



ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

WORKING PAPER

NACC/WG/5 — WP/05  
19/05/17

**Fifth North American, Central American and Caribbean Working Group Meeting (NACC/WG/5)**  
Port of Spain, Trinidad and Tobago, 22-26 May 2017

- Agenda Item 2: Follow-Up on the Previous Conclusions and Agreements from NACC/WG, GREPECAS and Other Related Matters**
- 2.4 Review of the status of air navigation deficiencies reported in the GREPECAS Air Navigation Deficiencies Database (GANDD)**

**REVIEW OF THE STATUS OF AIR NAVIGATION DEFICIENCIES REPORTED IN THE GREPECAS AIR NAVIGATION DEFICIENCIES DATABASE (GANDD)**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This working paper presents updated information on the actions carried out by the States and ICAO regarding the priority “A”, “B” and “U” deficiencies of the Caribbean States/Territories/International Organizations, so the Meeting take note and agree on actions to resolve the aforementioned deficiencies.	
<b>Action:</b>	Suggested in Section 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Environmental Protection</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Seventeenth Meeting of the CAR/SAM regional planning and Implementation Group (GREPECAS/17) (Cochabamba, Bolivia (Plurinational State of), 21 – 25 July 2014)</li><li>• GREPECAS Air Navigation Deficiencies Data Base (GANDD)</li><li>• Fourth Meeting of the Programmes and Projects Review Committee (PPRC/4) of GREPECAS, Lima, Peru, 12 to 14 July 2016.</li></ul>

## 1. Introduction

1.1 Based on the uniform methodology for the identification, evaluation and notification of air navigation deficiencies formulated by the ICAO Council, GREPECAS and its contributory bodies have determined to evaluate the deficiencies in the air navigation fields within the CAR/SAM Regions classified as “A” and “B” (necessary for air navigation safety and for the regularity and efficiency of air navigation) and with “U” priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions.

## 2. Discussion

2.1 GREPECAS, approved an application of ICAO dispositions on Safety Management System (SMS), for identification, evaluation and notification of air navigation deficiencies.

2.2 In order to assist States in the implementation of this methodology, the ICAO NACC Regional Office recommended that:

- The methodology must meet SMS requirements established in Annex 19
- ICAO NACC Regional Office to provide assistance to States for SSP and SMS implementation
- States should provide data and analysis in order to establish right criteria in the risk assessment

2.3 **Appendix A** to this working paper presents a summary of the current status of deficiencies “A”, “B” and “U”. Recently, there has been a positive response in the resolution of “U” deficiencies, dropping significantly.

2.4 Review of air navigation deficiencies is the responsibility of civil aviation authorities, it is necessary to promote measures aimed at supporting Civil Aviation Administrations to resolve their deficiencies and establish specific dates of implementation for their resolution.

2.5 From the review of ICAO of the corrective action plan it was observed that some State Point of Contacts (PoC) have not updated the GANDD and there are common deficiencies in many States.

2.6 ICAO urge States to review deficiencies as well as the development of an appropriate Corrective Action Plan (CAP), showing evidences to be sent by email to ICAO in order to conduct an individual follow-up with each State’s PoC.

2.7 ICAO has carried out several events to assist States in revolving their deficiencies providing guidance material, available for States to ease the implementation solution.

2.8 **Appendix B** shows the review of deficiencies and actions by ICAO for assisting the States in resolving these deficiencies.

**3. Suggested action**

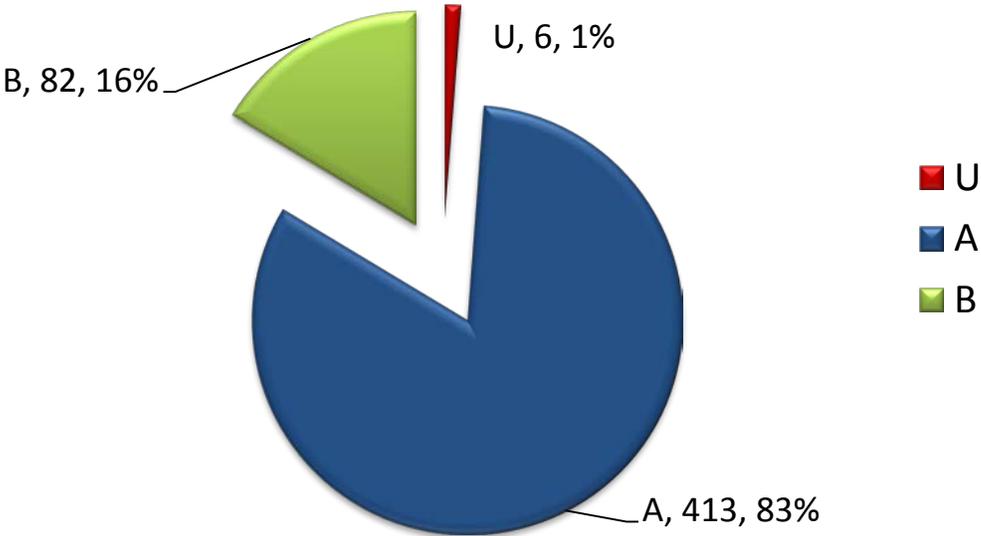
3.1 The Meeting is invited to:

