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

WORKING PAPER

NACC/WG/10 — WP/03
03/09/25

Tenth North American, Central American and Caribbean Working Group Meeting (NACC/WG/10)
Tulum, Mexico, from 8 to 12 September 2025

Agenda Item 2: **Follow-up to the Conclusions and Previous Agreements of the NACC/WG, GREPECAS and NACC/DCA meetings**

MANAGEMENT OF DEFICIENCIES IN THE CAR REGION

(Presented by Secretariat)

EXECUTIVE SUMMARY

This Working Paper presents an update report on the deficiencies of the Air Navigation Services (ANS) registered in the GREPECAS Air Navigation Deficiencies Database (GANDD) and proposes actions for the revision and updating of the deficiencies contained in the GANDD

Action:	Suggested actions are included in Section 3
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency
References:	• NACC/DCA/4 NE/07 • GANDD User´s Guide

1. Introduction

1.1 According to the definition adopted by the ICAO Council, an air navigation deficiency is a situation in which an installation, service or procedure is not provided in accordance with an approved regional plan or ICAO standards and recommended practices (SARPs), and which adversely affects the safety and/or efficiency of international civil aviation. These deficiencies may be related to:

- Physical infrastructure (aerodromes, navigation equipment).
- Services (air traffic control, aeronautical information).
- Operational procedures

1.2 The GREPECAS Air Navigation Deficiencies Database (GANDD) is the official repository where these deficiencies are recorded. During the Fourth Meeting of Civil Aviation Directors of North America, Central America and the Caribbean (NACC/DCA/4), the methodology for the identification, evaluation and notification of air navigation deficiencies approved by GREPECAS was reviewed.

2. Discussion

2.1 Effective deficiency management is an important opportunity to identify, analyse and seek solutions to improve compliance with and implementation of air navigation requirements. Although the management of GANDD deficiencies is no longer done through the GANDD site, the updating of the list continues to be carried out.

2.2 Keeping the GANDD up to date is crucial because it allows monitoring the state of safety in the RAC/SAM region, facilitates regional planning and decision-making by GREPECAS and ICAO, avoids duplication and omissions that could put civil aviation at risk, promotes transparency and accountability among States and contributes to compliance with the Universal Security Oversight Audit Program Operational (USOAP)

2.3 In recent months, the different NACC/WG task forces (TFs) have followed up for its update. The NACC Office circulated the Status Letter **NACC115849** dated 15 May 2025, to the States to update the list of GANDD deficiencies. Several task forces have been managing the update of the GANDD deficiencies. To date, ATM-related and some AGA impairments have been updated, with the list of impairments updated as described in the **Appendix**. In this regard, the AGA/TF has planned update responses to these deficiencies by 31 October 2025, and the MET/TF will follow up on these at its next TF meeting.

3. Suggested actions

3.1 The Meeting is invited to:

a) Take note of the information on the ANS deficiencies recorded in the GANDD;
b) Review the list of valid deficiencies shown in the Appendix to this note, reporting any updates to the Secretariat;
c) Work on the ANS deficiencies in the context of each TF and in coordination with the Secretariat as part of the possible support and assistance for their solution
d) Suggest any other action that is pertinent to this issue

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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AGA FIELD IN THE CAR REGION

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ATG Antigua and Barbuda										
AGA 612 CAR	Mandatory instruction signs (Annex 14, Vol. I, 5.4.2.1 and 5.4.2.12; 5.2.8.4; 5.3.18.1)	Antigua and Barbuda	Lack of runway holding position signs on the intersection of GA TWY and active RWY and most of TWY/RWY intersections. The TWY centerline marking is not located at the center of the TWY width. Implement enhanced TWY centreline and lighting for night operations	MAY/ 2017		A	Implement runway holding position signs at both sides of the RWY/TWY intersections. Implement enhanced taxiway centreline markings at each taxiway/runway intersection. Provide TWY edge lights. Note: Delete RWY closure markings in GA TWY.	ECCAA and V.C. Bird Intl	JUN/ 2022	Implement runway holding position signs at both sides of the RWY/TWY intersections. Implement enhanced taxiway centreline markings at each taxiway/runway intersection. Provide TWY edge lights. Note: Delete RWY closure markings in GA TWY. Target: Completion date October 2020.
AGA 613 CAR	Road holding position marking (Annex 14, Vol. I, 5.2.15 and5.4.7)	Antigua and Barbuda	The RFFs vehicle service road has no markings and no signs	MAY/ 2017		A	The vehicle service road by the RFF services should be named and have clear mandatory signage and markings placed on the road.	ECCAA and V.C. Bird Intl	OCT/ 2020	The vehicle service road by the RFF services should be named and have clear mandatory signage and markings placed on the road. Completion date October 2020

