of deficiency (month/year)
- Column 6: Important references, such as meetings, missions, reports, etc. *Other areas being affected by this deficiency should be indicated here.*
- Column 7: Identified Priority (U, A, B)

Action Plan

- Column 8: Clear and concise description of the Action Plan coordinated with the State. It should indicate how and when the deficiency will be resolved.
- Column 9: Identification of the body/institution responsible for Action Plan implementation.
- Column 10: Target date (month/year). The date in the Action Plan coordinated with the State will be inserted here. The Action Plan may need to be periodically updated; therefore, the corresponding target date will be amended accordingly.
- Column 11: Important references such as actions recommended by GREPECAS to promote Action Plan implementation, progress with deficiency elimination, delays with Action Plan execution missing information, etc.

APPENDIX C

EVALUATION TABLE AND PRIORITY ALLOCATION TO AIR NAVIGATION DEFICIENCIES

PRIORITY	DEFINITION	COMMON CRITERIA FOR THE CLASSIFICATION OF <i>PRIORITIES</i>
U	<p>Urgent priority requirements having direct impact on safety and requiring immediate corrective measures</p> <p>Urgent requirements are defined as any physical specification of configuration, material, performance, personnel, or procedures, whose application is urgently required for the safety of air navigation</p>	<ul style="list-style-type: none"> ▪ Evaluation and analysis of the risk; the deficiency is unacceptable ▪ Immediate action for resolution in the minimum elapsed time ▪ Lack of measures for resolution implies remittance to the ICAO Air Navigation Commission
A	<p>High priority requirements necessary for the safety of air navigation</p> <p>High priority requirements are defined as any physical specification of configuration, material, performance, personnel, or procedures, whose application is necessary for the safety of air navigation</p>	<ul style="list-style-type: none"> ▪ Evaluation and analysis of the risk; the deficiency can be mitigated to an acceptable level ▪ Establish an Action Plan with target dates for resolution ▪ Lack of measures for resolution implies remittance to GREPECAS
B	<p>Intermediate priority requirements necessary for the regularity and efficiency of air navigation</p> <p>Requirements of Intermediate priority are defined as any physical specification of configuration, material, performance, personnel, or procedures, whose application is considered necessary for the regularity and efficiency of air navigation</p>	<ul style="list-style-type: none"> ▪ Evaluation of the risk; the deficiency is at an acceptable level and only requires that measures be taken to improve the regularity and efficiency of air navigation ▪ Establish an Action Plan, as far as possible, with a cost/benefit analysis and target dates for resolution ▪ Lack of measures for resolution implies remittance to GREPECAS

APPENDIX D



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**GREPECAS AIR NAVIGATION DEFICIENCIES
DATABASE**

GANDD

Version 2.0

USER'S GUIDE

December 2007

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8. Requesting Technical Assistance
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INTERNATIONAL CIVIL AVIATION ORGANIZATION

GREPECAS AIR NAVIGATION DEFICIENCIES DATABASE

(GANDD)

Version 2

User's Guide

1. Background

1.1 This document has been prepared to assist “Focal Points” named by States, Territories and International Organizations with updating the GREPECAS Air Navigation Deficiencies Database (GANDD).

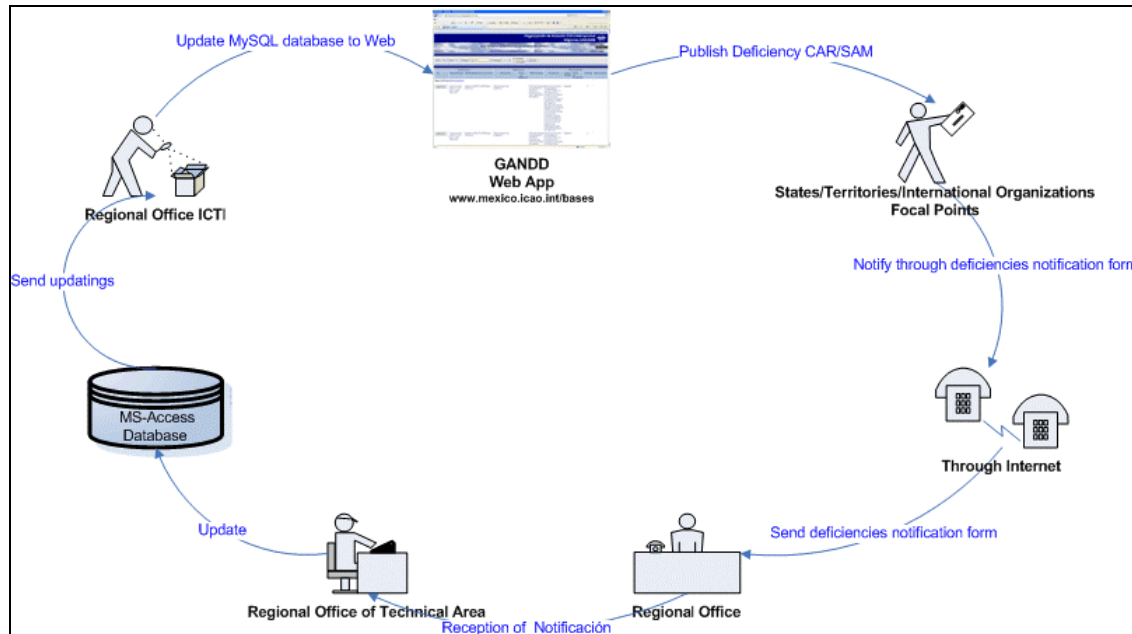
1.2 The second edition of the guidance material for using the database (<http://www.mexico.icao.int/bases>) in accordance with new “Procedures for the Treatment of the Solution of “U” Deficiencies in the Air Navigation Field,” has been developed by the SAM and NACC Regional Offices, in response to GREPECAS/14, Decision 14/60.