- a) take note of the information contained in this Working Paper;
- b) coordinate with your State PoC to review its outstanding deficiencies, with the assistance of ICAO for any update or clarification by December 2017; submitting the applicable evidence to ICAO NACC Office, by e-mail if possible;
- c) recommend additional actions as deemed appropriate.

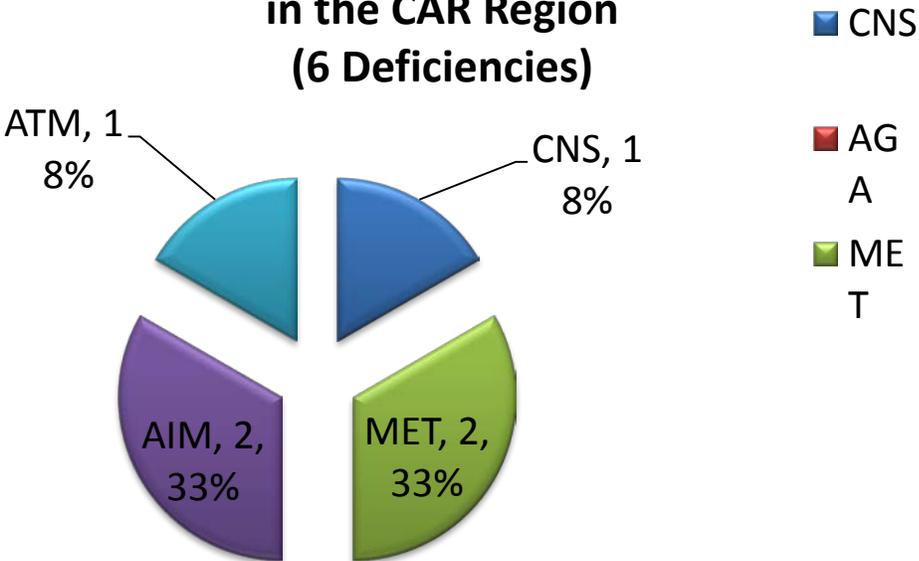
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APPENDIX/APÉNDICE A

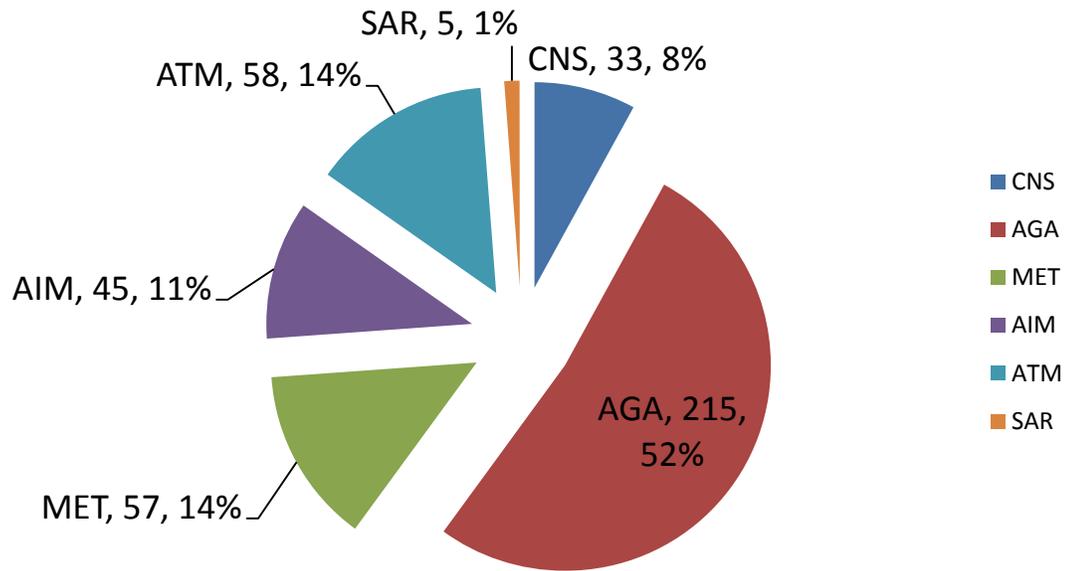
### Outstanding Air Navigation Deficiencies by Priority “U”, “A” and “B” in the CAR Region (501 Deficiencies)