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BHS Bahamas										
AGA 503 CAR	Visual approach slope indicator systems (Annex 14, Vol. I, Section 5.3.5.1 & 5.3.5.23)	Bahamas, NORTH ELEUTHERA, North Eleuthera Intl.	There are no PAPIS or VASIS.	JUL/ 2009	Reported by IFALPA. December 2008 ICAO Visit December 2009	A	Awaiting Flight Test.	Bahamas	JUN/ 2022	North Eleuthera is poise for a new terminal and will receive new visual aids in the process, which is in-compliance with BASR 21.233 The are no PAPI in place and the master plan for the construction of the terminal is expected at the end of the month.
AGA 504 CAR	Markings (Annex 14, Vol. I, Section 5.2.1.4)	Bahamas, NORTH ELEUTHERA, North Eleuthera Intl.	Inadequate Runway Markings	JUL/ 2009	Reported by IFALPA December 2008 ICAO Visit December 2009 Runway will be expanded when new construction project begins and markings will be added.	A	Runway markings required. Due to the hurricane in 2020 plans were postponed for 2021-22	Bahamas	JUN/ 2022	Runway will be expanded when new construction begins and markings will be add this per BASR section 21.170 subpart d The master plan for construction of the new terminal is expected at the end of the month which will include reconstruction of a new runway, update will be given once document is received. Runway markings required. Due to the hurricane in 2020 plans were postponed for 2021-22
AGA 526 CAR	Aerodrome emergency planning (Annex 14, Vol. I, 9.1)	Bahamas, NASSAU, Nassau Intl.	The CAD does not ensure the periodic testing of an AEP, coordination of specialist rescue services at the aerodrome with difficult terrain and the implementation of emergency command centre.	DEC/ 2009	ICAO visit December 2009	A	The CAD should ensure that the airport operator comply with periodic testing of the AEP, availability and coordination of specialist rescue services at MYNN considering difficult terrain, and the implementation of emergency command centre.	Bahamas	OCT/ 2021	AEP works are carried out every two years and they have been established as per BASR 21.557 The Nassau Airport Development Co. has implemented and AEP and has slated a full scale exercise for their 2 year requirement for September 2015.

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AGA 636 CAR	Signs shall be provided to convey a mandatory instruction, information on a specific location or destination on the movement area or to provide other information. Signs shall be illuminated in accordance with the provisions of Appendix 4 of Annex 14, Vol. I, 5.4.1.1	Bahamas	Provide mandatory and instruction signs	MAY/ 2018		A	Provide mandatory and instruction signs	LPIA	DEC/ 2021	The information signs were found in a much degraded condition, the colours are faded, compromising the luminance performance influencing its illumination and legibility.
AGA 637 CAR	When designating taxiways, the use of the letters I, O or X and the use of words, such as inner and outer, should be avoided wherever possible to avoid confusion with numerals 1, 0 and closed marking. ICAO Annex 14, Chapter 5.4.3.36.	Lynden Pindling International Airport/Nassau	Several information signs need to be renamed in order to avoid confusion when conveying mandatory or information instructions.	MAY/ 2018		A	Avoid using letters I, O, or X when designating taxiways.	LPIA	DEC/ 2021	When designating taxiways, the use of the letters I, O or X and the use of words, such as inner and outer, should be avoided wherever possible to avoid confusion with numerals 1, 0 and closed marking. ICAO Annex 14, Chapter 5.4.3.36.
AGA 638 CAR	A graded runway strip shall be provided for an instrument runway within at least 75 m from the centre line. For a precision approach runway, it may adopt a greater width where the code number is 3 or 4. Annex 14 Chapter 3, 4.8.	Lynden Pindling International Airport/Nassau	The runway strip is not graded, the surface is not adequately prepared.	MAY/ 2018		A	Provide a graded runway strip	LPIA	OCT/ 2021	A graded runway strip shall be provided for an instrument runway within at least 75 m from the centre line. For a precision approach runway, it may adopt a greater width where the code number is 3 or 4. Annex 14 Chapter 3, 4.8
AGA 639 CAR	A runway-holding position marking shall be displayed along a runway-holding position. Marking (Annex 14, Vol. I, 5.2, 5.2.10)	Lynden Pindling International Airport/Nassau	The runway holding position marking is not aligned with the runway-holding position signs.	MAY/ 2018		A	Align the runway holding position marking with the runway-holding position signs.	LPIA	OCT/ 2021	A runway-holding position marking shall be displayed along a runway-holding position. Annex 14 Chapter 5.2.10.1
AGA 642 CAR	The location of the fire station does not allow a straight access to the movement area compromising the response time of the ARFF. Rescue and firefighting (A14, Vol. I, 9.2, 9.2.34)	Lynden Pindling International Airport/Nassau	The location of the fire station does not allow a straight access to the movement area compromising the response time of the ARFF	MAY/ 2018		A	Relocate the fire station so that the access for RFF vehicles into the runway area is direct and clear, requiring a minimum number of turns	LPIA	OCT/ 2021	The location of the airport fire station is a primary factor in ensuring that recommended response times can be achieved; that is, two minutes and no more than three minutes to the end of each runway