2. Technical Requirements

2.1 Basic technical requirements are: a personal computer connected to the Internet, Pentium 4, 1Ghz, 5Gb of available hard disk space, 512Mb of main memory, preferably XP “Professional,” Internet Explorer 6 or higher.

3. CAR/SAM Deficiencies Updating Diagram

3.1 The diagram below presents the flow of information, in order to serve as feedback to the GANDD. Actors involved are clearly identified in this process: GANDD Web App, States/Territories/International Organizations (Focal Points), Regional Offices, Regional Officers and ICT (Information and Communications Technology).



CHANGES TO THE DIAGRAM:

SHOULD IDENTIFY THE STARTING POINT

Add “Starting Point”

Published Deficiencies CAR/SAM (Publish Deficiency CAR/SAM)

Receipt of Notification (Reception of Notification)

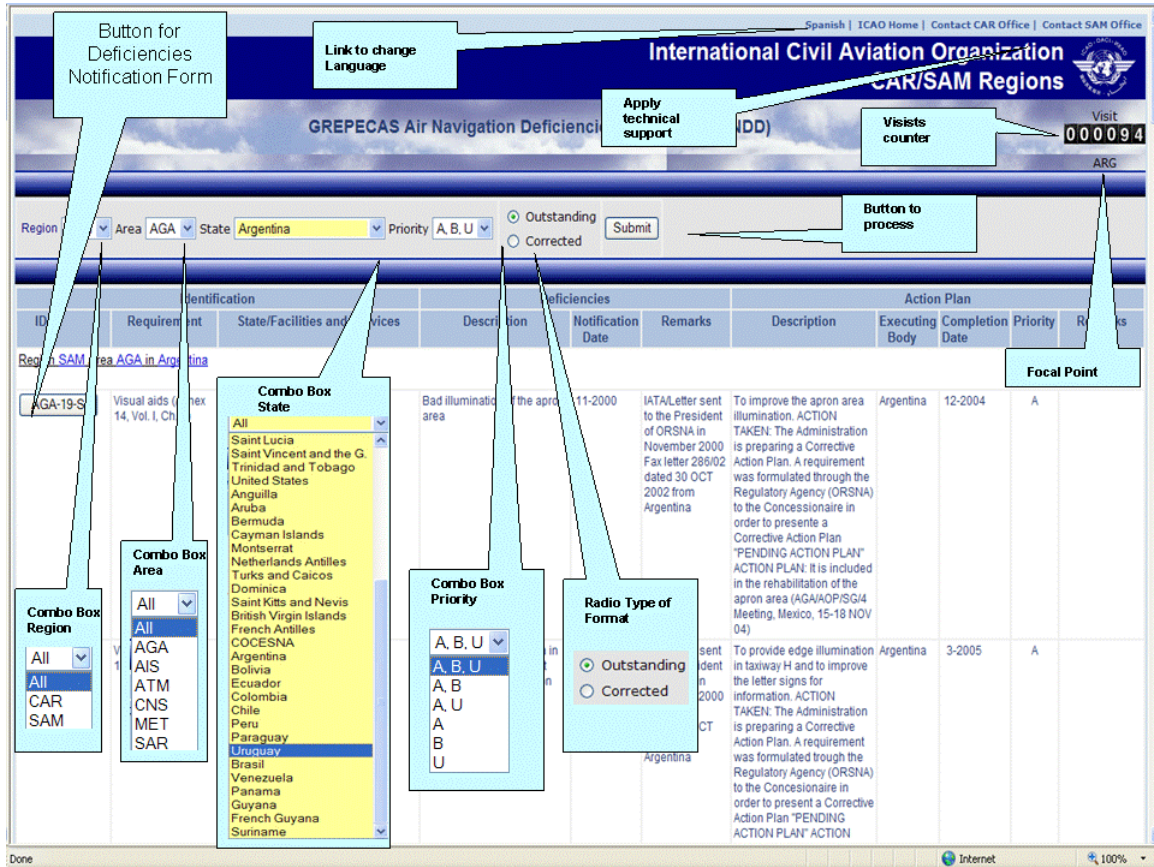
Regional Office Technical Area (Regional Office of Technical Area)

