INTERNATIONAL CIVIL AVIATION ORGANIZATION

South American Regional Office

SEVENTH MEETING OF CIVIL AVIATION AUTHORITIES OF THE SAM REGION

RAAC/7

REPORT

(Salvador, Bahía, Brazil, 1 to 3 July 2002)

INDEX

HISTORY OF THE MEETING

ii-1 PLACE AND DURATION OF THE MEETING

The Seventh Meeting of Civil Aviation Authorities of the SAM Region, was held in Salvador, Bahia, Brazil, from 01 to 03 July 2002, at the premises of the Pestana Bahia Hotel.

ii-2 OPENING CEREMONY AND OTHER MATTERS

Mr. Renato Claudio Costa Pereira, ICAO Secretary General, thanked the State of Bahia for hosting this Meeting. Maj. Brig. Do Ar Venancio Grossi, Director General of Civil Aviation of Brazil addressed the meeting on behalf of the Brazilian authorities. Then, Mr. Paulo Gaudenzi, Secretary of Culture and Tourism of the State of Bahia inaugurated the Seventh Meeting of Civil Aviation Authorities.

Mr. José Miguel Ceppi, Regional Director of the ICAO SAM Office and Secretary of the Meeting, welcomed the participants and highlighted the objectives of the event, giving a brief explanation on matters that would be dealt with.

ii-3 SCHEDULE, ORGANIZATION, WORKING METHODS, OFFICERS AND SECRETARIAT

Maj. Brig. Do Ar Venancio Grossi, Director General of Civil Aviation of Brazil, was unanimously elected as Chairman of the Meeting, and Mr. Patricio Campos Montecinos, from the Delegation of Chile was elected as Vice-Chairman. Mr. José Miguel Ceppi, acted as Secretary, being assisted by Mr. Marco Ospina, Air Transport Regional Officer of the SAM Office and Secretary of LACAC, Mr. Carlos Stehli Deputy Director a.i. of the SAM Office and Mr. Samuel H. Cardoso, Aerodrome Regional Officer of the ICAO SAM Office.

ii-4 WORKING LANGUAGES

The working languages of the Meeting and its relevant documentation were English and Spanish.

ii-5 AGENDA

The following agenda was adopted:

Agenda Item 1: New scenario of the air transport and airport privatization.

Agenda Item 2: AVSEC and future perspectives

Agenda Item 3: Regional System of Safety Oversight

Agenda Item 4: Transition to the CNS/ATM System

a) Pre-operational tests;
b) Multinational Systems and Services – South American Regional Network (REDDIG);
c) RVSM Implementation;
d) CSTB (CAR/SAM Testing Bed).

Agenda Item 5: State participation in the regional activities

a) CAR/SAM Regional Planning and Implementation Group (GREPECAS);
b) Deficiency reduction/correction;
c) Airport Certification/Evaluation;
d) ATM/Quality assurance.

Agenda Item 6: Technical Cooperation in the SAM Region

Agenda Item 7: Follow-up of RAAC/6 Conclusions

Agenda Item 8: Other items

ii-6 **ATTENDANCE**

Seven States of the SAM Region, 1 States of the NAM Region and 2 International Organizations, LACAC and IATA, totaling 43 participants, attended the meeting. The list of participants is shown in pages iii-1 to iii-11.

ii-7 LIST OF CONCLUSIONS OF THE RAAC/7 MEETING

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Agenda Item 1: New scenario of the air transport and airport privatization

1.1 The meeting was informed about the work carried out by the Regional Office to make air transportation more flexible and in the area of airport privatization.

1.2 In this respect, the meeting examined the history of this matter, which was originated at the RAAC/6 meeting (Panama, 18-20 August 1999). It also took note of the action adopted by ICAO regarding privatization processes, and of the status of compliance of the conclusions formulated on that occasion by the aeronautical authorities, noting that they had all been developed in a broad framework of coordination between ICAO and LACAC and within the context of economic globalization, trade integration, and the work carried out by inter-institutional fora at the regional level.

1.3 On the other hand, the meeting examined the trade integration processes in the Americas, highlighting the role played by the ICAO South American Regional Office in the harmonization and coordination of policies for an orderly development of air transportation that will serve the interests of all stakeholders.

1.4 Upon reviewing the new scenario for air transportation, emphasis was placed on the work initiated during the ICAO/LACAC/IADB/IATA/AITAL colloquium. This gave rise to an extensive discussion on the new scenario for air transportation and the incorporation of new actors: aeronautical authorities, regulatory bodies, airlines and airport operators. Likewise, note was taken of the mandate of Heads of State and government of Ibero-America in the field of air transportation and the charge given to the Ministers of Transportation and authorities responsible for civil aviation of taking measures that may contribute to the development of regional air transportation. In this respect, the work being carried out by the High-Level Post-Colloquium Committee was highlighted.

1.5 Lastly, the meeting analyzed the regional situation in terms of airport privatization. It also considered the information submitted by the Secretariat regarding the concession processes involving some 140 airports, the work carried out at the world airport conference summoned by ICAO in August 2000, and its important guidelines.

1.6 As a result of the debate, the civil aviation authorities of the SAM Region agreed to the following:

CONCLUSION 7/1 STRENGTHENING OF AIR TRANSPORTATION IN THE SOUTH AMERICAN REGION

Civil Aviation Authorities of the SAM Region are urged to:

a) encourage cooperation between sub-regions in the field of air transportation, encouraging the integration of the Fortaleza and the Andean Community of Nations (CAN) agreements, in order to reach an agreement on increased flexibility for the South American region;

b) encourage internal and external coordination among the bodies representing the new actors (aeronautical authorities, regulatory bodies, airport operators and airlines);

c) promote the establishment of national strategies for implementing the agreements reached by the Ministers;

d) provide all their support to the forum of ministers of the air transportation subsector within the framework of LACAC, as a mechanism for strengthening regional air transportation;

e) support the coordination between the specialized bodies and any new initiatives that may arise, in order to continue supporting international cooperation and avoiding the duplication of efforts; and

f) promote the harmonization of economic standards and regulations for air transportation, with emphasis on the development of CNS/ATM systems and the corresponding multinational services and facilities.

Agenda Item 2: AVSEC and future perspectives

2.1 Under this Agenda item, the civil aviation authorities of the South American Region were informed about the work being carried out in the field of civil aviation security (AVSEC) and the future outlook of protection against acts of unlawful interference at the regional level.

2.2 In principle, the meeting took note that, following the unfortunate events of 11 September 2001, a number of measures had to be adopted at the national, regional and international levels to support air transportation and to seek the best alternatives for its recovery in the short-term.

2.3 In this respect, the meeting examined the action adopted by ICAO, particularly Resolution A33-1 *"Statement on the unlawful use of civil aircraft as destruction weapons and other acts of terrorism affecting civil aviation"* and Resolution A33-2 *"Revised statement on ICAO on-going criteria concerning the protection of international civil aviation against acts of unlawful interference"*. It also took note of the agreements reached at the Ministerial Meeting on Security held in Montreal in February 2002.

2.4 Special attention was given to the question of the "aeronautical was risk insurance" and the work done by the ICAO panel and Council in this respect, especially concerning the Global Plan, which is aimed at providing an aeronautical insurance coverage for war risk third party liability in favour of airline operators and other civil aviation actors, through the creation of a non-profit insurance company with the backing of State guarantees.

2.5 Upon analyzing the regional initiatives in the area of civil aviation security, the meeting recalled the XI Ibero-American Summit of Heads of State and Government held in Lima, in November 2001. Worthy of mention among the agreements reached by the cited meeting is the one related to air transportation, which took into account the unfortunate events of 11 September and their impact on Latin American air industry.

2.6 On the other hand, the meeting was informed about the work carried out within GREPECAS and the Latin American Civil Aviation Commission. It noted that the former was fostering the establishment of a committee whose first meeting would be carried out in August this year; while LACAC, through its AVSEC group, had already made progress with tasks whose main objective is to "draft a general civil aviation security policy".

2.7 The meeting also analyzed the perspectives foreseen in a short- and medium-term scenario that would enable the States to recover the trust in air transportation and to adopt effective control measures to reach a balance between facilitation and security. Within this context, the aeronautical authorities of the SAM Region examined the present and emerging threats after 11 September, vis-a-vis the limited economic possibilities of their respective Sates.

2.8 During the meeting sessions the concern regarding additional civil aviation security measures after 11 September, due to the difficulties that the States would face in implementing such measures because of the high costs and its possible impact on the universal civil aviation audit programme.

2.9 Under this matter reference was made to Amendment 10 to ICAO Annex 17, the additional measures, and several standards and recommended practices which would be impossible to implement for various reasons, such as the high cost of the equipment, differences in the threat level, the sovereignty of the States, and the application of international air transportation standards at the domestic level, noting that the Chicago Convention only refers to international air transportation.

2.10 It was proposed that the aeronautical authorities of the Region should instruct their representatives before the Council to act jointly to defend the interests of regional civil aviation when making decisions on this matter; to pay more attention to the universal civil aviation security audit programme, an activity which should be limited to governmental action, leaving to them the control over their territories, thus preserving the spirit of the Convention on International Civil Aviation; and to adopt a firm and joint position when making decisions on civil aviation security, seeking a balance between security measures and actual threats, avoiding additional costs to the air transportation users and enterprises of the Region.

2.11 As a result of the discussions, the civil aviation authorities reached the following agreements:

CONCLUSION 7/2 AVIATION SECURITY (AVSEC) COORDINATION

ICAO and LACAC are urged to carry out the necessary coordination to avoid duplication of work in the AVSEC area.

CONCLUSION 7/3 MEASURES TO IMPROVE AVIATION SECURITY (AVSEC)

Civil aviation authorities are urged:

a) to the extent of their possibilities, to take action aimed at maintaining effective control systems that permit a balance between facilitation and security.

b) for future work, to take into account the coordination and cooperation that should exist among the States of the Region, considering the economic limitations for purchasing equipment, that will permit dealing with new and emerging threats.

c) to implement measures consistent with the level of threat of each State, taking into account that not all are in the same situation.

d) To foster preventive measures aimed at “passenger identification”, promoting the creation of a regional database, using means such as mechanical reading or biometric identification passports.

e) To encourage the standardization of standards at the regional level, and the exchange and/or joint acquisition of equipment.

f) To clearly identify the training needs of States, and foster training with experts from the same region.

g) To support the active participation of the “global aviation war risk aeronautical plan” sponsored by ICAO.

h) Orient their representatives at the ICAO Council, in order that they act jointly when making decisions on civil aviation Security, according to the Civil Aviation interests of the SAM Region.

Agenda Item 3: Regional System of Safety Oversight

3.1 The meeting was informed that the Regional Safety Oversight Cooperation System had started its activities in March of this year, after nine States and Airbus Industries adhered to the project document, the latter as an observer. The 2002 work programme approved by the General System Board was submitted to the meeting.

3.2 It was acknowledged that the key for establishing a Regional Safety Oversight System, as requested by RAAC/5, was the establishment, as an initial step, of harmonized aeronautical regulations in the region, so as to have the same certification and oversight requirements in the various States, and to guarantee compliance of the standards contained in ICAO Annexes 1, 6 and 8.

3.3 It was recalled that RAAC/5 requested ICAO to create an agile, dynamic, multinational or regional safety oversight body with supranational powers, to operate under the direct coordination of ICAO through its Regional Office.

3.4 It was agreed that project RLA/99/901 should set the foundations for the creation of this multinational organization, following a scheme similar to that of the European Joint Aviation Authorities (JAA), which is a body associated to the European Civil Aviation Conference (ECAC), that represents the civil aviation regulatory authorities from a number of European States that have agreed to cooperate in the development and implementation of common procedures and standards, with a view to providing high and consistent operational security standards.

ICAO Universal Safety Oversight Audit Programme (USOAP)

3.5 It was reported that most of the States that have been visited during the follow-up missions have made significant progress towards the resolution of the safety problems identified in the audits and towards the establishment of an effective safety oversight system. The initial results of the follow-up audits carried out to date show a strong commitment by the contracting States to implement the agreed action plan. As a result, the average non-compliance of the critical elements of the safety oversight system identified in the initial audits has dropped from 21.82% to 7.2%.