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AGA 644 CAR	The concrete bases where the signs are placed shall be at the same level of the runway strip. The portion of a strip of an instrument runway within at least 75 m from the centre line should be graded. Signs (Anexo 4, Vol. I, 5.4, 5.4.1.3)	Grand Bahama International Airport / Freeport	The concrete bases of several information signs were not levelled and protruding the runway strip.	MAY/ 2018		A	The concrete bases shall be flush with the runway strip	GBAC	DEC/ 2018	
AGA 645 CAR	All taxiway edge lights should be placed back to its original position and the electrical system should be properly installed and avoid the presence of electrical cables on ground. Ligths (A14, Vol. I, 5.3, 5.3.9)	Bahamas	The taxiway edge lights some were broken and others taken off from their original position posing safety risks to aircraft operations.	MAY/ 2018		A	Reposition of the taxiway edge light.	GBAC	DEC/ 2018	
AGA 647 CAR	The runway-holding position marking shall be displayed along a runway-holding position. Marking (A14, Vol. I, 5.2, 5.2.10)	Grand Bahama International Airport / Freeport	The runway holding position markings were not aligned with the holding position signs and in some cases it was noted the lack of these signs.	MAY/ 2018		A	Align the runway holding position markings with the holding position signs	GBAC	DEC/ 2022	
AGA 648 CAR	The PAPIs shall be aligned with the aiming point. The aiming point marking shall commence no closer to the threshold than the distance of 400 m (Annex 14, Vol. I, 5.2.5.3, Table 5.1). Lights (A14, Vol. I, 5.3, 5.3.5)	Grand Bahama International Airport / Freeport	The aiming point markings are not aligned with the PAPI lights.	MAY/ 2018		A	Realign the PAPIs with the aiming point and review marking.	GBAC	OCT/ 2018	
AGA 649 CAR	All the PAPIS concrete bases sited on the runway strip shall be flushed with the surface of the runway and satisfy the relevant frangibility requirement (Annex 14, Vol. I, 3.4.10. Signs (A14, Vol. I, 5.4, 5.4.1.3)	Bahamas	The concrete bases of the PAPIs protrude the runway strip surface level and they are not frangible	MAY/ 2018		A	PAPIs concrete bases shall be flush with the surface of the runway strip	GBAC	DEC/ 2022	
AGA 650 CAR	A paved runway shall be maintained in a condition so as to provide surface friction characteristics at or above the minimum friction level specified by the State, followed by rubber removal and repainting runway markings (Annex 14, Vol. I, 10.2.3; 10.3.1). Pavements (A14, Vol. I, 10.2, 10.2.3; 10.3.1)	Grand Bahama International Airport / Freeport	The presence of rubber deposits was observed on the runway and markings were faded.	MAY/ 2018		A	Remove rubber from runway.	GBAC	DEC/ 2022	

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AGA 651 CAR	Design a turn pad according to ICAO Doc 9157 Part 1, Appendix 4. Markings (A14, Vol. I, 5.2, 5.2.9 & 5.3.19)	Grand Bahama International Airport / Freeport	Runway turn pad without markings and signage.	MAY/ 2018		A	Design the turn pad and provide marking and signage.	GBAC	DEC/ 2022	
AGA 652 CAR	The wind direction indicator should be in the form of a truncated cone made of fabric and should have a length of not less than 3.6 m and a diameter, at the larger end, of not less than 0.9 m (Annex 14, 5.1.1.3 and 5.1.1.4). Visual aids for navigation (A14, Vol.I, 5, 5.1.1)	Grand Bahama International Airport / Freeport	There are 3 windsocks placed on the movement area however only one windsock appears to be in good condition and operational.	MAY/ 2018		A	Replace the two wind indicators that are unserviceable	GBAC	OCT/ 2021	
AGA 653 CAR	Provide road-holding position sign at all road entrances to a runway (Annex 14, Vol. I, 5.4.7.1) Markings (A14, Vol. I, 5.2, 5.2.15)	Grand Bahama International Airport / Freeport	The access for rescue and firefighting vehicles into the movement area is direct and clear however marking and signs are required.	MAY/ 2018		A	Provide road-holding position sign	GBAC	OCT/ 2018	
AGA 654 CAR	Provide graded TWY shoulders and taxiway marking.	Grand Bahama International Airport / Freeport	Lack of taxi side stripe marking.	MAY/ 2018		A	Provide a pair of solid lines, each 15 cm wide and spaced 15 cm apart and shall be painted with yellow colour	GBAC	OCT/ 2021	
AGA 655 CAR	Aprons for international and domestic flights were found deficient in terms of markings and signage. Apron (A14, Vol. I, 5.2.13 and ACI Apron Marking and Signs Handbook, 3rd Ed. 2017)	Grand Bahama International Airport / Freeport	The apron area not adequate to allow expeditious handling of the aerodrome traffic at its maximum anticipated traffic density	MAY/ 2018		A	Provide markings and signs. Consideration also has to be given to the provision of service roads and to manoeuvring and storage area for ground equipment .	GBAC	OCT/ 2022	
AGA 656 CAR	Transitional surface. A complex surface along the side of the strip and part of the side of the approach surface, that slopes upwards and outwards to the inner horizontal surface (Annex 14, Vol. I, 4.1.13-4.1.15).	Marsh Harbour International Airport	Newly constructed ATC Tower appears to significantly penetrate the Obstacle Limitation Surface of the runway, as do the trees along the southern perimeter.	MAY/ 2018		A	ATC Tower should be commissioned, as soon as possible. OLS must be accurately assessed.	MYAM/BAA	OCT/ 2022	
AGA 657 CAR	Signs shall be provided to convey a mandatory instruction, information on a specific location or destination on a movement area or to provide other information (Annex 14, Vol. I, 5.4.1.1). Signs (A14, Vol. I, 5.4.1.1)	Marsh Harbour International Airport	Signs are generally inadequate, nonstandard and not in accordance with ICAO requirements	MAY/ 2018		A	Provide signs confining them near a runway or taxiway and shall be sufficiently low to preserve clearance for propellers and the engine pods of jet aircraft.	MYAM/BAA	DEC/ 2022	