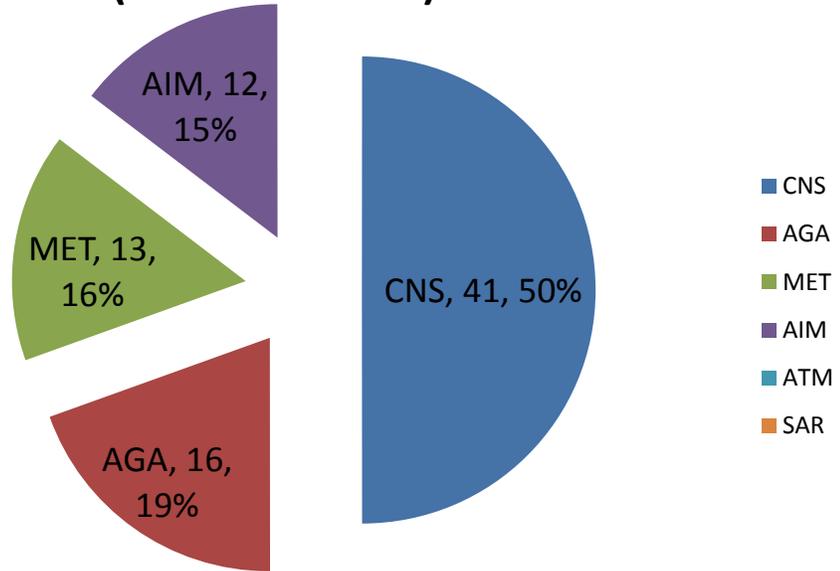
### Outstanding Priority “U” deficiencies by field in the CAR Region (6 Deficiencies)



### Outstanding Priority “A” deficiencies by field in the CAR Region (413 Deficiencies)



### Outstanding Priority “B” deficiencies by field in the CAR Region (82 Deficiencies)



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**APPENDIX/APÉNDICE B****AGA DEFICIENCIES****Action by ICAO: Assistance through events**

<b>Common deficiencies</b>	<b>Assistance of ICAO through</b>
Lack of runway maintenance	ALACPA
Lack of runway friction measurement	ALACPA
Lack of aerodrome bird/animal control and management	CARSAMPAF
Deficient visual aids (signs, signage and illumination)	Workshops and Mission Assistance visits to States
Lack of obstacles control around aerodromes	Workshops
Lack of firefighting SEI personnel training	
lack of partial exercises and SEI totals	
Lack of RESAS (Runway End Safety Area)	ICAO Workshops
Insufficient runway strips	
Runway strip objects	
No signage of safety lines at the platforms	

**Deficiencies AIS**

<b>Common deficiencies</b>	<b>Assistance of ICAO through</b>
Partial Applic ICAO Req for IAP charts	Aeronautical Charts will be attended in 2018 with Workshops and Mission Assistance visits to States
Partial Applic ICAO Req for Aerod/Helip charts	
Partial Applic ICAO Req for Enroute charts	
Partial application Aerodrome Obst, Chart ICAO Type A	
Update VFR charts published in AIP including Aerodrome	
Complete Implementation of QMS	ICAO guidance and Mission Assistance visits to States
Implementation of eTOD	eTOD Workshop and Mission Assistance visits to States
Lack of AIS-AIM TRAIN personnel	ICAO guidance

Common deficiencies	Assistance of ICAO through
Comply ICAO Req for adequate cond and Org in AIM	ICAO guidance and Mission Assistance visits to States
Lack implementation equipment, personnel, software, etc.	ICAO guidance and Mission Assistance visits to States
Implementation of AIXM	AIXM Workshops and Mission Assistance visits to States
Lack of AIM implementation	ICAO guidance and Mission Assistance visits to States
Not enough qualified AIS/AIM personnel	Mission Assistance visits to States
No LOAs with NOTAM data originators	ICAO guidance
Not sufficient AIS liaison with other Air Navigation Areas	Mission Assistance visits to States

### ICAO Assistance through seminars and workshops

#### CNS deficiencies

Common deficiencies	Assistance of ICAO through
Lack of facility/ service implementation	Evaluation of Performance needed- ASBU planning ICAO workshop
Optimum use of frequency spectrum	Coordination with ICAO
Lack of Nav aids monitor	
Deficient nav aids flight inspections	
Lack of performance based System planning	Evaluation of Performance needed- ASBU planning ICAO workshop
Lack of ANS oversight	ICAO ANS and CMO workshops
Lack of 24-bits aircraft address registry implementation	Use ICAO guidance in ICAO website
latest ICAO outstanding amendments not available	
Application of ASTERIX codes	Use ICAO guidance in ICAO website
Application of regional IPv4 addressing scheme	Use ICAO guidance in ICAO website
Lack of voice recording or UTC synchronization	
Incorrect Navaid/Com information published in AIP	
Deficient radar/ Com service	ICAO workshop- Meeting of Implementation Groups