Agenda Item 4: Transition to the CNS/ATM System

4.1 Under this Agenda Item, the Meeting reviewed the following matters:

a) Pre-operational tests
b) Multinational Systems and Services – South American Regional Network (REDDIG)
c) RVSM Implementation
d) CSTB (CAR/SAM Testing Bed)

Pre-operational tests

4.2 The Meeting received information regarding the status of implementation of pre-operational trials and demonstrations, as well as the implementation of the RNAV Routes in the Caribbean and South American Regions (CAR/SAM). In regards to, and following up the actions recommended by the Conclusion 6/6 formulated during the RAAC/6 Meeting, note was taken of all of the planning established by the GREPECAS mechanism for the implementation of the RNAV routes, which according to the information submitted by IATA, has reported enormous benefits to the operators in terms of saving time and fuel, as well as in matters of operational safety. It was also noted that these implementations could be the first step for the introduction of applications within the concepts of the CNS/ATM systems of ICAO.

4.3 The Meeting took note of the advantages that the Regional Project RLA/98/003 offered as implementation tool and assistance to the States/International Organizations, in which the meetings of Air Traffic Management Authorities and Planners are being held. It was indicated that these events allowed State regional experts to meet and discuss ATM matters and corresponding implementation plans. It was recognized that this matter allowed implementation of pre-operational trials and demonstrations, as well as the implementation of RNAV routes treating it as a complete system from origin to final destination. In this sense, the Meeting was informed that this modality allowed to establish technical agreements to be made in various aspects including the civil/military coordination, arrangements regarding restricted and dangerous areas, possibilities for testing CNS elements, etc. It was also noted that the Regional Project RLA/98/003 would continue with the implementation works for different elements and functions in order to improve ATM, and that recently it was considered within its scope the RNP 10 Tests and implementation of RVSM issues.

4.4 Nevertheless, the Meeting agreed that the efforts developed within the mentioned mechanisms should be accompanied by a high level of commitment by the SAM States and all of the other actors for improving ATS, in order to carry out a well coordinated task for an effective and efficient implementation of objectives. In this sense the Meeting formulated the following Conclusion:

CONCLUSION 7/4 SUPPORT FOR THE IMPLEMENTATION OF RNAV ROUTES

That the Civil Aviation Authorities of the SAM Region are encouraged to pay the highest level of support in the commitments made inside the implementation plans established by the GREPECAS mechanism and the programmed works in regards to the Regional Project RLA/98/003, in order to culminate for a successful execution of the implementation plans for the RNAV routes.

Multinational facilities/services-South American Digital Network (REDDIG)

4.5 The Meeting recognized that although the CNS/ATM systems would report great benefits for civil aviation in order to respond to the increasing demands for domestic/international air transport, its global nature required a different approach for its implementation which would signify the establishment of agreements that from an institutional point of view would be different from the traditional bilateral way of treating the implementation matters of an air navigational plan. In this regard, and in accordance to the Conclusions 6/7, 6/8 and 6/9 of the RAAC/6 Meeting, it was noted that:

- There were already general guidelines for the establishment and provision of multinational facilities/services that were developed by the RAN/CAR/SAM/3 Meeting and updated by the GREPECAS/10 Meeting, and that the Secretariat of ICAO is circulating the corresponding amendments to the FASID CAR/SAM. These guidelines are attached as **Appendix A** to this part of the report.

- GREPECAS was the mechanism to promote, assess, coordinate with the interested States, acknowledged the multinational systems projects and generate amendments to the Air Navigation Plan.

- The Regional Project RLA/98/003 had started actively working in the establishment of multinational systems in support of the works of GREPECAS. Within the project, generation of scenarios was considered in order to study theses systems as part of the implementation of the CNS/ATM systems.

- The systems listed bellow and that the Regional Project RLA/98/003 had already started its study, could be considered as multinational systems.

  a) Multi-service/multi-protocol voice and data digital networks as communication platforms that would allow cost-efficient operation of current and future communications needed by the air navigation plan, with a view to implementing ground and ground-air applications that are compatible with the ATN inter-network in order to facilitate the development of ATM automation.

  b) ATM automation for centralised management, whose development could be considered as of the implementation of a Regional Air Traffic Flow Management (ATFM) Unit that could be established based on the support of digital network platforms and automatic flight plan processing, which the AFTN could support until another type of messaging (ATSMHS) service be established.

  c) SBAS augmentation in keeping with the results of the planning of regional augmentation through Regional Project LAR/00/009, which would allow to establish corrective signals in the CAR/SAM Regions in order to provide with the corresponding operational parameters NPA navigation and, if feasible, APV-1 navigation.

  d) AIS/data base automation systems to facilitate implementation of the integrated automated AIS system, as recommended in the CAR/SAM Air Navigation Plan.

e) A regional programme for the implementation of Flight Tests for conventional and satellite-based aids that would facilitate the cost-efficient application of the ICAO SARPs in this area through agreements for regional collaboration and sharing of the resources of the flight testing units.

f) Aeronautical Mobile-Satellite System (AMSS) that would facilitate the implementation of data-links for ADS/CPDLC in remote areas (oceanic and continental).

g) Airspace Safety Monitoring and Management Agency that would make it possible to ensure fulfilment of the necessary requirements for RVSM and RNP implementation in the CAR/SAM Regions (Conclusions 10/12, 10/13 and 10/14 of the GREPECAS/10 Meeting).

4.6 It was noted that multinational systems already existed in the CAR/SAM Regions (ISCS, MEVA, COCESNA communication web) and that specifically in the SAM Region, two projects were being considered: South American Digital Network (REDDIG), and the monitoring Agency for the implementation of RVSM and RNP. It was also noted that GREPECAS had already examined a possible multinational system in regards to one central regional unit for the air traffic flow management, which study would be made within the ATM committee of the ATM/CNS sub-group mechanism.

4.7 It was agreed that GREPECAS would continue with the task of examining institutional arrangements in light of the corresponding regional guidelines considering among others the systems indicated in paragraph 4.5 above. The Meeting was of the opinion that with these studies done by GREPECAS, the results of the Conclusions 6/7 and 6/8 of the RAAC/6 Meeting would be obtained. In this regard, it was agreed that it would be in the Region's interest to activate a high level Regional Work Group to study the viability of the implementation of the CNS/ATM systems, recommended by the Conclusions 6/9 of the RAAC/6 Meeting. The Meeting prepared the terms of reference and the work program of this Group, which is presented in **Appendix B** to this report. In this regard the Meeting formulated the following Conclusion.

CONCLUSION 7/5- HIGH LEVEL REGIONAL GROUP OF EXPERTS.

That:

a) The terms of reference and work program for the high level regional Group of experts to study the viability of the implementation of the CNS/ATM systems, that are referred in Conclusion 6/9 of the RAAC/6 Meeting are the ones indicated in the Appendix B; and

b) The ICAO Regional Office coordinate with the States the first meeting of the Group, once GREPECAS produces the corresponding studies about the multinational installations/services.

4.8 In respect to the identification of multinational installation/services in the Air Navigation Plan, the Meeting noted that in the current FASID presentation the identification of theses systems in the documents are not clearly established. Therefore, for example, for the ATS speech communication services, the future REDDIG is only mentioned in the remarks column of Table CNS—Speech ATS Circuits. Nevertheless, and considering that by definition, the multinational installation/service should be an integral part of the Air Navigation Plan, it would be convenient to study a more adequate way to describe it, and according to the evolution of the Plan and the multinational system, to allow the introduction of the corresponding amendments. The Meeting considered a possible format for the communication systems similar to REDDIG, which is attached as **Appendix C** of this report. Noting that GREPECAS has the task of identifying the multinational systems and carry out, when necessary, the corresponding amendments to the FASID CAR/SAM on this matter, the Meeting formulated the following Conclusion:

CONCLUSION 7/6: PROPER IDENTIFICATION OF MULTINATIONAL FACILITIES/SERVICES IN THE FASID

That the ICAO SAM Regional Office, in order to plan better the CAR/SAM multinational facilities/services contained in the FASID, request the GREPECAS mechanism to study an appropriate way to present the multinational facilities/services in that document in order to facilitate their identification and description and the processing of future amendments affecting those multinational systems in connection with the evolution of the Air Navigation Plan.

South American Digital Network (REDDIG)

4.9 Information regarding the implementation of the South American Digital Network (REDDIG) was presented at the Meeting, which was being implemented through the PNUD/ICAO RLA/98/019 regional technical cooperation project. In this regard it was emphasized on matters dealing with institutional aspects to be developed by the project for the finalization of the agreement that would allow to administrate the network as a multinational system. Therefore the Meeting took note of:

a) The evolution of the REDDIG concept as a communication platform to attend the AFS plans and support the AMS plans in relations to the current and future communications requirements contained in the FASID CAR/SAM for the CNS/ATM systems.

b) The scope of the mentioned regional project as an institutional agreement between the participating States and ICAO for the implementation and initial operation of the network.

c) The perspectives that the network be in operational use in the latter of December 2002.

d) The importance of successfully achieving the implementation of REDDIG, which would establish as an important and useful reference for the implementation of multinational systems in the region, and that this network would support the implementation of other multinational systems as some identified in paragraph 4.3 above serving as a communications platform.

4.10 The Meeting was informed about the next meeting for the Coordination Committee for the RLA/98/019 Project (31 July-3 August, 2002) during which as an important matter, guidance should be provided will be discussed so as the Project can move forward with the task of elaborating a proposal for the future administration of REDDIG compatible with the proposals established during the REDDIG/4 Meeting. The Meeting took note that REDDIG and its implementation as a multinational system was established before the elaboration of the Guidelines on the establishment and provision of multinational facilities/services currently available. By studying its implementation process, its harmonization was observed up to the present date, with the most important points of the mentioned Guidelines. In this regard, it was agreed that the regional project consider as reference the relevant parts to the Guidelines from Appendix A to this report in order to elaborate the Agreement for the administration of the future REDDIG, once its operating period by the RLA/098/019 finalize. In this regard, the Meeting formulated the following Conclusion:

CONCLUSION 7/7: AGREEMENT FOR THE TECHNICAL AND ADMINISTRATIVE MANAGEMENT OF THE REDDIG

That the Regional Project RLA/98/019 and ICAO, as the project executing organization, when drafting the REDDIG Technical Management and Administration Agreement, use the relevant parts of the guidelines on the establishment of multinational facilities and services developed by the CAR/SAM/3 RAN meeting and updated by GREPECAS.

Implementation of RVSM

4.11 The Meeting was informed concerning the activities that were planned in GREPECAS´ mechanism and the RLA/98/003 Technical Cooperation Regional Project, regarding the implementation of the RVSM in the CAR/SAM Regions. In this respect the Meeting noted that some States, in light of the situation of their fleet, placed in doubt the achievement to put into practice the plans established by GREPECAS, only in one phase. It was informed that by recommendation from the Third Meeting of Authorities and Planners (ATM AP/ATM/3), these mentioned GREPECAS plans should be studied by its RVSM Task Force, in order to make it compatible with the domestic RVSM implementation plans of the United States. In this regard, this meant studying the possibility of the implementation of RVSM in the CAR/SAM Regions in only one phase, by December 2004. Concerning this matter, IATA presented information indicating the advantages that the CAR/SAM Region can carry out the implementation of RVSM in only one phase.

4.12 In regards to the implementation data established by the GREPECAS/10 Meeting, the States reaffirmed their commitment to carry out all possible efforts in order to execute the regional implementation plans for RVSM and recognized the advantages and the necessity of initiating action to establish the mentioned plans at the national level. After a debate, it was also recognized that the domestic RVSM plans, should harmonize with the regional ones. On the other hand, it was also noted that, if the RVSM approval of the States´ fleet and its operators is not achieved, the State could manage an interface inside of their domestic air space with the intention of accommodating in a tactical form RVSM and non-RVSM airplanes, without significantly affecting the regional RVSM implementation. In this regard, the Meeting formulated the following conclusion:

CONCLUSION 7/8: DEVELOPMENT OF A RVSM IMPLEMENTATION PLAN IN THE STATES OF THE SAM REGION

SAM States are urged to elaborate a national RVSM implementation plan within the framework of the CAR/SAM Regional RVSM implementation program that contemplates the administrative, economic, institutional and technical/operative aspects required for its execution.

4.12.1 The Meeting noted that the above conclusion may support the implementation of Conclusion AP/ATM-3/25 formulated by the AP/ATM/3 Meeting.

GNSS augmentation tests in the CAR/SAM Regions (CSTB)

4.13 The States reaffirmed the need to continue making the efforts to develop plans in order to achieve the implementation of the GNSS in the CAR/SAM Regions. In this respect, the Meeting received information regarding the present architecture of the platform for the SBAS augmentation tests in the CAR/SAM Regions (CSTB) implemented through the technical cooperation regional project RLA/00/009, as well as the state of implementation for the project objective, the flight test results, and the collection of data carried out in May 2002.