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AGA 658 CAR	Markings need to be designed and applied for taxi lanes, aircraft lead-in and nose-wheel stop bars per aircraft type (Annex 14, 5.2 refers. See also ACI Apron Markings & Signs Handbook).	Marsh Harbour International Airport	Apron markings are generally inadequate, non-standard, stripping or absent.	MAY/ 2018		A	Design a plan for markings on taxi lanes, aircraft lead-in and nosewheel stop bars per aircraft type.	MYAM/BAA	DEC/ 2022	
AGA 659 CAR	The surface of a runway shall be maintained in a condition so as to prevent formation of harmful irregularities and eliminating any foreign object debris (FOD) (Annex 14, Vol. I, 10.2.1 & 10.2.2).	Marsh Harbour International Airport	Pavements unravelling in several areas, creating a Foreign Object Debris (FOD) hazard.	MAY/ 2018		A	Corrective maintenance action shall be taken to prevent the runway surface friction characteristics for either the entire runway or a portion thereof from falling below a minimum friction level specified by the State.	MYAM/BAA	DEC/ 2022	
AGA 660 CAR	In order to provide continuity of guidance, an unserviceable light shall not be permitted adjacent to another unserviceable Light (Annex 14, Vol. I, 10.5.11 & 12.	Marsh Harbour International Airport	Lighting and fixtures broken, lights unserviceable; markings faded and stripped.	MAY/ 2018		A	During any period of operations, all runway lights shall be serviceable and that, in any event, at least 85 per cent of the lights are serviceable in the runway edge lights and runway end lights.	MYAM/BAA	DEC/ 2022	
AGA 661 CAR	Apron safety lines shall be located to define the areas intended for use by ground vehicles and other aircraft servicing equipment, etc., to provide safe separation from aircraft (Annex 14, 5.2.14.2). Apron safety lines (Annex 14, 5.2.14.2).	Marsh Harbour International Airport	Apron Safety Areas need to be designed and applied to accommodate the largest aircraft using each stand and define areas intended for use by ground support vehicles and equipment.	MAY/ 2018		A	Provide apron safety lines for safe separation from aircraft.	MYAM/BAA	OCT/ 2021	
AGA 662 CAR	On aprons, consideration also has to be given to the provision of service roads and to manoeuvring and storage area for ground equipment (Annex 14, Vol. I, 3.13.6). Service roads (Annex 14, Vol. I, 3.13.6)	Marsh Harbour International Airport	Service road lanes should be painted, defining access routes for emergency and service vehicles	MAY/ 2018		A	Provide service roads markings and signs.	MYAM/BAA	OCT/ 2021	