Send updated (Send updatings)

Update MySQL database in Web (Updated My SQL database to Web)

4. Description of the Main Web Form

4.1 The following figure shows the web form for queries to the GANDD. This form shall serve as main guidance for the Focal Point to view, select and report deficiencies.



4.2 In this same figure, the control types of the web form used in this interphase, are shown as follows:

Control type	Name	Graphical Representation	Purpose
Combo Box	Region	Region SAM	Select the Region
Combo Box	Area	Area AGA	Select the Area
Combo Box	State	State Argentina	Select the State
Combo Box	Priority	Priority A, B, U	Select the Priority

Control type	Name	Graphical Representation	Purpose
Radio	Type of query	<input checked="" type="radio"/> Outstanding <input type="radio"/> Corrected	Select the type of query for the deficiencies
Button	Present	<input type="button" value="Submit"/>	Execute the selection criteria
Button	ID Area	<input type="button" value="AGA-296-C"/>	Execute the deficiencies reporting form
Enlace	Language	<input type="button" value="English"/>	Change the language of the interphase and results
Label	Visits counter	<div style="border: 1px solid black; padding: 2px;"> Visit 000094 </div>	Shows number of visits to the GANDD Web App. (http://www.mexico.icao.int/bases)
Label	User	<input type="button" value="ARG"/>	Identifies the user of the website.
Link	Request technical contact	Contact CAR Office Contact SAM Office	Request technical support in the handling of GANDD Web App.

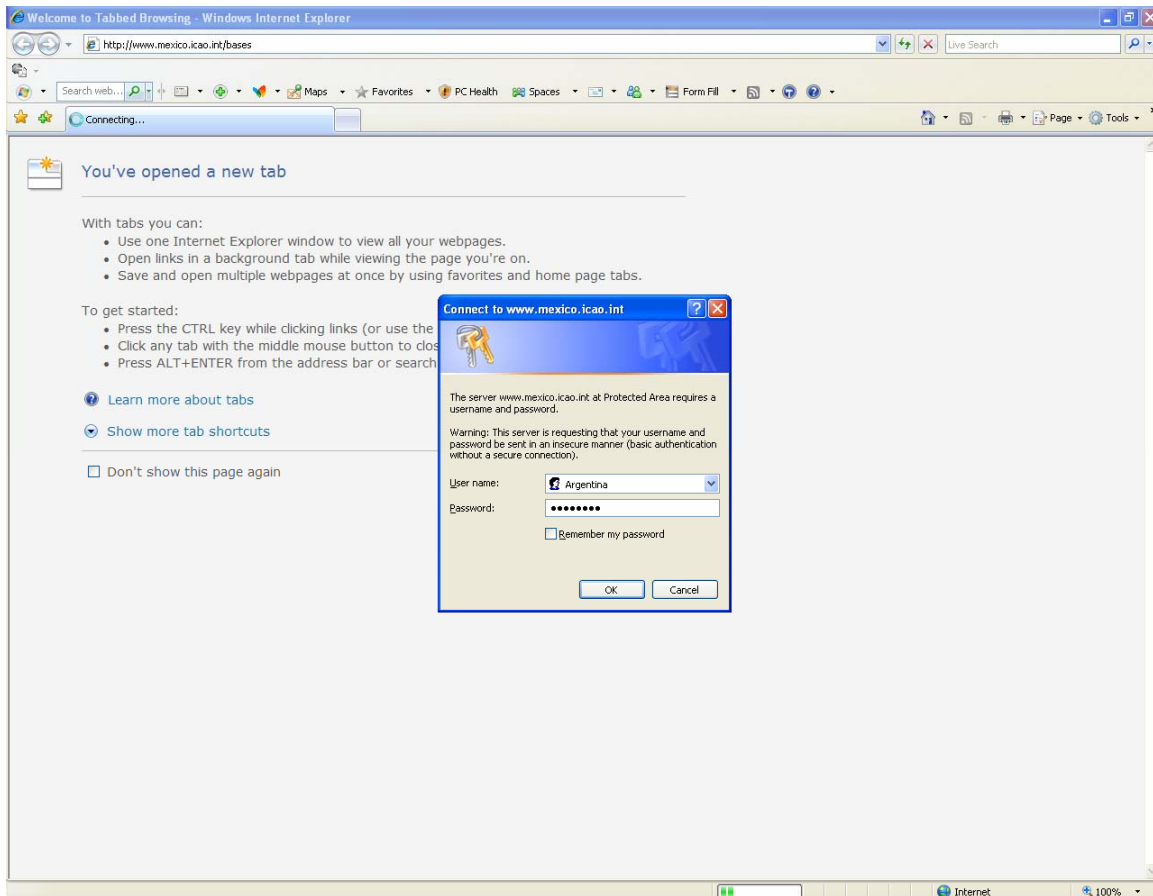
5. Procedure for Access to the GANDD Web Application