4.14 With the information received, it was observed that the investigation carried out with the FAA, clearly demonstrated the ionosphere problem in the Southern Hemisphere. This problem, which significantly affects the development of plans to carry out the SBAS augmentation implementation. In this regard, the Meeting, in the light of the obtained experience, recognized the need to reformulate the project objectives in order that the project would become an efficient and effective tool to determine in the short term the plans for SBAS/GBAS augmentation in order to meet the requisites by FASID.

4.15 The Meeting was informed that the RLA/00/009 regional project would hold a coordinating meeting next August, and that this opportunity would be favorable to reformulate the same. In this regard, the Meeting developed the following conclusion;

CONCLUSION 7/9: REFORMULATION OF THE RLA/00/009 REGIONAL TECHNICAL COOPERATION PROJECT OBJECTIVES

Considering the current experience acquired in the implementation of the RLA/00/009 Regional Technical Cooperation Project objectives, that ICAO and the project participating States, during the next project coordinating meeting, reformulate it to obtain the objectives that permit the States to establish the regional SBAS/GBAS augmentation plans.

4.16 The information presented by Brazil regarding the combined studies with the FAA in regards to the ionosphere characteristics and its geomagnetic abnormalities was examined and the States were invited to join these studies. The meeting considered this information of great importance and that the same should be published. Brazil and the United States indicated that they would coordinate to publish this information in a internet Web site.

4.16.1 Regarding the abnormalities, the Meeting was informed that these abnormalities were significantly different to those experienced in the Northern Hemisphere. Therefore, depending on the level of service required, the existing algorithms could be developed for the equatorial regions.

APPENDIX A

FASID CAR/SAM – GEN II-S

3.3 General Guidelines on the establishment and provision of multinational facilities/services in the CAR/SAM Regions

3.3.1 General

3.3.1.1 When implementing facilities and services States will wish to explore the possibilities for the establishment and provision of a multinational facility/service and the following guidelines are available in that regard.

3.3.2 Introduction

3.3.2.1 These guidelines were developed by the CAR/SAM/3 RAN Meeting (1999), Recommendation 13/2 pursuant to Recommendation ANSEP/2-3 approved by the ICAO Council at the sixth meeting of its 146th Session.

3.3.2.2 They reflect relevant ICAO provisions and established policies on the Organization's regional planning for and implementation of facilities/services required for air navigation applicable in the CAR/SAM Regions. They also recognize the principle that costs may be recovered for facilities and services provided for and implemented under the CAR/SAM Regional Plan as approved by the Council according to the principles set forth in the *Statements by the Council to Contracting States on Charges for Airports and Air Navigation Services* (Doc 9082, paragraph 34 (ii) refers) and the more detailed guidance material in the ICAO *Manual on Air Navigation Services Economics* (Doc 9161).

3.3.3 Defining Multinational Air Navigation Facilities/Services

3.3.3.1 It is expected that multinational air navigation facilities/services will, for some time, continue to be the exception rather than the rule within the CAR/SAM Regions. Because of their uniqueness, their impact on the system as a whole as well as their implications for users and providers of the multinational facilities/services, need early recognition by GREPECAS or other implementation group. Defining a multinational CAR/SAM air navigation facility/service in the following way would facilitate such identification in a rational manner:

- A facility/service specifically identified as such and included in the ICAO CAR/SAM Regional Plan for the purpose of serving international air navigation in airspace extending beyond the airspace serviced by a single State in accordance with the CAR/SAM Regional Plan.

3.3.3.2 The purpose of a multinational facility/service to serve international air navigation in airspace extending beyond the airspace serviced by a single State is a useful and qualifying element. It is a crucial criterion in that it unambiguously discards other possibilities which the machinery for regional planning and implementation of requirements for facilities/services provides for under Article 28 of the Convention, in accordance with Standards and Recommended Practices and relevant Assembly Resolutions, e.g. establishment of an operating agency, and as a last resort, joint financing under Chapter XV of the Convention. While in any such case States would individually remain responsible under Article 28 for the provision of facilities/services within the area of their jurisdiction, a "multinational" facility/service by its very nature would extend beyond the individual airspace of a State.

3.3.3.3 In ICAO rules and procedures the term "facility/service" for air navigation is well understood. Contrary to the term "project" or any other term which may relate only to certain segments or phases of an undertaking, it does not exclude research, development, operation and eventually the phasing out of a joint venture. In this context, there is therefore no need to depart from the well known term "facility/service" for air navigation. There is, however, room for amplifying the definition by additional elements in order to dissociate the common undertaking from those facilities/services which are provided by one State only.

3.3.4 **Applicability of ICAO provisions**

3.3.4.1 Pursuant to Article 28 of the Convention and in line with the ICAO policies concerning the formulation of regional plans and their implementation, every multinational installation/service will appear in the regional plan as established by Council. In turn, when establishing the cost basis for route facility charges, the Council approved principles are to be applied, i.e. the costs to be taken into account should be those assessed in relation to facilities and services provided for and implemented under the CAR/SAM Regional Plan.

3.3.5 **CAR/SAM Regional Plan**

3.3.5.1 Regional plans for facilities, services and procedures are established by the Council, normally on the advice of Regional Air Navigation Meetings. Between such meetings plans are updated, on an *ad hoc* basis, through the Procedures for the Amendment of Approved Regional Plans. In both cases an experimental procedure based on Recommendation No. 2 of the Conference on the Economics of Route Air Navigation Facilities and Airports (1973), applies as follows: in case of an objection to the inclusion of facilities/services in the plan raised by a State on the grounds that facilities/services are not required for international civil aviation, to the extent feasible, costs of the facilities/services questioned are evaluated.

3.3.5.2 The CAR/SAM Regional Planning and Implementation Group (GREPECAS) as well as all parties to the regional planning processes for the continuous management of the CAR/SAM Air Navigation Plan, should continue to pay due regard to the operational requirements, expected technical progress, the likely financial implications for users and providers, and possible alternative solutions and operational cost/benefit considerations.

3.3.5.3 The process for development and implementation of multinational facilities/services would be similar to that concerning the inclusion of any facilities/services in the CAR/SAM Regional Plan and would have the general objective of ensuring continuous and coherent development of the CAR/SAM Regional Plan as a whole and possible benefits of joint action by participating States.

3.3.6 **Planning and Development of a Multinational Air Navigation Facility/Service in the CAR/SAM Regions**

3.3.6.1 The following guidelines constitute a step by step process for the development of a multinational air navigation facility/service in the CAR/SAM regions. The following paragraphs provide comments on the various stages.

A. The need for a multinational air navigation facility/service may originate from either:

a) the CAR/SAM Regional Planning and Implementation Group (GREPECAS); or

b) a State or a group of States.

B. The installation/service proposals should be supported by documentation related with the following aspects:

a) aim of the proposal and operational and technical justifications;

b) financial implications and cost/benefit relationship;

c) management implications; and

d) alternative solutions.

C. The proposal will be evaluated by GREPECAS, particularly with respect to its justification, acceptability and cost/benefit relationship.

D. If a similar agreement has been reached within GREPECAS, the latter will proceed through the Caribbean and South American Regional Office, to carry out the following:

a) consult with the States directly interested, as well as the States to use them, on the possibility of providing multinational installations/services; and

b) evaluate again the proposal on the basis of comments formulated by said States and decide whether the proposal should continue or not.

E. GREPECAS elaborates, having consulted all interested parties, a complete proposal for amendment to the CAR/SAM regional plan, which will be effected in accordance with the procedure approved by Council.

Comments on the procedure

3.3.6.2 From the basic elements of definition, and from its evident consequence, which is the whole integration of the proposal for a multinational CAR/SAM installation/service in the ICAO planning and implementation processes for the CAR/SAM Regions, it can be deduced that:

A. The ICAO CAR/SAM air navigation multinational installation/service proposals can originate from:

a) the CAR/SAM regional planning and implementation Group (GREPECAS); or

b) a State or group of States.

3.3.6.3 Within this context, it can be recalled that GREPECAS carries out, at all moments, an active role. The permanent regional planning and coordination mechanism supposes, in effect, this prior requirement that permits to provide, at all times, a reaction adapted to CAR/SAM specific needs, and which appears, on the other hand, in the objectives of the Group, such as:

a) ensure the continuous and coherent development of the CAR/SAM regional plan as a whole and in relation with those of the adjacent regions; and

b) identify specific problems in the air navigation field and propose interested parties, in an appropriate manner, measures to solve them.

3.3.6.4 The CAR/SAM planning processes and the GREPECAS working methods, as indicated in the Procedural Handbook, assure in a permanent and intensive manner the information from CAR/SAM member States, as well as the coordination with same. Even though to these procedures maximum transparency is inherent, special attention should be given from the beginning when they deal with multinational projects that can have vital repercussions for all interested parties. GREPECAS accepted the principle:

– that, upon elaborating a multinational installation/service proposal, it will act in close consultation with interested States and international organizations during the whole phase of its review.

3.3.6.5 In the introductory part of the CAR/SAM regional plan, the amendment procedures of approved regional plans and the permanent management of the CAR/SAM regional plan are described.

3.3.6.6 When a proposal is originated within GREPECAS or when it is submitted to its consideration by a State or group of States, basic information is required to permit a preliminary evaluation. Therefore, as a principle:

B. The installation/service proposals should be supported by documentation related with the following aspects:

a) ***purpose of the multinational air navigation facility/service and its operational and technical justifications.*** This should include the overall plan and targets for the development and the establishment of the facility/service. The likely implications if any, on regulations, working-routines, equipment, premises and maintenance should be included. Information on the expected consequences on the overall CAR/SAM air navigation system or any part thereof should also be included;

b) ***financial implications and cost-effectiveness***. Related information should include estimates of the total costs of the multinational facility/service covering, as required, research and development, implementation, operation and maintenance, administration, and capital costs; how all costs incurred prior to the operational phase will be financed; assessing savings which may accrue from the implementation of the facility/service (these can be measured in monetary and/or physical terms for example air traffic controller positions, communications facilities, etc.) and comparing these savings to the total cost estimates; proposals as to how cost shares of States participating in the provision of the project are to be determined. Also, assessment needs to be provided on impact on users from charges for the facility/service concerned;

c) ***managerial implications***

As a minimum, information should be included on the organization of the infrastructure (operational and administrative) and on personnel.

d) ***alternative solutions***

Even though normally it cannot be expected that all proposals submitted, from the outside, to the consideration of GREPECAS contain all the information necessary for a preliminary evaluation, GREPECAS should always take into account any possible option through which operational requirements can be satisfied in a more profitable manner. This information should form part of the documentation to be provided to the parties to be consulted.

3.3.6.7 Once the necessary information is available, the following phase should be initiated as soon as possible.

C. The proposal will be evaluated by GREPECAS, particularly with respect to its justification, acceptability and cost/benefit relationship.

D. If a similar agreement has been reached within GREPECAS, the latter will proceed through the Caribbean and South American Regional Office, to carry out the following:

a) consult with the States directly interested, as well as the States to use them, on the possibility of providing multinational installations/services; and

b) evaluate again the proposal on the basis of comments formulated by said States and decide whether the proposal should continue or not.

3.3.6.8 GREPECAS attributes, as well as the procedures adopted to carry out its activities, permit the Group to receive assessment with regard to economy, as required. GREPECAS will be the most indicated to establish the need for assistance as well as the manner it should take, upon examining a definite proposal for a multinational installation/Service.

3.3.6.9 Upon completing the preparatory work described above, the adding of an installation/service in the CAR/SAM regional plan is carried out as follows:

E. GREPECAS elaborates, having consulted all interested parties, a complete proposal for amendment to the CAR/SAM regional plan, which will be effected in accordance with the procedure approved by Council.

3.3.7 **Financial, managerial and other contractual aspects**

3.3.7.1 The participation of States in the provision of a multinational facility/service is based on the assumption that any State having supported and agreed to the implementation of such a facility/service and making use of it, should also shoulder its respective share of the costs involved. The participating States would need to formalize the terms under which the multinational facility/service is to be provided in an agreement. A primary aim of the agreement should be to ensure that the costs involved are shared among the participating States in a fair and equitable manner.