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AGA 663 CAR	The plan shall coordinate the response or participation of all existing agencies which, in the opinion of the appropriate authority, could be of assistance in responding to an emergency. (Annex 14, Vol. I, 9.1.1; 9.1.3 & 9.1.5).	Bahamas	The aerodrome emergency plan document is incomplete.	MAY/ 2018		A	The aerodrome emergency plan document should include the following: a) types of emergencies planned for; b) agencies involved in the plan; c) responsibility and role of each agency, the emergency operations centre and the command post, for each type of emergency. Aerodrome emergency plan (A14, Vol. I, 9.1.1; 9.1.3 & 9.1.5).	MYAM/BAA	MAR/ 2022	
AGA 664 CAR	Transitional surface. A complex surface along the side of the strip and part of the side of the approach surface, that slopes upwards and outwards to the inner horizontal surface (Annex 14, Vol. I, 4.1.13-4.1.15).	Bahamas	Aircraft stops too far back on lead-in taxilane so that tail penetrates transitional surface.	MAY/ 2018		A	Design and relocate the parking stand positions on apron.	MYEH/BAA	MAR/ 2022	
AGA 665 CAR	Apron safety lines shall be located to define the areas intended for use by ground vehicles and other aircraft servicing equipment, etc., to provide safe separation from aircraft (Annex 14, 5.2.14.2). Apron safety lines (A14, 5.2.14.2).	Bahamas	Absence of appropriate apron markings, including apron safety areas, service road lanes, and passenger walkways from aircraft stand to terminal building.	MAY/ 2018		A	Provide apron markings.	MYEH/BAA	MAR/ 2022	
AGA 666 CAR	A runway centre line marking shall be provided on a paved runway (Annex 14, Vol. I, 5.2.3.1; 5.2.4.1; 5.2.4.7; 5.2.5.1).	North Eleuthera International Airport	Marking and Signs: Mandatory markings on movement area absent: – Threshold; runway designator; Aiming Point(s); Centre Line; Side stripe; turn pad, etc., and /or Taxiway markings	MAY/ 2018		A	Provide markings in the movement area.	MYEH/BAA	MAR/ 2022	Lack of runway centre line marking shall be provided on a paved runway.

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BRB Barbados										

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MET 95 CAR	Annex 3, Chapter 2, 2.2.1 RP 2.2.2 & 2.2.3	Barbados	The identified deficiency in the area of Meterological Services has not been resolved or mitigated	MAY/ 2025	This was the prior deficiency identified in September 2011 "A properly organized quality system comprising of procedures and resources necessary to provide for the quality of management of the meteorological information supplied for international air navigation has not been established by Barbados Meteorological Service Department.	A	Update on the corrective actions proposed by the BCAA: 1. Establishment of a Quality Management System (QMS) A QMS Manual has been developed by the Barbados Meteorological Service (BMS) Department. The most recent edition was Version 1.1 released in June 2021. To guarantee compliance with ICAO Annex 3 regulations and ISO 9001 Standars, the manual is presently beign updated. Its QMS is currently not fully implemented. The BMS Department is currently upgrading the documentarion in orden to improve the current system after completing a study of the gaps identified in the QMS Manual. Additionally, the department is seeking to restructure and retrain its workforce. The department is planning whithin the next two or three months to see the completion of this upgrading procedure. The BMS also plans to contract an international company to handle the certification process at that point. 2. Audit / Inspections and Stakeholder Engagement In order to evaluate compliance with the QMS, the Authority´s ANS Inspectorate has started monitoring actions with this organisation and will keep doing so. To guarantee improvement, the Authority will also keep track of findings and remedial measures. To guarantee ongoing compliance with national regulatory standars, coordinations meetings with BMS Department and other pertinent stakeholders will be held as needed. There are some of the	Meteorological Service	MAY/ 2025	The Authoriry´s ANS Inspectorate wil contact ICAO NACC RO/MET for further assistance regarding access to the ICAO Air Navigation Deficiencies Database (GANDD) and any other information relevant to Meteorological Services for Internatinal Air Navigation.

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							steps the Authority thinks will rectify the observed shortcoming and improve the quality and reliability of BMS´s weather data supplied for international aviation travel to and from Barbados.			

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CYM Cayman Islands										
AGA 6 CAR	Taxiway Parallel to Runway (ANP, Table AOP 1 and Table 3-1 of Annex 14 Vol. I, 4th Edition Chap. 3, 3.9.8, 3.9.12)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	No parallel taxiway to the runway as referenced in ANP, Table AOP1	OCT/ 2000	ICAO Visit October 2000. Extension of parallel taxiway to the west identified in the next Master Plan. Parallel taxiway between apron and Rwy 26 provided OPEN	B	Provide a full-length parallel taxiway Action Plan: Provide a parallel taxiway. Subject to airport master plan implementation date. Difference published in AIP. Extension of parallel taxiway to the west identified in the next Master Plan.	Cayman Islands	DEC/ 2021	ICAO Visit October 2000. Extension of parallel taxiway to the west identified in the next Master Plan. Parallel taxiway between apron and Rwy 26 provided OPEN
AGA 26 CAR	Obstacles (Annex 14, Vol. I, 4th Edition, Chap. 4.2.12)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	Obstacles exist in the transitional obstacle limitation surface, including roads, housing, fencing, trees and the tails of aircraft parked on the aprons - Ref. Annex 14 Vol I., 4th Ed., Section 4.2.12	OCT/ 2000	ICAO Visit October 2000	A	Eliminate obstacles by relocating facilities and during the next apron re-configuration. Action Plan: Obstacles lit and facilities removed where practical. Information published in the AIP.	Cayman Islands	DEC/ 2006	Delayed implementation of airport development master plan. Work in progress.