5.1 According to the Technical Requirements mentioned in item 2. for using the GANDD Web application, and in addition to State Letter LT 1/19-SA1185 dated 13 December 2004, where the name and password of the user are mentioned, (Username, Password), the Focal Point shall execute the following steps for initial access to the GANDD each time this tool is used.

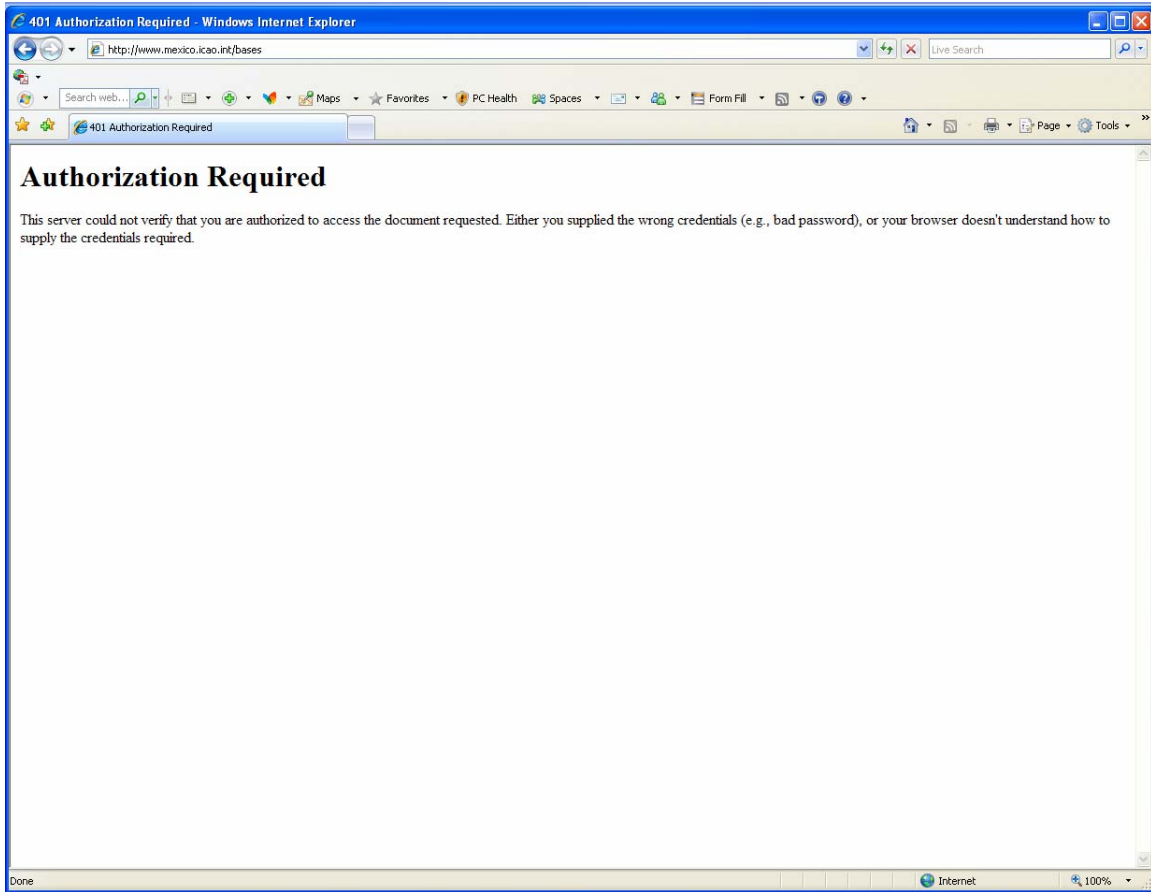
Note: the Username and Password are obtained by contacting the corresponding Regional Office.