3.3.7.2 This part of the guidelines is concerned with the main contractual aspects, financial, managerial and other issues, that should normally be considered when initiating work on a potential multinational facility/service. The basic provisions that would need to be considered for incorporation in such an agreement are outlined, including provisions concerning cost sharing and cost determination. However, the guidance does not extend to the presentation of a draft model agreement or clauses, since circumstances related to the planning, implementation and operation of individual multinational facilities/services may vary considerably.

Note.— The guidelines generally refer to "agreement" as a generic term covering one or more agreements as the case may be.

3.3.8 **Types of agreements**

3.3.8.1 An agreement covering the development, implementation, operation and maintenance of a multinational facility/service could either take the form of a formal international treaty or an "administrative agreement". Both forms establish an international obligation but a treaty requires the signature of the head of state or government and will also require the ratification or approval of the national legislative assembly, which, as a rule, is a time-consuming process. An "administrative agreement", on the other hand, is at a lower level of requirement in respect of formalities and procedures than a treaty, can be signed by a minister or director of civil aviation or some other authorized person, and could be concluded by an exchange of letters or notes.

3.3.8.2 It is recommended that, whenever possible, the agreement be established in the form of an "administrative agreement" rather than a formal international treaty because this would allow the agreement to come into force with minimum delay and also permit greater flexibility in incorporating any subsequent modifications required. It is recognized, however, that in some States constitutional or legal circumstances may require the approval of the legislative assembly for financial obligations to be accepted by the State, particularly if these are of a substantial magnitude and/or extend over a period of time. Whatever form is used the agreement(s) should be structured to provide for easy subsequent amendments as developments may require. To this end, material of detail which is more likely to require modifications, and which will not affect the basic provisions of the agreement, should be contained in annexes or appendices.

3.3.8.3 It is further recommended that whenever possible only one general agreement (treaty/"administrative agreement") be adopted covering all aspects of the facility/service concerned through all its phases. However, this may not always be possible. In certain circumstances it might be necessary or preferable to have more than one agreement (treaty/"administrative agreement") differing in scope and content. In those circumstances the aim should be to cover as many aspects as possible in the "administrative agreement" and limit the use of the treaty to those aspects for which this form of agreement is essential for the States concerned. Recognizing this, one agreement for example, might cover the activities, including pre-financing, to be undertaken by those States that accept the responsibility for bringing the facility/service up to operational status, with another agreement to be concluded between all the States (including the first group of States aforementioned), which would use or be served by the facility/service once it became operational. In such circumstances the former agreement would be important because the first group of States would have to ensure the provision of funds from their own resources to ensure the implementation of the facility/service, since no inflow of revenues from charges on users (aircraft operators) would take place until the multinational facility/service becomes operational.

3.3.8.4 Another possible approach, if required by circumstances, would be for all the participating States to conclude an agreement covering, in general terms, their commitment to participate in the provision of the multinational facility/service, and then developing a separate agreement covering all aspects relating to the financing and operation of the multinational facility/service.

3.3.8.5 The various basic provisions that would normally have to be covered in an agreement of this nature are addressed below in the sequence they would usually appear, as follows:

a) ***Objective of the agreement***. In the introductory text the agreement should set out the objective underlying the participating States' decision to jointly arrange for the provision of the multinational facility/service concerned.

b) ***Obligations of States party to the agreement***. The agreement should at the outset briefly set forth the basic obligations of the participating States. These include the obligation (by a participating State or group of States individually or collectively or as assigned to an organization or agency) to establish and operate the facility/service concerned; the obligation of each participating State to pay its share of the costs involved; the obligation to observe ICAO policies and practices, including those addressing cost recovery by States from aircraft operators, etc.

c) ***Definition and description of the facility/service***. The agreement should contain a clear and accurate definition and description of the multinational facility/service to be provided and the functions it is to perform, including to the extent possible and desirable, the supporting services required. It may be advisable in certain cases to make specific reference to functions which the multinational facility/service will not be performing.

d) ***Establishment and operation of the facility/service.*** The agreement should specify who will establish and operate the facility/service concerned, namely whether this is to be done by one State, two or more States, an existing international organization, an existing national or international agency, or a new agency to be established specifically for this purpose.

Note - The decision as to who should provide the facility/service could be influenced, in particular, by the anticipated capital investment and annual costs involved, as well as the extent to which the alternative providers (i.e. a participating State or States, international organization or agency) have been engaged in the function(s) concerned.

e) ***Legal capacity.*** If an international organization or agency (as referred to in Assembly Resolution A22-19) is to establish and/or operate the facility/service concerned, it will have to be endowed with proper legal capacity to have the capacity to contract, to acquire and dispose of property and to institute and answer legal proceedings.

f) ***Liability aspects.*** Closely related to legal capacity are the liability aspects which may have to be addressed in the agreement. This involves such aspects as the determination of the extent to which liability is to be assumed in connection with the provision of the multinational facility/service. Other aspects also include whether the entity providing the facility/service concerned, whether an international organization agency or State(s), should alone assume such responsibility or whether this should be shared amongst all the participating States.

g) ***Managerial aspects.*** The nature of the governing body or bodies required to administer the agreement needs to be established and a description of their functions provided. Should a new agency be established to operate the multinational facility/service, this would need to be stipulated in the agreement, where reference should also be made to the functions and responsibilities of the executive head of the agency and to whom he or she would be responsible.

1) ***Governing bodies and decision-making arrangements.*** Voting arrangements should be specified. It would need to be decided whether each participating State should have equal voting power (as is for example the practice of ICAO). Alternatively, each State's vote may be weighed in accordance with a predetermined formula, which would need to be specified, for example, by determining the voting power according to that participant's share of total contributions to the facility/service or agency concerned. A maximum and/or a minimum limit may be set for the number of votes that can be assigned to any individual participant regardless of that participant's share of total contributions.

Another voting aspect which has to be decided on, and specified in the agreement, is whether a simple majority would apply in all cases or whether for particular issues a large majority vote (to be specified) or even unanimity would be required. Where different degrees of majority voting would apply depending on the matter or subject being voted on, these would also need to be clearly identified in the agreement.

2) ***Organization and staffing.*** The agreement should refer to the manner in which the entity actually operating the facility/service would structure or organize its functions. This would apply in particular if the operation is to be assigned to a new agency. Various aspects of staffing (nationality, numbers and type etc.) will also need to be addressed and, as appropriate, incorporated in the agreement (or an annex to it). If the participating States agree that the multinational facility/service is to be provided by one State or by two or more States (each providing separate components or parts of the project involved), the nationality of staff should not give rise to any problems, and need not be covered in the agreement. However, operation by an international organization or agency, may require that certain stipulations be included in the agreement concerning the selection of qualified staff from participating States. Other aspects to be considered, aside from the number and types of staff, are the various elements of conditions of service including status to be accorded to any expatriate staff, tax exemptions, etc., which will reflect on the overall costs of the venture.

3) ***Consultation.*** Provision should be made in the agreement to ensure adequate consultation with States being party to the agreement but not represented on the governing body, and appropriate aircraft operators organizations. Such consultations should at least be undertaken in advance of any developments that could materially affect cost share to be allocated to these States, user charges, and the quality of the services provided.

h) **Financial aspects:**

1) ***Pre-implementation considerations***. The determination and presentation of the costs attributable to the provision of the multinational facility/service concerned should proceed in a manner acceptable to all the participating States. In this context it should be noted that bringing the facility/service up to implementation status can involve the costs of implementation being financed by one or more of the participating States. However, once the facility/service has been implemented, these costs would be capitalized and then included as depreciation (together with accumulated interest) in the overall cost base to be shared among the States participating in the provision of the facility/service concerned.

2) ***Cost determination.*** In order to formalize the manner in which the costs to be shared should be arrived at, the agreement between the States participating in the provision of a multinational facility/service should contain clauses referring to the determination of the related costs. The agreement should also stipulate that the approach towards cost determination be based on that recommended in Chapter 4 of the ICAO Manual on Air Navigation Services Economics (Doc 9161). Should more comprehensive instructions, based on Doc 9161 be required, it is preferable that these be presented in an annex in view of their relative volume and detail, and also because it may be expected that they would need to be updated and modified more frequently than the main text of the agreement. (Amendments to the annexes to the agreement would normally be subject to the approval of the governing body of the multinational facility/service).

In line with the approach adopted in Doc 9161, the annex would normally contain an inventory of the various components of the multinational facility/service (e.g. buildings, equipment, number of staff by function, etc.). It would also cover the determination of annual costs, i.e. operation and maintenance costs, administrative overheads, depreciation and/or amortization and cost of capital as well as special capital outlays. Finally, where a multinational facility/service or any of its components serve other than the multinational functions specified in the agreement (i.e. functions serving one State only, or non-aeronautical functions), instructions should be provided to ensure the accurate determination of the "multinational" costs to be shared among the participating States.

The agreement would also need to specify, normally in an annex, the basic format to be used for the presentation of the annual costs for approval. The scope and detail of the format will depend on the particular circumstances involved.

3) ***Cost sharing.*** Once a State has supported and agreed to the implementation of a multinational facility/service and making use of it, it would be expected to assume responsibility for its share of the costs involved. This basic obligation should be reflected in the agreement between the participating States.

The agreement should outline the procedure to be applied for determining the cost share to be borne by each participating State. Any cost sharing method should, to the extent possible, be equitable, simple and easy to apply. The question of equity should not only be considered in the context of the participating States, but also with respect to the final users (aircraft operators) since it may be assumed that in most instances the participating States would include the costs they incur in the cost base for their air navigation facility charges, where levied.

In general, it does not appear feasible to recommend one specific method or approach to cost sharing because the situation will vary, depending particularly, on the technical and operational characteristics of the multinational facility/service involved, the views or policies of the participating States on how costs should be shared, and the volume of these costs.

In the interest of equity, however, any method of cost sharing should, in principle, be based on the extent of the use of the multinational facility/service concerned by each participating State. Thus, the parameters or keys used to determine each State's cost share should reflect the extent of such use. However, if the use made of a multinational facility/service can only be measured by applying complex procedures and at a cost which is not commensurate with the costs to be shared, other methods of cost sharing based on readily available and relevant statistical data could be applied. Whatever method is selected it must provide for the just and equitable sharing of the costs involved.

A multinational facility/service might be operated by one or more States with other States contributing their share of the costs involved. In such circumstances, all the States concerned must decide whether or not the total costs should be subject to sharing or if any allowances should be made to reflect any tangible benefits accruing to the State(s) engaged in the actual operation of the facility/service concerned. Such benefits would usually be in the form of employment of nationals, contracts awarded to national companies, etc. with their associated multiplier effect on the economies of the State(s) concerned. It should be noted that the States actually operating the facility/service would, like other State(s) using it, be obliged to pay its (their) share of the total costs to be shared.

4) ***Recovery of costs from users***. As a rule, a multinational facility/service would have to be "multinationally" financed or prefinanced by a State, group of States or by an agency as established under the authority of an agreement by States. However, any of these could recover the costs so incurred from users once the facility/service has been implemented. Nevertheless, States may also choose to recover less than full costs in recognition of local, regional or national benefits (Doc 9082, paragraph 35 (i) refers). Where an agency has been authorized to recover its costs through charges, the authorizing States would nevertheless need to make up for revenue shortfalls where, for example, the States had decided certain flights should either be exempted from or pay reduced charges.

It would be up to each participating State to decide whether or not it wishes to recover its cost share from the users (aircraft operators). A State could either include these costs in its cost base for route facility charges (if it levies such charges), or, alternatively, recover the costs by levying a separate charge (normally a more complex and costly procedure to administer). While the recovery of such cost shares from users might normally not be referred to in an agreement on a multinational facility/service, the agreement could include a provision to the effect that such recovery must be based on Article 15 of the Chicago Convention as well as the principles and recommendations in Doc 9082.

If the participating States were to assign the operation of a multinational facility/service to an international organization or an international agency and decide that it should levy charges on aircraft operators for the purpose of full or partial cost recovery, this would need to be covered in the agreement. In such instances the agreement would usually also stipulate (probably in a separate annex) the charging formula to be used, reductions and exemptions granted, billing and payment arrangements, etc. Such procedures would, of course, need to conform with the provisions of Article 15 of the Chicago Convention and Doc 9082.

5) ***Budgeting***. Proper financial control will require costs and revenues to be estimated in advance. The itemization of the costs should basically correspond with that used for the presentation of costs. This will enable actual costs to be compared with estimated costs, and actual revenues with those estimated.