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CRI Costa Rica										
AGA 670 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5- 5.4.1.1, 5.4.2, 5.4.3 & 5.4.4)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	Non-standard taxiway marking and non-standard signs. Taxiway markings and signs leading to the runway are deficient.	MAY/ 2020	ICAO Visit July 2014	A	Non-standard taxiway marking and non-standard signs. Taxiway markings and signs leading to the runway are deficient. Marking and signage project postponed for first semester 2022. Marking and signage project postponed for first semester 2022.	Juan Santa Maria International	JUN/ 2022	Lack of TWY marking and signs are not standard

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GRD Grenada										
AGA 614 CAR	Wildlife strike hazard reduction (Annex 14, Vol. I, 9.4)	Grenada, Maurice Bishop Intl	Bird strike reports are being collected by the airport operator; however, they are not being reported to ECCAA or ICAO	MAY/ 2017		A	Establish a national procedure for recording and reporting wildlife strikes to aircraft; collection of information and an ongoing evaluation of the wildlife hazard by competent personnel.	ECCAA and Maurice Bishop Intl	DEC/ 2021	
AGA 615 CAR	Obstacle restriction and removal (Annex 14, Vol. I, 4.2)	Grenada	Obstacles in the approach and transitional surfaces: university complex, parking lot, trees and hills	MAY/ 2017		A	Define the airspace around the aerodrome to be maintained free from obstacles and to prevent from becoming unusable by the growth of obstacles around it.	ECCAA and Maurice Bishop Int	JUN/ 2022	
AGA 616 CAR	Pavements (Annex 14, Vol. I, 10.2.7	Grenada	RWY shoulders with loose material (asphalt aggregate)	MAY/ 2017		A	Make the necessary repairs to RWY shoulders, in the meantime increase sweeping activities to collect FOD.	ECCAA and Maurice Bishop Intl	OCT/ 2019	The RWY shoulders were repair and sweeping activities were done.
AGA 617 CAR	Runway side stripe marking (Annex 14, Vol. I, 5.2.7, 5.2.7.5)	Grenada	Runway side stripe markings are poor and not consistent along the length of the runway	MAY/ 2017		A	Repaint the RWY side stripe markings	ECCAA and Maurice Bishop Intl	OCT/ 2019	RWY side stripe markings were done.

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GTM Guatemala										
MET 119 CAR	Establishment of a QMS, Annex 3, paragraph 2.2.2	Guatemala	A Quality Management System (QMS) has not been established for INSIVUMEH.	JUN/ 2012		A	That the MET Authority establishes a Quality Management System of meteorological information provided to users before 15 November 2012.	INSIVUMEH		