5.2 Open a Microsoft Internet Explorer window (MS-IE) and enter the following URL address: <http://www.mexico.icao.int/bases> and press ENTER.

5.3 The MS-IE will request the “Username” and “Password” corresponding to the State, Territory or International Organization as indicated in the figure shown below with the example of the username: Argentina and corresponding Password:



5.3.1 This process is termed “Authentication.” Once the Focal Point enters the correct data, the application will show the first results as depicted below. If the Focal Point does not enter the correct data, the MS-IE will show an error message as indicated in the following figure:



6. Procedure for the Selection of Query Criteria

6.1 Once authenticated with the procedure in item 5., the Focal Point shall obtain the Web form (for explanation, please refer to 4.1 and 4.2) shown below. Through this form, Focal Points will be able to view all CAR/SAM deficiencies.

The screenshot shows the GANDD web interface with the following search criteria: Region: SAM, Area: AGA, State: Argentina, Priority: A, B, U. The table below displays the search results.

Identification			Deficiencies			Action Plan				
ID	Requirement	State/Facilities and Services	Description	Notification Date	Remarks	Description	Executing Body	Completion Date	Priority	Remarks
AGA-19-S	Visual aids (Annex 14, Vol. I, Ch. 5)	Argentina, BUENOS AIRES/Ezeiza Aerodrome	Bad illumination of the apron area	11-2000	IATA/Letter sent to the President of ORSNA in November 2000 Fax letter 286/02 dated 30 OCT 2002 from Argentina	To improve the apron area illumination. ACTION TAKEN: The Administration is preparing a Corrective Action Plan. A requirement was formulated through the Regulatory Agency (ORSNA) to the Concessionaire in order to present a Corrective Action Plan "PENDING ACTION PLAN" ACTION PLAN: It is included in the rehabilitation of the apron area (AGAAOP/SGI4 Meeting, Mexico, 15-18 NOV 04)	Argentina	12-2004	A	
AGA-20-S	Visual aids (Annex 14, Vol. I, Ch. 5)	Argentina, BUENOS AIRES/Ezeiza Aerodrome	Lack of edge illumination in taxiway H and insufficient letter signs for information	11-2000	IATA/Letter sent to the President of ORSNA in November 2000 Fax 286/02 dated 30 OCT 2002 from Argentina	To provide edge illumination in taxiway H and to improve the letter signs for information. ACTION TAKEN: The Administration is preparing a Corrective Action Plan. A requirement was formulated through the Regulatory Agency (ORSNA) to the Concessionaire in order to present a Corrective Action Plan "PENDING ACTION PLAN" ACTION PLAN: ACTION	Argentina	3-2005	A	

6.2 The Focal Point shall select with a “click” the corresponding information, making use of the Web controls listed in the table in 4.2. These controls are “combo box,” and “radio” to select and process.press the button “Submit.”

6.3 The combination of this selection criteria shall produce the visualization of the information requested. In item 9., some practical cases are shown.

6.4 International Organizations participating in the GREPECAS mechanism will also be able to view deficiencies.

7. Procedure for Reporting Changes to Deficiencies

7.1 In order to update deficiencies, the Focal Point shall use the deficiencies reporting form. Access by pressing the button which identifies (column ID) the deficiency with the nomenclature “Area-ID-Region” of the deficiency. In doing so, the following screen shall be displayed:

[Spanish](#) | [ICAO Home](#) | [Contact CAR Office](#) | [Contact SAM Office](#)

International Civil Aviation Organization
CAR/SAM Regions

GREPECAS Air Navigation Deficiencies Database (GANDD)

Visit
000094
 ARG

Id	Area	Region	Subregion	Requirement	State	Corrected
142	AGA	SAM			Argentina/BUENOS AYRES/Aeródromo Ezeiza	2000 <input type="button" value="v"/>

Requirements	
Physical characteristics (Doc 8733, Vol. II, FASID)	
States/Facilities	Argentina/BUENOS AYRES/Ezeiza Aerodrome
Description	
RWY 11/29 length is 3300 m. The Regional ANP recommends 3700 m	
Date First Reported	4-6 DEC 2002
Remarks	
Detected during mission conducted by ICAO Secretariat <input type="button" value="v"/>	
Description/Corrective Action	
Inform the SAM Office when the remaining 400 m will be constructed "PENDING ACTION PLAN" COMMENTS: Information from Argentina indicates that the revised Master Plan considers rwy length of 3300 m, which is adequate for the operation of <input type="button" value="v"/>	
Executing Body	Argentina
Completion_date	TBD <input type="button" value="v"/>
Priority	B
<input type="button" value="Submit"/>	

7.2 The Focal Point has access to the green fields depicted in the figure in 7.1, in order to report changes to deficiencies. These fields include “Corrected” to indicate the year in which the deficiency was corrected, “Remarks,” “Description,” “Executive Body” and “Completion Date” in the format month and year.