6) ***Authority to approve the budget***. The agreement should also stipulate who has the authority to approve the budget and thus authorize the use of funds to meet operating expenses and capital expenditures. This authority would normally be vested in the governing body of the multinational facility/service concerned.

7) ***Financial auditing.*** The financial audit function forms an integral part of the determination of the costs to be shared and the cost share to be borne by each participating State as well as of proper financial control. The agreement between States participating in the provision of a multinational facility/service should therefore specify that an annual financial audit be performed by a certified independent external auditor.

8) ***Taxation and other government levies.*** The subject of tax exemptions and other aspects related to taxation will need to be addressed in the context of the overall operations of the multinational facility/service. Similarly, with regard to other government levies such as custom fees and duties, value added tax, etc., it may also need to be considered whether the import or export, purchase or sale of any equipment, supplies, etc., required for the operation of the multinational facility/service concerned should be exempted from all such levies in the participating States. The inclusion of clauses to that effect would be likely to require an agreement subject to ratification, such as a treaty.

i) ***Procedures for settlement of disputes.*** The agreement should contain stipulations setting out the procedures to be followed for settlement or disputes between the participating States arising from the provision of the facility/service concerned. Regarding the settlement of disputes arising from different interpretations being given to the agreement, the States concerned would have to agree on the procedures for negotiation or arbitration and on the body to which an appeal for a final ruling could be made.

j) ***Accessions, withdrawals, amendments to and termination of agreement.*** The agreement should contain provisions, including those describing the financial implications involved, to:

- cover the subsequent accession by any additional qualifying State(s) after the agreement is in force; and

- specify the procedure to be applied when a signatory State wishes to withdraw from the agreement as well as procedures to follow in the event of termination of the agreement.

Similarly, the agreement should specify the procedures to be followed if amendments are to be made to the main text or to any Annexes (for which different procedures would normally apply).

APPENDIX B

REGIONAL GROUP OF HIGH-LEVEL SPECIALISTS ON CNS/ATM SYSTEM IMPLEMENTATION

Terms of reference

Taking into account the results of the studies on multinational facilities conducted by GREPECAS, to study the feasibility of implementing CNS/ATM systems in the SAM Region, taking into consideration the institutional, legal and economic aspects.

Work programme

a) Review the different multinational facilities identified and studied by GREPECAS and their corresponding planning.

b) Determine the most appropriate mechanism for the implementation of multinational facilities in the CAR/SAM Regions in line with the interests of the States, and the financial matters related to the implementation mechanism identified.

c) Examine the legal matters related to the institutional aspects of each multinational facility.

d) Set the foundations for multinational facility implementation, management, operation and maintenance agreements.

APPENDIX/APENDICE C

CNS MULTINATIONAL INSTALLATIONS/SERVICES
INSTALACIONES/SERVICIOS MULTINACIONALES CNS

SOUTH AMERICAN DIGITAL NETWORK - REDDIG
RED DIGITAL SUDAMERICANA – REDDIG

1. Main Characteristics /Características Principales

2. Communications Services / Servicios de Comunicaciones

NODES/NODOS	SERVICES (Situation to be implemented) / SERVICIOS (Situación a implantarse)										
	AFTN	ATS-D	ATS-A	ATN	SBAS Support/ Apoyo SBAS	SSR Data/ Datos SSR	ADM	Management/Gestión		MANT	Other/Otros
								NCC	MNS		
1	2	3	4	5	6	7	8	8	9	11	12
Ezeiza	X	X	X		X	X	X	X		X	
Santiago	X	X	X		X		X		X	X	
Montevideo	X	X	X			X	X		X	X	
Asunción	X	X	X				X		X	X	
La Paz	X	X	X		X		X		X	X	
Curitiba	X	X	X				X		X	X	
Recife	X		X				X		X	X	
Manaus	X	X	X				X		X	X	
Lima	X	X	X		X		X	X	X	X	
Bogotá	X	X	X		X		X		X	X	
Guayaquil	X	X	X				X		X	X	
Caracas	X	X	X				X		X	X	
Georgetown	X		X				X		X	X	
Paramaribo	X		X				X		X	X	
Cayenne	X		X				X		X	X	

APPENDIX A

FASID CAR/SAM – GEN II-S

3.3 General Guidelines on the establishment and provision of multinational facilities/services in the CAR/SAM Regions

3.3.1 General

3.3.1.1 When implementing facilities and services States will wish to explore the possibilities for the establishment and provision of a multinational facility/service and the following guidelines are available in that regard.

3.3.2 Introduction

3.3.2.1 These guidelines were developed by the CAR/SAM/3 RAN Meeting (1999), Recommendation 13/2 pursuant to Recommendation ANSEP/2-3 approved by the ICAO Council at the sixth meeting of its 146th Session.

3.3.2.2 They reflect relevant ICAO provisions and established policies on the Organization's regional planning for and implementation of facilities/services required for air navigation applicable in the CAR/SAM Regions. They also recognize the principle that costs may be recovered for facilities and services provided for and implemented under the CAR/SAM Regional Plan as approved by the Council according to the principles set forth in the *Statements by the Council to Contracting States on Charges for Airports and Air Navigation Services* (Doc 9082, paragraph 34 (ii) refers) and the more detailed guidance material in the ICAO *Manual on Air Navigation Services Economics* (Doc 9161).

3.3.3 Defining Multinational Air Navigation Facilities/Services

3.3.3.1 It is expected that multinational air navigation facilities/services will, for some time, continue to be the exception rather than the rule within the CAR/SAM Regions. Because of their uniqueness, their impact on the system as a whole as well as their implications for users and providers of the multinational facilities/services, need early recognition by GREPECAS or other implementation group. Defining a multinational CAR/SAM air navigation facility/service in the following way would facilitate such identification in a rational manner:

- A facility/service specifically identified as such and included in the ICAO CAR/SAM Regional Plan for the purpose of serving international air navigation in airspace extending beyond the airspace serviced by a single State in accordance with the CAR/SAM Regional Plan.

3.3.3.2 The purpose of a multinational facility/service to serve international air navigation in airspace extending beyond the airspace serviced by a single State is a useful and qualifying element. It is a crucial criterion in that it unambiguously discards other possibilities which the machinery for regional planning and implementation of requirements for facilities/services provides for under Article 28 of the Convention, in accordance with Standards and Recommended Practices and relevant Assembly Resolutions, e.g. establishment of an operating agency, and as a last resort, joint financing under Chapter XV of the Convention. While in any such case States would individually remain responsible under Article 28 for the provision of facilities/services within the area of their jurisdiction, a "multinational" facility/service by its very nature would extend beyond the individual airspace of a State.

3.3.3.3 In ICAO rules and procedures the term "facility/service" for air navigation is well understood. Contrary to the term "project" or any other term which may relate only to certain segments or phases of an undertaking, it does not exclude research, development, operation and eventually the phasing out of a joint venture. In this context, there is therefore no need to depart from the well known term "facility/service" for air navigation. There is, however, room for amplifying the definition by additional elements in order to dissociate the common undertaking from those facilities/services which are provided by one State only.

3.3.4 **Applicability of ICAO provisions**

3.3.4.1 Pursuant to Article 28 of the Convention and in line with the ICAO policies concerning the formulation of regional plans and their implementation, every multinational installation/service will appear in the regional plan as established by Council. In turn, when establishing the cost basis for route facility charges, the Council approved principles are to be applied, i.e. the costs to be taken into account should be those assessed in relation to facilities and services provided for and implemented under the CAR/SAM Regional Plan.

3.3.5 **CAR/SAM Regional Plan**

3.3.5.1 Regional plans for facilities, services and procedures are established by the Council, normally on the advice of Regional Air Navigation Meetings. Between such meetings plans are updated, on an *ad hoc* basis, through the Procedures for the Amendment of Approved Regional Plans. In both cases an experimental procedure based on Recommendation No. 2 of the Conference on the Economics of Route Air Navigation Facilities and Airports (1973), applies as follows: in case of an objection to the inclusion of facilities/services in the plan raised by a State on the grounds that facilities/services are not required for international civil aviation, to the extent feasible, costs of the facilities/services questioned are evaluated.

3.3.5.2 The CAR/SAM Regional Planning and Implementation Group (GREPECAS) as well as all parties to the regional planning processes for the continuous management of the CAR/SAM Air Navigation Plan, should continue to pay due regard to the operational requirements, expected technical progress, the likely financial implications for users and providers, and possible alternative solutions and operational cost/benefit considerations.

3.3.5.3 The process for development and implementation of multinational facilities/services would be similar to that concerning the inclusion of any facilities/services in the CAR/SAM Regional Plan and would have the general objective of ensuring continuous and coherent development of the CAR/SAM Regional Plan as a whole and possible benefits of joint action by participating States.

3.3.6 **Planning and Development of a Multinational Air Navigation Facility/Service in the CAR/SAM Regions**

3.3.6.1 The following guidelines constitute a step by step process for the development of a multinational air navigation facility/service in the CAR/SAM regions. The following paragraphs provide comments on the various stages.

A. The need for a multinational air navigation facility/service may originate from either:

a) the CAR/SAM Regional Planning and Implementation Group (GREPECAS); or

b) a State or a group of States.

B. The installation/service proposals should be supported by documentation related with the following aspects:

a) aim of the proposal and operational and technical justifications;

b) financial implications and cost/benefit relationship;

c) management implications; and

d) alternative solutions.

C. The proposal will be evaluated by GREPECAS, particularly with respect to its justification, acceptability and cost/benefit relationship.

D. If a similar agreement has been reached within GREPECAS, the latter will proceed through the Caribbean and South American Regional Office, to carry out the following:

a) consult with the States directly interested, as well as the States to use them, on the possibility of providing multinational installations/services; and

b) evaluate again the proposal on the basis of comments formulated by said States and decide whether the proposal should continue or not.

E. GREPECAS elaborates, having consulted all interested parties, a complete proposal for amendment to the CAR/SAM regional plan, which will be effected in accordance with the procedure approved by Council.

Comments on the procedure

3.3.6.2 From the basic elements of definition, and from its evident consequence, which is the whole integration of the proposal for a multinational CAR/SAM installation/service in the ICAO planning and implementation processes for the CAR/SAM Regions, it can be deduced that:

A. The ICAO CAR/SAM air navigation multinational installation/service proposals can originate from:

a) the CAR/SAM regional planning and implementation Group (GREPECAS); or

b) a State or group of States.

3.3.6.3 Within this context, it can be recalled that GREPECAS carries out, at all moments, an active role. The permanent regional planning and coordination mechanism supposes, in effect, this prior requirement that permits to provide, at all times, a reaction adapted to CAR/SAM specific needs, and which appears, on the other hand, in the objectives of the Group, such as:

a) ensure the continuous and coherent development of the CAR/SAM regional plan as a whole and in relation with those of the adjacent regions; and

b) identify specific problems in the air navigation field and propose interested parties, in an appropriate manner, measures to solve them.

3.3.6.4 The CAR/SAM planning processes and the GREPECAS working methods, as indicated in the Procedural Handbook, assure in a permanent and intensive manner the information from CAR/SAM member States, as well as the coordination with same. Even though to these procedures maximum transparency is inherent, special attention should be given from the beginning when they deal with multinational projects that can have vital repercussions for all interested parties. GREPECAS accepted the principle:

– that, upon elaborating a multinational installation/service proposal, it will act in close consultation with interested States and international organizations during the whole phase of its review.

3.3.6.5 In the introductory part of the CAR/SAM regional plan, the amendment procedures of approved regional plans and the permanent management of the CAR/SAM regional plan are described.

3.3.6.6 When a proposal is originated within GREPECAS or when it is submitted to its consideration by a State or group of States, basic information is required to permit a preliminary evaluation. Therefore, as a principle:

B. The installation/service proposals should be supported by documentation related with the following aspects:

a) ***purpose of the multinational air navigation facility/service and its operational and technical justifications.*** This should include the overall plan and targets for the development and the establishment of the facility/service. The likely implications if any, on regulations, working-routines, equipment, premises and maintenance should be included. Information on the expected consequences on the overall CAR/SAM air navigation system or any part thereof should also be included;

b) ***financial implications and cost-effectiveness***. Related information should include estimates of the total costs of the multinational facility/service covering, as required, research and development, implementation, operation and maintenance, administration, and capital costs; how all costs incurred prior to the operational phase will be financed; assessing savings which may accrue from the implementation of the facility/service (these can be measured in monetary and/or physical terms for example air traffic controller positions, communications facilities, etc.) and comparing these savings to the total cost estimates; proposals as to how cost shares of States participating in the provision of the project are to be determined. Also, assessment needs to be provided on impact on users from charges for the facility/service concerned;

c) ***managerial implications***

As a minimum, information should be included on the organization of the infrastructure (operational and administrative) and on personnel.

d) ***alternative solutions***

Even though normally it cannot be expected that all proposals submitted, from the outside, to the consideration of GREPECAS contain all the information necessary for a preliminary evaluation, GREPECAS should always take into account any possible option through which operational requirements can be satisfied in a more profitable manner. This information should form part of the documentation to be provided to the parties to be consulted.