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HTI Haiti										
AGA 541 CAR	Aerodrome Operational Services, Equipment and Installations (Annex 14, Vol. I, Section 9.2.34, Doc. 9137, Part 1, Chapter 9, 9.2	Toussaint Louverture International Airport	The fire station is located on general aviation apron and does not meet the response time requirements	JUN/ 2022	Relocate the fire station so that the access for rescue and fire fighting vehicles on into the runway area is direct and clear, and ensure minimum response times	A		AAN	DEC/ 2022	
AGA 544 CAR	Aerodrome Operational Services, Equipment and Installations (Annex 14, Vol. I, Section 9.2.42, Doc. 9137, Part 1, Chapter 6).	Toussaint Louverture International Airport	The rescue and fire fighting personnel protective clothing is not adequate and is shared between shifts	DEC/ 2022	Acquire new protective clothing and respiratory equipment for RFFS personnel	A	Provide protective clothing and respiratory equipment.	AAN	DEC/ 2022	
AGA 545 CAR	Runway End Safety Areas (Annex 14, Vol. I, Section 3.5, 3.5.1 – 3.5.4)	Toussaint Louverture International Airport	Runway 10/28 does not have runway end safety areas	JUN/ 2022	Construct RESAs at both runway ends.	A	Runway rehabilitation project to provide RESAs is part of the World Bank project.	AAN	DEC/ 2022	
AGA 548 CAR	Communication and alerting systems (Annex 14, Vol. 1, Section 9.2.35)	Toussaint Louverture International Airport	There is no communication and alarm system for alerting and mobilizing other participating emergency support personnel	JUN/ 2022	Provide and install a discrete communication system linking the fire station with the TWR and rescue and fire fighting vehicles.	A	Provide communication and alarm systems.	AAN	DEC/ 2022	
AGA 553 CAR	Visual docking guidance system (Annex 14, Vol. I, 5.3.24, 5.3.24.1)	Toussaint Louverture International Airport	There is no visual docking guidance system to indicate the precise positioning of an aircraft on an aircraft stand	JUN/ 2022	Provide a visual docking guidance system to indicate, by a visual aid, the precise positioning of an aircraft on an aircraft stand.	A	Provide a visual docking guidance system.	AAN	DEC/ 2022	
AGA 555 CAR	Pavements (Annex 14, Vol. I, 10.2, 10.2.3).	Toussaint Louverture International Airport	Runway has rubber build-up and there is a potential for decreased friction when wet	JUN/ 2022	Acquire equipment for runway rubber removal	A	Acquire friction measurement equipment.	AAN	DEC/ 2022	
AGA 558 CAR	Doc. 9137, Part 9, Chapter 5	Toussaint Louverture Intl. Airport	There are no oil and fuel separators	DEC/ 2022	The oil separators are integral parts of water collectors. The fuel separators are components of the drainage system of hangars, workshops and other technical areas which must be provided with separator installations.	B	Provide oil and fuel separators.	AAN	DEC/ 2022	
AGA 559 CAR	Emergency access roads (Annex 14, Vol. I, 9.2.30 & 9.2.31, 9.10.5)	Toussaint Louverture International Airport	There are no paved direct access roads within the airport, which is significant cause of FOD	DEC/ 2022	Provide direct access roads to the movement area.	A	Provide direct access road.	AAN	DEC/ 2022	
AGA 560 CAR	Pavements (Annex 14, Vol. I, 10.2, 10.2.1 – 10.2.2, Attachment A, Section 5, 5.3.17, 5.3.17.1 & 5.3.17.2., Doc. 9137, Part 9, Chapter 4, 4.1)	Toussaint Louverture International Airport	Runway 10/28 has low, medium and high severity longitudinal cracks, with low severity alligator cracking and rutting	JUN/ 2022	Rehabilitate Runway 10/28 and taxiway pavement	A	Airport runway rehabilitation project is now underway. Process expected to start by July 2014	AAN	DEC/ 2015	

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AGA 564 CAR	Taxiways (Annex 14, Vol. I, 3.9, 3.9.8 and ANP, Table AOP 1)	Toussaint Louverture Intl. Airport	In order to reduce runway stress and extend its life a parallel taxiway is needed. It also increases runway capacity with reduced runway occupancy times	DEC/ 2022	Construct parallel taxiway.	A	Provide parallel taxiway. This will be considered as a new project with a bank financial aid.	AAN	DEC/ 2022	

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MEX Mexico										
MET 109 CAR	Annexo 3, 2.1.5	Mexico	Establish a training program that includes training and refresher courses to update officials on issues related to their technical area	AUG/ 2011		B	It is expected that SENEAM establishes a training plan for CAPMA and Regional Offices.	SENEAM/DGAC	NOV/ 2012	This deficiency exists due to budget reasons. Establish a training programme that includes courses and refreshers in order to update officials on issues related ttheir technical area.
MEX Mexico										
SAR 8 CAR	Doc 7300, Annex 12, Doc 9731, Doc 9750, Doc 8733	Mexico	Improvements in Mexico´s Search and Rescue Service	AUG/ 2011	ICAO visit on 29 August 2011	A	That the DGAC ellaborates an action plan to improve the SAR service that contains: -The publishing of the applicable SAR documentation. -the ellaboration of an operative national SAR plan that contains the data of SAR assistance in case of natural disasters, -the publication of SAR response capacity, -the establishment of a national SAR Committee that prevents the adequate coordination between the civil and militar authorities and the efficient use of available SAR resources, -the designation of a SAR Point of Contact (SPOC) that serves as a opration coordinator at the Mexico RCC with the COSPAS SARSAT system and the CCS in the adyacent Estates, -the ellaboration of a SAR training programme for the personnel involved in the coordination, localization and rescue, including coordinated exercices, and -the implementation of a qualification/certification procedure for SAR personnel.	DGAC	MAR/ 2012	The Search and Rescue service in Mexico is provided by the SCT through the DGAC, who is the responsible authority of the organization and control of these services. SENEAM's involvement is a part of the permanent support groups.