7.3 When changes in the fields are completed, the Focal Point shall submit the changes by clicking the “Submit” button. The Regional Office will receive the update as an e-mail, with a copy to the corresponding field (AGA, ATM, MET, CNS and SAR).

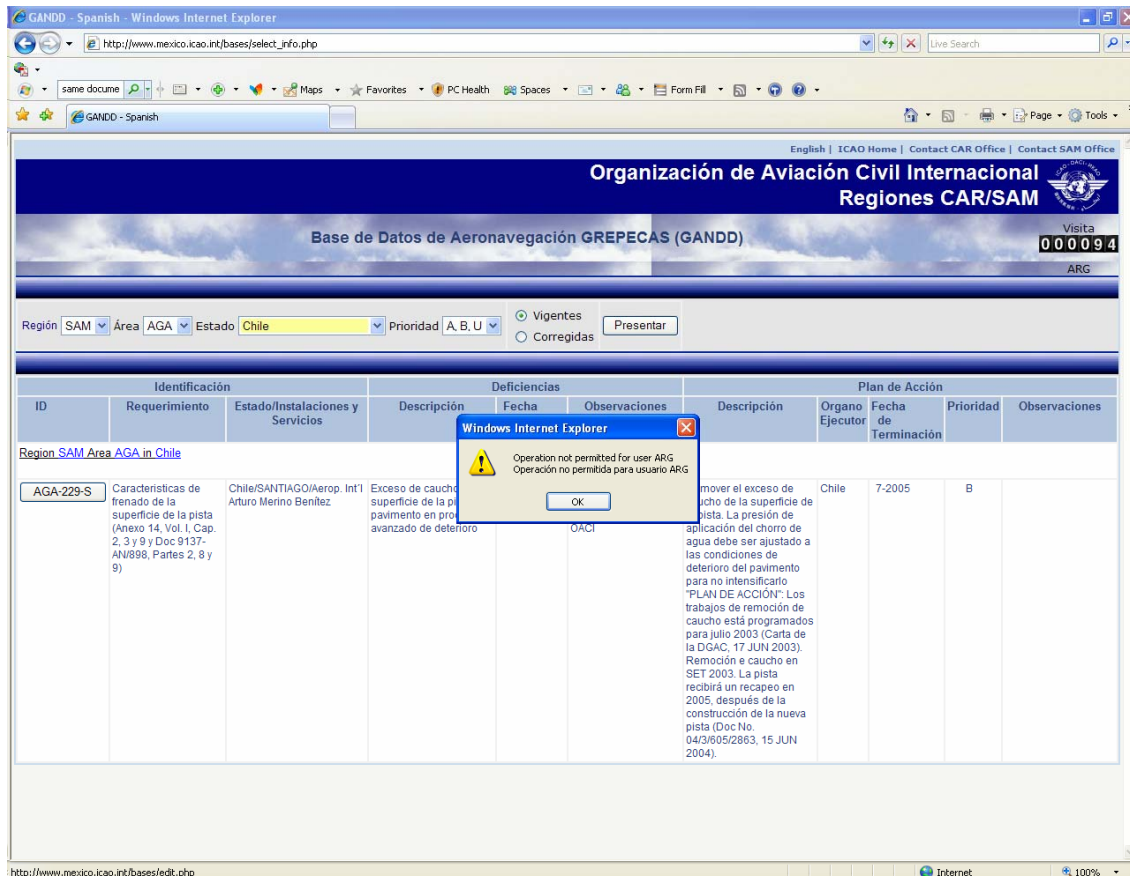
7.4 The Web form will finally show a message informing that the request is being processed as shown in the following figure below:

The screenshot shows the header of the ICAO website for the CAR/SAM region, titled "Organización de Aviación Civil Internacional Regiones CAR/SAM". Below the header is a banner for "Base de Datos de Aeronavegación GREPECAS (GANDD)". To the right of the banner, there is a "Visita" counter showing "000090" and the country code "PRY". Below the banner is a table with the following data:

Id	Área	Región	Subregión	Requerimiento	Estado	Corregido
24	AGA	SAM		ANNEX	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	2000

Your request has been processed. Thank you.

7.5 The button to report deficiency updates only operates with the deficiencies corresponding to the State in which the Focal Point has access. For example the focal point for Argentina will be able to see all CAR/SAM deficiencies, but will only be able to report those of Argentina. Otherwise, an error message will be received indicating that “the operation is not available” as shown in the following figure:



7.6 Through these changes, the State is able to report the Regional Offices with changes for updating deficiencies registered in the GANDD and is able to see them reflected in the documentation for revision by the GREPECAS mechanism meetings or other air navigation meetings.