3.3.6.7 Once the necessary information is available, the following phase should be initiated as soon as possible.

C. The proposal will be evaluated by GREPECAS, particularly with respect to its justification, acceptability and cost/benefit relationship.

D. If a similar agreement has been reached within GREPECAS, the latter will proceed through the Caribbean and South American Regional Office, to carry out the following:

a) consult with the States directly interested, as well as the States to use them, on the possibility of providing multinational installations/services; and

b) evaluate again the proposal on the basis of comments formulated by said States and decide whether the proposal should continue or not.

3.3.6.8 GREPECAS attributes, as well as the procedures adopted to carry out its activities, permit the Group to receive assessment with regard to economy, as required. GREPECAS will be the most indicated to establish the need for assistance as well as the manner it should take, upon examining a definite proposal for a multinational installation/Service.

3.3.6.9 Upon completing the preparatory work described above, the adding of an installation/service in the CAR/SAM regional plan is carried out as follows:

E. GREPECAS elaborates, having consulted all interested parties, a complete proposal for amendment to the CAR/SAM regional plan, which will be effected in accordance with the procedure approved by Council.

3.3.7 **Financial, managerial and other contractual aspects**

3.3.7.1 The participation of States in the provision of a multinational facility/service is based on the assumption that any State having supported and agreed to the implementation of such a facility/service and making use of it, should also shoulder its respective share of the costs involved. The participating States would need to formalize the terms under which the multinational facility/service is to be provided in an agreement. A primary aim of the agreement should be to ensure that the costs involved are shared among the participating States in a fair and equitable manner.

3.3.7.2 This part of the guidelines is concerned with the main contractual aspects, financial, managerial and other issues, that should normally be considered when initiating work on a potential multinational facility/service. The basic provisions that would need to be considered for incorporation in such an agreement are outlined, including provisions concerning cost sharing and cost determination. However, the guidance does not extend to the presentation of a draft model agreement or clauses, since circumstances related to the planning, implementation and operation of individual multinational facilities/services may vary considerably.

Note.— The guidelines generally refer to "agreement" as a generic term covering one or more agreements as the case may be.

3.3.8 **Types of agreements**

3.3.8.1 An agreement covering the development, implementation, operation and maintenance of a multinational facility/service could either take the form of a formal international treaty or an "administrative agreement". Both forms establish an international obligation but a treaty requires the signature of the head of state or government and will also require the ratification or approval of the national legislative assembly, which, as a rule, is a time-consuming process. An "administrative agreement", on the other hand, is at a lower level of requirement in respect of formalities and procedures than a treaty, can be signed by a minister or director of civil aviation or some other authorized person, and could be concluded by an exchange of letters or notes.

3.3.8.2 It is recommended that, whenever possible, the agreement be established in the form of an "administrative agreement" rather than a formal international treaty because this would allow the agreement to come into force with minimum delay and also permit greater flexibility in incorporating any subsequent modifications required. It is recognized, however, that in some States constitutional or legal circumstances may require the approval of the legislative assembly for financial obligations to be accepted by the State, particularly if these are of a substantial magnitude and/or extend over a period of time. Whatever form is used the agreement(s) should be structured to provide for easy subsequent amendments as developments may require. To this end, material of detail which is more likely to require modifications, and which will not affect the basic provisions of the agreement, should be contained in annexes or appendices.

3.3.8.3 It is further recommended that whenever possible only one general agreement (treaty/"administrative agreement") be adopted covering all aspects of the facility/service concerned through all its phases. However, this may not always be possible. In certain circumstances it might be necessary or preferable to have more than one agreement (treaty/"administrative agreement") differing in scope and content. In those circumstances the aim should be to cover as many aspects as possible in the "administrative agreement" and limit the use of the treaty to those aspects for which this form of agreement is essential for the States concerned. Recognizing this, one agreement for example, might cover the activities, including pre-financing, to be undertaken by those States that accept the responsibility for bringing the facility/service up to operational status, with another agreement to be concluded between all the States (including the first group of States aforementioned), which would use or be served by the facility/service once it became operational. In such circumstances the former agreement would be important because the first group of States would have to ensure the provision of funds from their own resources to ensure the implementation of the facility/service, since no inflow of revenues from charges on users (aircraft operators) would take place until the multinational facility/service becomes operational.

3.3.8.4 Another possible approach, if required by circumstances, would be for all the participating States to conclude an agreement covering, in general terms, their commitment to participate in the provision of the multinational facility/service, and then developing a separate agreement covering all aspects relating to the financing and operation of the multinational facility/service.

3.3.8.5 The various basic provisions that would normally have to be covered in an agreement of this nature are addressed below in the sequence they would usually appear, as follows:

a) ***Objective of the agreement***. In the introductory text the agreement should set out the objective underlying the participating States' decision to jointly arrange for the provision of the multinational facility/service concerned.

b) ***Obligations of States party to the agreement***. The agreement should at the outset briefly set forth the basic obligations of the participating States. These include the obligation (by a participating State or group of States individually or collectively or as assigned to an organization or agency) to establish and operate the facility/service concerned; the obligation of each participating State to pay its share of the costs involved; the obligation to observe ICAO policies and practices, including those addressing cost recovery by States from aircraft operators, etc.

c) ***Definition and description of the facility/service***. The agreement should contain a clear and accurate definition and description of the multinational facility/service to be provided and the functions it is to perform, including to the extent possible and desirable, the supporting services required. It may be advisable in certain cases to make specific reference to functions which the multinational facility/service will not be performing.

d) ***Establishment and operation of the facility/service.*** The agreement should specify who will establish and operate the facility/service concerned, namely whether this is to be done by one State, two or more States, an existing international organization, an existing national or international agency, or a new agency to be established specifically for this purpose.

Note - The decision as to who should provide the facility/service could be influenced, in particular, by the anticipated capital investment and annual costs involved, as well as the extent to which the alternative providers (i.e. a participating State or States, international organization or agency) have been engaged in the function(s) concerned.

e) ***Legal capacity.*** If an international organization or agency (as referred to in Assembly Resolution A22-19) is to establish and/or operate the facility/service concerned, it will have to be endowed with proper legal capacity to have the capacity to contract, to acquire and dispose of property and to institute and answer legal proceedings.

f) ***Liability aspects.*** Closely related to legal capacity are the liability aspects which may have to be addressed in the agreement. This involves such aspects as the determination of the extent to which liability is to be assumed in connection with the provision of the multinational facility/service. Other aspects also include whether the entity providing the facility/service concerned, whether an international organization agency or State(s), should alone assume such responsibility or whether this should be shared amongst all the participating States.

g) ***Managerial aspects.*** The nature of the governing body or bodies required to administer the agreement needs to be established and a description of their functions provided. Should a new agency be established to operate the multinational facility/service, this would need to be stipulated in the agreement, where reference should also be made to the functions and responsibilities of the executive head of the agency and to whom he or she would be responsible.

1) ***Governing bodies and decision-making arrangements.*** Voting arrangements should be specified. It would need to be decided whether each participating State should have equal voting power (as is for example the practice of ICAO). Alternatively, each State's vote may be weighed in accordance with a predetermined formula, which would need to be specified, for example, by determining the voting power according to that participant's share of total contributions to the facility/service or agency concerned. A maximum and/or a minimum limit may be set for the number of votes that can be assigned to any individual participant regardless of that participant's share of total contributions.

Another voting aspect which has to be decided on, and specified in the agreement, is whether a simple majority would apply in all cases or whether for particular issues a large majority vote (to be specified) or even unanimity would be required. Where different degrees of majority voting would apply depending on the matter or subject being voted on, these would also need to be clearly identified in the agreement.

2) ***Organization and staffing.*** The agreement should refer to the manner in which the entity actually operating the facility/service would structure or organize its functions. This would apply in particular if the operation is to be assigned to a new agency. Various aspects of staffing (nationality, numbers and type etc.) will also need to be addressed and, as appropriate, incorporated in the agreement (or an annex to it). If the participating States agree that the multinational facility/service is to be provided by one State or by two or more States (each providing separate components or parts of the project involved), the nationality of staff should not give rise to any problems, and need not be covered in the agreement. However, operation by an international organization or agency, may require that certain stipulations be included in the agreement concerning the selection of qualified staff from participating States. Other aspects to be considered, aside from the number and types of staff, are the various elements of conditions of service including status to be accorded to any expatriate staff, tax exemptions, etc., which will reflect on the overall costs of the venture.

3) ***Consultation.*** Provision should be made in the agreement to ensure adequate consultation with States being party to the agreement but not represented on the governing body, and appropriate aircraft operators organizations. Such consultations should at least be undertaken in advance of any developments that could materially affect cost share to be allocated to these States, user charges, and the quality of the services provided.

h) **Financial aspects:**

1) ***Pre-implementation considerations***. The determination and presentation of the costs attributable to the provision of the multinational facility/service concerned should proceed in a manner acceptable to all the participating States. In this context it should be noted that bringing the facility/service up to implementation status can involve the costs of implementation being financed by one or more of the participating States. However, once the facility/service has been implemented, these costs would be capitalized and then included as depreciation (together with accumulated interest) in the overall cost base to be shared among the States participating in the provision of the facility/service concerned.

2) ***Cost determination.*** In order to formalize the manner in which the costs to be shared should be arrived at, the agreement between the States participating in the provision of a multinational facility/service should contain clauses referring to the determination of the related costs. The agreement should also stipulate that the approach towards cost determination be based on that recommended in Chapter 4 of the ICAO Manual on Air Navigation Services Economics (Doc 9161). Should more comprehensive instructions, based on Doc 9161 be required, it is preferable that these be presented in an annex in view of their relative volume and detail, and also because it may be expected that they would need to be updated and modified more frequently than the main text of the agreement. (Amendments to the annexes to the agreement would normally be subject to the approval of the governing body of the multinational facility/service).

In line with the approach adopted in Doc 9161, the annex would normally contain an inventory of the various components of the multinational facility/service (e.g. buildings, equipment, number of staff by function, etc.). It would also cover the determination of annual costs, i.e. operation and maintenance costs, administrative overheads, depreciation and/or amortization and cost of capital as well as special capital outlays. Finally, where a multinational facility/service or any of its components serve other than the multinational functions specified in the agreement (i.e. functions serving one State only, or non-aeronautical functions), instructions should be provided to ensure the accurate determination of the "multinational" costs to be shared among the participating States.

The agreement would also need to specify, normally in an annex, the basic format to be used for the presentation of the annual costs for approval. The scope and detail of the format will depend on the particular circumstances involved.

3) ***Cost sharing.*** Once a State has supported and agreed to the implementation of a multinational facility/service and making use of it, it would be expected to assume responsibility for its share of the costs involved. This basic obligation should be reflected in the agreement between the participating States.

The agreement should outline the procedure to be applied for determining the cost share to be borne by each participating State. Any cost sharing method should, to the extent possible, be equitable, simple and easy to apply. The question of equity should not only be considered in the context of the participating States, but also with respect to the final users (aircraft operators) since it may be assumed that in most instances the participating States would include the costs they incur in the cost base for their air navigation facility charges, where levied.

In general, it does not appear feasible to recommend one specific method or approach to cost sharing because the situation will vary, depending particularly, on the technical and operational characteristics of the multinational facility/service involved, the views or policies of the participating States on how costs should be shared, and the volume of these costs.

In the interest of equity, however, any method of cost sharing should, in principle, be based on the extent of the use of the multinational facility/service concerned by each participating State. Thus, the parameters or keys used to determine each State's cost share should reflect the extent of such use. However, if the use made of a multinational facility/service can only be measured by applying complex procedures and at a cost which is not commensurate with the costs to be shared, other methods of cost sharing based on readily available and relevant statistical data could be applied. Whatever method is selected it must provide for the just and equitable sharing of the costs involved.