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LCA Saint Lucia										
AGA 619 CAR	Runway side stripe marking (Annex 14, Vol. I, 5.2.7)	Saint Lucia	No side stripe marking along runway 10/28.	APR/ 2018		A	Provide runway side stripe marking between the thresholds of a paved runway where there is a lack of contrast between the runway edges and the shoulders or the surrounding terrain.	SLASPA		
AGA 620 CAR	Runway side stripe marking (Annex 14, Vol. I, 5.2.7)	Saint Lucia	No side stripe marking along runway 10/28.	APR/ 2018		A	Provide runway side stripe marking between the thresholds of a paved runway where there is a lack of contrast between the runway edges and the shoulders or the surrounding terrain.	SLASPA	DEC/ 2022	
AGA 621 CAR	Runway holding position marking (Annex 14, Vol.I, 5.2.10.1)	Saint Lucia	No mandatory hold-short signage is provided.	APR/ 2018		A	A runway-holding position marking shall be displayed along a runway-holding position.	SLASPA	DEC/ 2022	
AGA 623 CAR	Markings (Annex 14, vol. I, 5.2.1.5)	Saint Lucia	Lack of double edge-lines on taxiways.	APR/ 2018		A	Taxiway markings, runway turn pad markings and aircraft stand markings shall be yellow.	SLASPA	DEC/ 2022	
AGA 625 CAR	Emergency access roads (Annex 14, Vol. I, 9.2.34	Saint Lucia	Service road lanes and passenger walkways are unclear.	APR/ 2018		B	Provide service roads to serve as emergency access roads and walkways for passengers embarking and disembarking an aircraft.	SLASPA	DEC/ 2022	
AGA 626 CAR	Removal of contaminants (Annex 14, Vol. I, 10.3.3)	Saint Lucia, VIEUX FORT, Hewanorra Intl	Ground equipment blocking safety areas on apron.	APR/ 2018		B	Aprons should be kept clear to enable aircraft to manoeuvre safely or, where appropriate, to be towed or pushed	SLASPA	DEC/ 2022	
AGA 627 CAR	Removal of contaminants (Annex 14, Vol. I, 10.3)	Saint Lucia, VIEUX FORT, Hewanorra Int	Rubber deposits at touch down zone are significant.	APR/ 2018		A	Remove rubber deposits and other contaminants from the surface of runways in use as rapidly and completely as possible to minimize accumulation.	SLASPA	DEC/ 2022	
AGA 628 CAR	Removal of contaminants (Annex 14, Vol. I, 10.3).	Saint Lucia, VIEUX FORT, Hewanorra Intl	Evidence of standing water on taxiway/runway.	APR/ 2018		A	Remove standing water, mud, dust, sand, oil, rubber deposits and other contaminants from the surface of runways in use as rapidly and completely as possible to minimize accumulation	SLASPA	DEC/ 2022	

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VCT Saint Vincent and the Grenadines										
AGA 629 CAR	Markings (Annex 14, vol. I, 5.2.14.2)	Saint Vincent and the Grenadines, Argyle Intl	Lack of apron safety lines.	APR/ 2018		A	Provide apron safety lines to define the areas intended for use by ground vehicles and other aircraft servicing equipment, etc., to provide safe separation from aircraft.	TVSA-CEO	DEC/ 2022	
AGA 630 CAR	Aircraft stand marking (Annex 14, Vol. I, 5.2.13	Saint Vincent and the Grenadines	Apron taxi lead-in stop bars require aircraft type identification markings.	APR/ 2018		A	Provide aircraft stand markings to include stand identification, leading line, alignment bar, stop line and lead-out line, as are required by the parking configuration and to complement other parking aids.	TVSA-CEO	DEC/ 2022	
AGA 631 CAR	Non-loadbearing surfaces (Annex 14, Vol. I, 7.2.3)	Saint Vincent and the Grenadines, Argyle Intl	Apron double edge lines stop short at apron stand, do not continue along TWY to RWY edg	APR/ 2018		B	Provide a taxi side stripe marking consisting of a pair of solid lines, each 15 cm wide and spaced 15 cm apart and the same colour as the taxiway centre line marking.	TVSA-CEO	DEC/ 2022	
AGA 632 CAR	Runway turn pads (Annex 14, Vol. I, 3.3.1 & 3.3.12)	Saint Vincent and the Grenadines	Turnpad-west: lack of yellow taxi line and double edge markings			B	The runway turn pad shall be designed when the cockpit of the aeroplane for which the turn pad is intended remains over the turn pad marking.	TVSA-CEO	DEC/ 2022	
AGA 633 CAR	Taxiway edge lights (Annex 14, Vol. I, 5.3.18.5)	Saint Vincent and the Grenadines	Turnpad west: taxiway edge lights are not spaced at uniform longitudinal intervals.	APR/ 2018		B	Taxiway edge lights on a runway turn pad should be spaced at uniform longitudinal intervals of not more than 30 m.	TVSA-CEO	DEC/ 2022	
AGA 635 CAR	Visual aids for denoting obstacles (Annex 14, Vol. I, 6.1.1.6) 3A	Saint Vincent and the Grenadines	Elevated structures on all peripheral properties without obstruction lights at top.	APR/ 2018		A	A fixed obstacle that extends above an approach surface within 3 000 m of the inner edge or above a transitional surface shall be marked and, if the runway is used at night, lighted.	TVSA-CEO	DEC/ 2022	