8. Requesting Technical Support

8.1 The Focal Point will be able to request technical support by using the link shown in the upper right part of the form, as shown in figure in 4.1.

8.2 E-mail will be addressed to the ICT area of the corresponding Regional Office, to Messrs:

- Gabriel Meneses gmeneses@mexico.icao.int for the CAR Region.
- Arturo Martínez amartinez@lima.icao.int for the SAM Region.

9. Case Studies

9.1 Please note 4.1 and 4.2 for case selection of data criteria and reference.

9.2 Form for Outstanding Deficiencies for a Specific State and Area is shown below.
State: Argentina, Area: AGA.

Spanish | ICAO Home | Contact CAR Office | Contact SAM Office

International Civil Aviation Organization
CAR/SAM Regions

GREPECAS Air Navigation Deficiencies Database (GANDD)

Visit **000094**
ARG

Region: SAM Area: AGA State: Argentina Priority: A, B, U

Outstanding Corrected

Identification			Deficiencies			Action Plan				
ID	Requirement	State/Facilities and Services	Description	Notification Date	Remarks	Description	Executing Body	Completion Date	Priority	Remarks
Region SAM Area AGA in Argentina										
AGA-19-S	Visual aids (Annex 14, Vol. I, Ch. 5)	Argentina, BUENOS AIRES/Ezeiza Aerodrome	Bad illumination of the apron area	11-2000	IATA Letter sent to the President of ORSNA in November 2000 Fax letter 286/02 dated 30 OCT 2002 from Argentina	To improve the apron area illumination. ACTION TAKEN: The Administration is preparing a Corrective Action Plan. A requirement was formulated through the Regulatory Agency (ORSNA) to the Concessionaire in order to present a Corrective Action Plan "PENDING ACTION PLAN"	Argentina	12-2004	A	
AGA-20-S	Visual aids (Annex 14, Vol. I, Ch. 5)	Argentina, BUENOS AIRES/Ezeiza Aerodrome	Lack of edge illumination in taxiway H and insufficient letter signs for information	11-2000	IATA Letter sent to the President of ORSNA in November 2000 Fax 286/02 dated 30 OCT 2002 from Argentina	To provide edge illumination in taxiway H and to improve the letter signs for information. ACTION TAKEN: The Administration is preparing a Corrective Action Plan. A requirement was formulated through the Regulatory Agency (ORSNA) to the Concessionaire in order to present a Corrective Action Plan "PENDING ACTION PLAN"	Argentina	3-2005	A	


Done

9.3 Form for Corrected Deficiencies for a Specific State and Area is shown below.
 State: Argentina, Area: AGA.

The screenshot shows the GANDD (GREPECAS Air Navigation Deficiencies Database) web application. The interface includes a search filter for Region SAM, Area AGA, and State Argentina. The table below lists the deficiencies found for this region and area.

Identification	State/Facilities and Services	Notification Date	Priority	Completion Date	Executing Body	Remarks
AGA-18-S	Visual aids (Annex 14, Vol. I, Ch. 5)	Argentina, BUENOS AIRES/Ezeiza Aerodrome	1996	U	2002	Argentina
AGA-141-S	Bird Hazard Committee (Annex 14, Vol. I Ch. 9.5 and its Amendment No. 5)	Argentina/All international airports	DEC-2002	B	2004	Argentina
AGA-143-S	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/BUENOS AYRES/San Fernando Aerodrome	DEC-2002	B	TBD	Argentina
AGA-147-S	RVR (Doc 8733, Vol. II, FASID)	Argentina/CATARATAS DEL IGUAZU/My. Carlos Eduardo Krause Aerodrome	DEC-2002	B	DEC-2005	Argentina
AGA-149-S	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/COMODORO RIVADAVIA/General Moscón Aerodrome	DEC-2002	B	TBD	Argentina
AGA-151-S	RVR (Doc 8733, Vol. II, FASID)	Argentina/COMODORO RIVADAVIA/General Moscón Aerodrome	DEC-2002	B	2006	Argentina
AGA-152-S	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/CORDOBA/Ing. Aer. Taravella Aerodrome	DEC-2002	B	2004	Argentina
AGA-155-S	RVR (Doc 8733, Vol. II, FASID)	Argentina/CORDOBA/Ing. Aer. Taravella Aerodrome	DEC-2002	B	DEC-2005	Argentina
AGA-156-S	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/FORMOSA	DEC-2002	B	TBD	Argentina
AGA-157-S	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/FORMOSA	DEC-2002	B	TBD	Argentina
AGA-158-S	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/FORMOSA	DEC-2002	B	TBD	Argentina