A multinational facility/service might be operated by one or more States with other States contributing their share of the costs involved. In such circumstances, all the States concerned must decide whether or not the total costs should be subject to sharing or if any allowances should be made to reflect any tangible benefits accruing to the State(s) engaged in the actual operation of the facility/service concerned. Such benefits would usually be in the form of employment of nationals, contracts awarded to national companies, etc. with their associated multiplier effect on the economies of the State(s) concerned. It should be noted that the States actually operating the facility/service would, like other State(s) using it, be obliged to pay its (their) share of the total costs to be shared.

4) ***Recovery of costs from users***. As a rule, a multinational facility/service would have to be "multinationally" financed or prefinanced by a State, group of States or by an agency as established under the authority of an agreement by States. However, any of these could recover the costs so incurred from users once the facility/service has been implemented. Nevertheless, States may also choose to recover less than full costs in recognition of local, regional or national benefits (Doc 9082, paragraph 35 (i) refers). Where an agency has been authorized to recover its costs through charges, the authorizing States would nevertheless need to make up for revenue shortfalls where, for example, the States had decided certain flights should either be exempted from or pay reduced charges.

It would be up to each participating State to decide whether or not it wishes to recover its cost share from the users (aircraft operators). A State could either include these costs in its cost base for route facility charges (if it levies such charges), or, alternatively, recover the costs by levying a separate charge (normally a more complex and costly procedure to administer). While the recovery of such cost shares from users might normally not be referred to in an agreement on a multinational facility/service, the agreement could include a provision to the effect that such recovery must be based on Article 15 of the Chicago Convention as well as the principles and recommendations in Doc 9082.

If the participating States were to assign the operation of a multinational facility/service to an international organization or an international agency and decide that it should levy charges on aircraft operators for the purpose of full or partial cost recovery, this would need to be covered in the agreement. In such instances the agreement would usually also stipulate (probably in a separate annex) the charging formula to be used, reductions and exemptions granted, billing and payment arrangements, etc. Such procedures would, of course, need to conform with the provisions of Article 15 of the Chicago Convention and Doc 9082.

5) ***Budgeting***. Proper financial control will require costs and revenues to be estimated in advance. The itemization of the costs should basically correspond with that used for the presentation of costs. This will enable actual costs to be compared with estimated costs, and actual revenues with those estimated.

6) ***Authority to approve the budget***. The agreement should also stipulate who has the authority to approve the budget and thus authorize the use of funds to meet operating expenses and capital expenditures. This authority would normally be vested in the governing body of the multinational facility/service concerned.

7) ***Financial auditing.*** The financial audit function forms an integral part of the determination of the costs to be shared and the cost share to be borne by each participating State as well as of proper financial control. The agreement between States participating in the provision of a multinational facility/service should therefore specify that an annual financial audit be performed by a certified independent external auditor.

8) ***Taxation and other government levies.*** The subject of tax exemptions and other aspects related to taxation will need to be addressed in the context of the overall operations of the multinational facility/service. Similarly, with regard to other government levies such as custom fees and duties, value added tax, etc., it may also need to be considered whether the import or export, purchase or sale of any equipment, supplies, etc., required for the operation of the multinational facility/service concerned should be exempted from all such levies in the participating States. The inclusion of clauses to that effect would be likely to require an agreement subject to ratification, such as a treaty.

i) ***Procedures for settlement of disputes.*** The agreement should contain stipulations setting out the procedures to be followed for settlement or disputes between the participating States arising from the provision of the facility/service concerned. Regarding the settlement of disputes arising from different interpretations being given to the agreement, the States concerned would have to agree on the procedures for negotiation or arbitration and on the body to which an appeal for a final ruling could be made.

j) ***Accessions, withdrawals, amendments to and termination of agreement.*** The agreement should contain provisions, including those describing the financial implications involved, to:

- cover the subsequent accession by any additional qualifying State(s) after the agreement is in force; and

- specify the procedure to be applied when a signatory State wishes to withdraw from the agreement as well as procedures to follow in the event of termination of the agreement.

Similarly, the agreement should specify the procedures to be followed if amendments are to be made to the main text or to any Annexes (for which different procedures would normally apply).

APPENDIX B

REGIONAL GROUP OF HIGH-LEVEL SPECIALISTS ON CNS/ATM SYSTEM IMPLEMENTATION

Terms of reference

Taking into account the results of the studies on multinational facilities conducted by GREPECAS, to study the feasibility of implementing CNS/ATM systems in the SAM Region, taking into consideration the institutional, legal and economic aspects.

Work programme

a) Review the different multinational facilities identified and studied by GREPECAS and their corresponding planning.

b) Determine the most appropriate mechanism for the implementation of multinational facilities in the CAR/SAM Regions in line with the interests of the States, and the financial matters related to the implementation mechanism identified.

c) Examine the legal matters related to the institutional aspects of each multinational facility.

d) Set the foundations for multinational facility implementation, management, operation and maintenance agreements.

APPENDIX/APENDICE C

CNS MULTINATIONAL INSTALLATIONS/SERVICES
INSTALACIONES/SERVICIOS MULTINACIONALES CNS

SOUTH AMERICAN DIGITAL NETWORK - REDDIG
RED DIGITAL SUDAMERICANA – REDDIG

1. Main Characteristics /Características Principales

2. Communications Services / Servicios de Comunicaciones

NODES/NODOS	SERVICES (Situation to be implemented) / SERVICIOS (Situación a implantarse)										
	AFTN	ATS-D	ATS-A	ATN	SBAS Support/ Apoyo SBAS	SSR Data/ Datos SSR	ADM	Management/Gestión		MANT	Other/Otros
								NCC	MNS		
1	2	3	4	5	6	7	8	8	9	11	12
Ezeiza	X	X	X		X	X	X	X		X	
Santiago	X	X	X		X		X		X	X	
Montevideo	X	X	X			X	X		X	X	
Asunción	X	X	X				X		X	X	
La Paz	X	X	X		X		X		X	X	
Curitiba	X	X	X				X		X	X	
Recife	X		X				X		X	X	
Manaus	X	X	X				X		X	X	
Lima	X	X	X		X		X	X	X	X	
Bogotá	X	X	X		X		X		X	X	
Guayaquil	X	X	X				X		X	X	
Caracas	X	X	X				X		X	X	
Georgetown	X		X				X		X	X	
Paramaribo	X		X				X		X	X	
Cayenne	X		X				X		X	X	

Agenda Item 5: State participation in the regional activities

a) CAR/SAM Regional Planning and Implementation Group (GREPECAS)

5.1 The Meeting was informed that with the GREPECAS restructure and the results of its Tenth Meeting the mechanism entered a new work phase that will require a great contribution by the State in relation to a large participation with specialists to develop a working plan required in order to implement the Air Navigation Plan and other matters.

5.2 The Meeting was also informed that in order to manage in an efficient and timely way the implementation of the mechanism tasks, the use of software tools such as Microsoft Project was approved for the planning phase, where it details the human resources to be employed. In this regard, and in coordination with the Secretariat of GREPECAS/Subgroups, it will be assigned to the experts that the States nominate to work in the mechanism, specific tasks to be developed by them, which will require that the corresponding administrations adopt these tasks as their own and support their experts with sufficient funds for the development of the same. In this regard, the Meeting formulated the following conclusion:

CONCLUSION 7/10: GREATER SUPPORT BY THE STATES FOR THE TASKS TO BE DEVELOPED BY GREPECAS.

That the administrations in order to make a greater contributions to the work to be developed by GREPECAS, adopt as their own the assigned tasks to their nominated experts to the mechanism and contribute the necessary contributions in support of its expert in order that the tasks assigned be developed within the time established in the work program of the respective organism of GREPECAS´ mechanism.

5.3 The Meeting analyzed and took note of the conclusions adopted by GREPECAS/10, which are detailed in **Appendix A**. In regards to the Conclusion 10/19 referred to *the regional actions to support ICAO´s position regarding points of critical interest for civil aviation in the ITU CRM-2003,* the Meeting agreed on the importance that the States should give to this critical matter, that may jeopardize the application of the satellite systems for air navigation. Therefore, it was unanimously decided to adopt the following conclusion:

CONCLUSION 7/11: COORDINATION FOR THE SUPPORT OF ICAO´S POSITION IN THE ITU CRM-2003

The Civil Aviation Authorities are urged to:

a) Make possible all of the necessary efforts to coordinate with the communication sector authorities in order to obtain their support to the ICAO position for the next ITU World Radio Telecommunications Conference (CRM-2003);
b) Consider the participation of representatives of their administration within the State's delegation to the Conference; and
c) Once the coordinations referred to in the previous paragraphs a) and b) have been made, inform the Regional Office on the obtained results.

b) Deficiency reduction/correction

5.4 The meeting was informed about the list of deficiencies by State in each area of air navigation, and the uniform methodology for the identification, assessment and reporting of deficiencies developed by the ICAO Council. It was felt that the administrations should take action to eliminate/reduce such deficiencies. Along these lines, mention was made of the concerns of the Air Navigation Commission and the Council indicating that safety deficiencies are safety related. Likewise, it was informed that the action adopted in that regard, and that civil aviation authorities should adopt follow-up measures based on priorities.

5.5 The meeting was presented with the new single definition of "deficiency" that replaces the former "shortcoming and deficiency" definitions which was approved by the ICAO Council on 30 November 2001, and reproduced below.

> *"A deficiency constitutes a situation in which a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with the corresponding ICAO Standards and Recommended Practices, and which has an negative impact on the safety, regularity and/or efficiency of international civil aviation."*

5.6 It was emphasized that the States should make greater efforts to overcome the delay in the mitigation of air navigation deficiencies, specifically with respect to the critical safety issues highlighted in the ICAO Global Aviation Safety Plan (GASP) which is attached as **Appendix B** to this Report and to give priority to this matter through the assignment of adequate financial and human resources.

5.7 Subsequently, it was noted that, based to the changes made to the GREPECAS structure, as approved through Decision 9/20 (GREPECAS/9), urgent ("U") deficiencies are being addressed by the Air Safety Board. The terms of reference of this Board stipulate that it is responsible for assessing, supervising and doing the follow-up of "U" deficiencies in the field of air navigation in the CAR/SAM Regions, and for developing the appropriate actions.

5.8 The meeting was also informed that, through Decision 10/60 of GREPECAS, the task of coordinating the establishment of action plans for resolving "A"- and "B"-rated deficiencies that affect the various fields of air navigation was transferred to the ICAO NACC and SAM Regional Offices.

5.9 The meeting took note of an example of a regional deficiency concerning English proficiency in the aeronautical field. In this respect, the Air Safety Board had requested the assistance of the Pan-American Air Safety Team (PAAST). It was also noted that the Board could request the assistance of ICAO, through the Technical Cooperation Projects, SIPs (Special Implementation Projects) and the recently approved International Financial Fund for Aviation Safety (IFFAS), which might have funds available for the adoption of measures to correct safety-related "U" deficiencies. The Meeting was informed that as a result of the work carried out by the PRICE Group, ICAO was circulating a State Letter, requesting comments on a proposal for the of Annexes 1, 6, 10, 11 and the PANS-ATM concerning language proficiency for radiotelephony communications. These proposal for amendments are aimed at reinforcing the use of the English language on ATC communications.

5.10 In order to conduct a strict follow up of each of the deficiencies detected in the different areas of air navigation, the meeting took note of the list of deficiencies presented in **Appendix C**. In addition, the Chilean delegate informed the Meeting on the work being carried out, regarding the progress on the use of the English language on ATC communications. In this respect, the Meeting was informed that Chile already started a training programme for controllers on the English language, with the purpose of complying with the new English language guidelines proposed by PRICE and circulated by ICAO in a State Letter. Based on this, the Meeting formulated the following Conclusion:

CONCLUSION 7/12: PROPOSAL FOR THE AMENDMENT OF ANNEXES 1, 6, 10, 11 AND THE PANS-ATM CONCERNING LANGUAGE PROFICIENCY FOR RADIOTELEPHONY COMMUNICATIONS

SAM States are encouraged to approve without comments the proposal for the amendment of Annexes 1, 6, 10, 11 and the PANS-ATM concerning language proficiency for radiotelephony communications, contained in a State letter circulated by ICAO.

5.11 During the discussion of this working paper, it was stated that the objective of IFFAS is to obtain resources and to finance developing States for the elimination of "U"-rated deficiencies. Likewise, a task force composed of members of the ICAO Council would study IFFAS by-laws with a view to its definitive implementation. An important aspect in this respect is the fact that the IFFAS will not be donated to the States and will be used for the direct payment of duly approved project accounts.