9.4 Form for reporting deficiencies.

Spanish ICAO Home Contact CAR Office Contact SAM Office						
International Civil Aviation Organization CAR/SAM Regions						
GREPECAS Air Navigation Deficiencies Database (GANDD)						Visit 000094
						ARG
Id	Area	Region	Subregion	Requirement	State	Corrected
19	AGA	SAM		ANNEX	Argentina, BUENOS AIRES/Ezeiza Aeródromo	2000
Requirements						
Visual aids (Annex 14, Vol. I, Ch. 5)						
States/Facilities			Argentina, BUENOS AIRES/Ezeiza Aerodrome			
Description						
Bad illumination of the apron area						
Date First Reported	11/2000					
Remarks						
IATA/Letter sent to the President of ORSNA in November 2000 Fax letter 286/02 dated 30 OCT 2002 from Argentina						
Description/Corrective Action						
To improve the apron area illumination. ACTION TAKEN: The Administration is preparing a Corrective Action Plan. A requirement was formulated through the Regulatory Agency (ORSNA) to the Concessionaire in order to present a Corrective Action Plan						
Executing Body	Argentina					
Completion_date	DEC 04				Priority	A
<input type="button" value="Submit"/>						

- END -

APPENDIX B

NATIONAL COORDINATORS FOR THE GANDD - SAM REGION

State	National Coordinator	E-mail address
Argentina	Eduardo Rodino	buecrucga@faa.mil.ar
Bolivia		
Brasil	Paulo Jorge de Medeiros Vieira	paulo.jorge@anac.gov.br
Chile	Darío Retamal Bustos	dretamal@dgac.cl
Colombia	Grupo de Proyectos Internacionales	nsanchez@aerocivil.gov.co
Ecuador		
Guyana Francesa		
Guyana	Director Air Navigation Services	dns@gcaa-gy.org
Panama		
Peru	Raymundo Hurtado Paredes	rhurtado@mtc.gob.pe
Paraguay	Hernán Jhonny Colman	gna@dinac.gob.py
Suriname		
Uruguay		
Venezuela		

APPENDIX B

NATIONAL COORDINATORS OF THE GANDD - NACC REGION

State	National Coordinator	E-mail address
Antigua and Barbuda/Antigua y Barbuda		
Bahamas		
Barbados	Anthony Archer	civilav@sunbeach.net
Belize/Belice		
Costa Rica	Luis Gustavo González Trigo	ggonzalez@dgac.go.cr
Cuba	Iraida Alfonso	iraida.alfonso@iacc.avianet.cu
Dominican Republic/República Dominicana	Santiago Rosa	subdirector_sna@dgac.gov.do
El Salvador	P.A. Mauricio E. Rivas Rodas	navegacion-aerea@acc.gob.sv
Grenada/Granada		
Guatemala		
Haiti	Jacques Boursiquot	jboursiquot@ofnac.org
Honduras	Geovany Saucedo	gsauceda@yahoo.com
Jamaica	Patrick Stern	dans@jcca.gov.jm
Mexico	Ing. José Javier Roch Soto	jjrochso@sct.gob.mx
Nicaragua	Orrin Watson Sinclair	dgac@mti.gob.ni
Saint Lucia/Santa Lucía		
Saint Kitts and Nevis/San Kitts y Nevis		
Saint Vincent and the G./San Vicente y las Granadinas	Mr. Alastair Alexander	ETJoshua@caribsurf.com
Trinidad and Tobago/Trinidad y Tabago		
United States/Estados Unidos	Cassandra Jordan	cassandra.jordan@faa.gov
Anguilla	* Richard Evans	
Aruba	Louis Reed	louis.reed@aruba.gov.aw
Bermuda	* Richard Evans	
Cayman Islands/Islas Caimanes	* Richard Evans	
Montserrat	* Richard Evans	
Netherlands Antilles/Antillas Neerlandesas		
Turks and Caicos/Islas Turcas y Caicos	* Richard Evans	
Dominica		

British Virgin Islands/Islas Vírgenes Británicas	* Richard Evans	
French Antilles/Antillas Francesas	Roger-Gabriel PRUDENT	roger-gabriel.prudent@aviation-civile.gouv.fr
COCESNA	Ing. José Ramón Oyuela M.	jroyuela@cocesna.org
IATA	Peter Cerda	cerdap@iata.org
IFALPA	Salvador Gayon	sgayon@prodigy.net.mx
IFATCA	Juan Perez Mafla	jpmafla@cwpanama.net
ACI		
UK	Richard Evans	Richard.Evans@dft.gsi.gov.uk

*Passwords provided to UK representative