5.12 Following the review and discussion of this working paper, the civil aviation authorities of the SAM Region agreed to the following:

CONCLUSION 7/13 DEFICIENCIES IN THE VARIOUS FIELDS OF AIR NAVIGATION IN THE SAM REGION

That the aeronautical authorities

a) review the deficiencies included in Appendix C to this part of the report which correspond to their State, and identify the appropriate corrective (technical/operational/financial/organizational) measures to solve them; and

b) based on a), prepare an Action Plan and send it to the ICAO SAM Regional Office by 31 October 2002.

c) Airport Certification/Evaluation;

5.13 Under this Agenda item, the civil aviation authorities of the South American Region were informed about the work being carried out through the ICAO aerodrome certification process.

5.14 In principle, the meeting took note of the main aspects of aerodrome certification based on ICAO Doc 9774 -–AN/969 – Aerodrome Certification Manual. It also took note of the main aspects of the Universal Safety Oversight Audit Programme for Aerodromes.

5.15 Emphasis was placed on the responsibility of the State to guarantee the safety, regularity and efficiency of aircraft operations at the aerodromes under their jurisdiction. It was also noted that when airport operations are entrusted to an operator, the State must retain its oversight responsibility and make sure that the operator complies with ICAO SARPs or the applicable national regulations.

5.16 Special attention was given to the requirements of Amendment 4 to ICAO Annex 14, Volume I, which sets a **standard** stipulating that, as of 27 November 2003, the States are responsible for certifying all international airports. That same amendment *recommends* that *"a certified aerodrome should have a Safety Management System"*. This recommendation will become a **standard** as of 24 November 2005.

5.17 On the other hand, the meeting was informed that airport certification should be applied to: government departments operating state-owned aerodromes, airport authorities or similar corporations fully or partially owned by the State, and aerodromes owned by provincial governments, cities and municipalities.

5.18 The civil aviation authorities were informed that, for States to certify airports, the following requirements were essential: basic aeronautical legislation passed by the State and the existence of an appropriate state body with proper authority to enforce the regulations. Usually, this entity is the Civil Aviation Authority (CAA).

5.19 The meeting also noted that a requirement of the basic aeronautical legislation should be that "the CAA, as the certifying authority, should make sure that the holder of an aerodrome certificate is capable of ensuring that the aerodrome, its corresponding airspace and operational procedures can be safely used by aircraft".

5.20 It was recognised that the basic documents for aerodrome certification were the Aerodrome Certification Manual, Annex 14, Volume I, and Amendment 4 to that same Annex. The Aerodrome Manual is an integral part of a certified aerodrome and constitutes the basic document for starting the certification process, and should be included in the CAA request form for its approval. It should also describe in detail the aerodrome location, facilities, services, equipment, operational procedures, organization and management, including the **Safety Management System (SMS)**.

5.21 The meeting was also reminded that the Civil Aviation Authority should make sure that the aerodrome offers a safe environment for the operation of aircraft to be served and that the aerodrome operator has the necessary competence and experience to properly operate and maintain the aerodrome. Furthermore, periodical inspections need to be carried out by the Civil Aviation Authority to ensure that aerodrome certificate holders meet their obligations under the terms of the certificate, with emphasis on the accepted and approved aerodrome manual. In this sense, it is essential for the CAAs to have duly trained aerodrome inspectors.

5.22 Regarding the effectiveness of aerodrome certificates, they can be permanent or of limited duration, in keeping with the requirements of each State. The aerodrome certificate may be suspended if the operator fails to meet the necessary requirements, for instance, if the Safety Management System is not being properly implemented.

5.23 The meeting was invited to take into account that all the aspects that had been addressed required a more in-depth analysis on the basis of ICAO Doc 9774 – AN/969 "Aerodrome Certification Manual". A simple schematic of the aerodrome certification stages appears in **Appendix D**.

5.24 Upon examining the ICAO initiatives for personnel training, it was noted that all ICAO AGA Officers had participated in a seminar on aerodrome certification and discussion of Doc 9774, held in Montreal on 8-12 April 2002. A workshop on aerodrome certification had also been carried out in Trinidad and Tobago, on 13-16 May of this year for English-speaking States, and another one would be held on 24-27 September 2002 in Santiago, Chile, for Spanish-speaking States. These events had been scheduled for CAR/SAM States.

5.25 With respect to the ICAO USOAP Programme, the civil aviation authorities were informed that the documents related to the expansion of the ICAO USOAP Programme would be available within the following 18 months. The preparatory work for the expansion of the ICAO USOAP Programme would begin in 2003, and the aerodrome audits would start in 2004, in 5-year cycles.

5.26 Finally, during the debates, it was recommended that SAM States continue discussing and refining the aerodrome certification process in order to supplement the information contained in ICAO Doc 9774. Likewise, it was agreed that SAM States should join efforts in order to maintain the aforementioned process, as defined in the Aerodrome Certification Manual (Doc 9774), adjusting it to air transportation conditions and the infrastructure that exists in the region. Potential improvements should be identified in order to maximize the results at the least cost, and to improve civil aviation safety conditions.

CONCLUSION 7/14 AERODROME CERTIFICATION

Civil aviation authorities are urged to:

a) Develop, if they have not done so yet, an intensive programme to meet the requirements of Amendment 4 to Annex 14, Volume I, as soon as possible;

b) Participate in aerodrome certification training programmes, so that their staff may receive training in the conduction of aerodrome certification processes and the analysis of Aerodrome Manuals and Safety Management Systems;

c) Be prepared for the aerodrome audits that will start in 2004;

d) Implement Safety Management Systems at their aerodromes before 24 November 2005, in order to meet the requirements of Amendment 4 to ICAO Annex 14, Volume I.

e) Carry out actions aimed at complementing the instructions contained in ICAO Doc 9774, searching for an effective international harmonization in the aerodrome certification process.

d) **ATS quality assurance**

5.27 It was shown to the SAM Region Civil Aviation Authorities (CAA) the basic information on the regional guidance material for Quality Assurance of the Air Traffic Services (ATS) approved by the CAR/SAM Regional Planning and Implementation Group (GREPECAS) for use by the States/Territories/International Organizations of the South American Region.

5.28 The Meeting took note that ICAO has recently approved the Amendment 40 to the Annex 11. This Amendment urges the States to implement, by 27 November 2003, systematic and suitable ATS safety management programmes. In addition, the ICAO Assembly Resolution A 33-8, carried out from 25 September to 05 October 2001, decided to extend the ICAO Universal Safety Oversight Audit Program (USOAP) to Annex 11, Air Traffic Services starting in 2004.

5.29 It was explained to the civil aviation authorities that the CAR/SAM regional guidance material for ATS Quality Assurance was developed at first time to be used worldwide. It was also emphasized that States/Territories and International Organizations of the CAR/SAM Regions can use this material.

5.30 The Meeting took note that the CAR/SAM Regions carried out the following events: a seminar on Quality Assurance Programme for Air Traffic Services (Mexico, 16-20 October 2000), a workshop in English on ATS QA (Trinidad and Tobago, December 2000) and another one in Spanish (El Salvador, June 2002). From 14-18 October 2002, another seminar on the subject will be held in Lima, Peru. In this case, the objective is to gather information from other States from and outside the CAR/SAM Regions. Later on, the SAM Office will start an evaluation program of the ATC facilities in order to implement the ATS QA in the States of the Region.

5.31 It was informed to the civil aviation authorities that the main goal of the Quality Assurance Program is to avoid ATS incidents. In addition, one of the main purposes of this program is to make specific guidelines available for notifying, investigating and solving the different types of ATS incidents. The regional guidance material, which content is indicated in **Appendix E**, can be utilized for very simple to very sophisticated ATS systems. This material can be found at the website www.lima.icao.int

CONCLUSIÓN 7/15: ATS QUALITY ASSURANCE PROGRAMMES

That the SAM States:

a) based on the guidance material for ATS quality assurance programmes approved by the CAR/SAM Regional Planning and Implementation Group, implement a quality assurance programme at ATS units and designate the person responsible who will also be the focal point and coordinator of the programme;

b) Inform the ICAO SAM Regional Office about such designation; and

c) Participate actively at all events that seek to disseminate, provide training in, and implement ATS quality assurance programmes.

APPENDIX A

GREPECAS CONCLUSIONS TO BE EXAMINED BY RAAC/7 MEETING

CONCLUSION 10/8 - ATS CONTINGENCY PLANS

That: the:

a) States/Territories and International Organizations in the CAR/SAM Regions review, with adjacent States/Territories, the national ATS contingency plans prepared and coordinated for the Y2K problem and agree upon the most appropriate measures to adapt them to any event that might affect, either partially or totally, the provision of ATS and related services; and

b) on the basis of a) above, the ICAO NACC and SAM Regional Offices take the appropriate measures to adapt the regional Y2K contingency plans and coordinate them with the other regions that might be affected by such plans.

CONCLUSION 10/11 - IMPLEMENTATION OF RVSM IN THE CAR/SAM REGIONS

That CAR/SAM States/Territories and COCESNA:

a) implement RVSM in the Flight Information Regions under their jurisdiction;

b) carry out this implementation programme in phases in accordance with the following:

1) from FL350 to FL390 inclusive starting from 1 April 2004 allowing the use of up to FL410 in a tactical way; and

2) from FL290 to FL410 inclusive, at a date to be determined in accordance with operational needs; and

c) use as a reference framework for RVSM implementation the basic work programme shown in Appendix C.

CONCLUSION 10/12 - CAR/SAM AIRSPACE SAFETY PERFORMANCE MONITORING AGENCY (CAR/SAM-MA)

In order to ensure compliance with RVSM and RNP implementation requirements in the CAR/SAM Regions, it is agreed that:

a) until a regional agreement is reached for the implementation of a regional monitoring agency, the Brazilian offer to undertake the tasks and responsibilities of a regional monitoring agency be accepted; and

b) the ICAO NACC and SAM Offices consult with CAR/SAM States, Territories and International Organizations and, if applicable, obtain their approval for assigning the responsibility for monitoring safety system performance in CAR/SAM airspace to a State, group of States or a regional cooperation mechanism.

CONCLUSION 10/13 - DUTIES AND RESPONSIBILITIES OF THE CAR/SAM MONITORING AGENCY (CAR/SAM-MA) WITH REGARD TO RVSM AND RNP

That the CAR/SAM Monitoring Agency take on the duties and responsibilities with regard to RVSM and RNP as specified in Appendices D and E.

CONCLUSION 10/14 - DATABASE FOR THE SAFETY ASSESSMENT OF RVSM AND RNP

That CAR/SAM States/Territories and International Organizations start gathering, as soon as possible, information detailed in **Appendices F and G** with the aim of creating a database to be used for airspace safety assessment in the CAR/SAM Regions for RVSM and RNP implementation.

CONCLUSION 10/19 - REGIONAL ACTIONS TO SUPPORT ICAO'S POSITION ON CRITICAL INTEREST ISSUES FOR CIVIL AVIATION AT ITU'S WRC-2003.

That Civil Aviation Administrations of the CAR/SAM States, during their preparatory activities for and at the ITU WRC-2003, support ICAO's position regarding matters related to the radio frequency spectrum of critical interest to civil aviation, by:

a) taking note of the ICAO position reflected in the attachment to State Letter E 3/5-01/79, dated 10 August 2001;

b) taking into account the *"Strategy for establishing and promoting the ICAO position for future ITU world radio communication conferences"*, which appears in the **Appendix I**;

c) having national authorities responsible for managing the radio frequency spectrum consult aeronautical telecommunication experts when establishing national policies, in order to preserve the aeronautical frequencies spectrum and to support and include the ICAO position in their national positions for the WRC-2003;

d) obtaining the support of national governing bodies;

e) having aeronautical telecommunication experts participate at the CITEL regional fora;

f) informing ICAO of any proposal they deem appropriate for updating and enhancing the ICAO position; and

g) including in their respective State delegations to the WRC-2003 aeronautical communication specialists who may act at the conference in coordination with experts from other States and ICAO to defend civil aviation interests, in keeping with the ICAO position.

CONCLUSION 10/20 - REPLACEMENT OF TELEPRINTER-BASED AFTN STATIONS WITH PC-TYPE TERMINALS

That, States/Territories/International Organizations that have not yet done so, consider replacing the teleprinters that are operating in the AFTN stations serving ATM, AIS, MET, SAR and other units with PC-type computers equipped with software that - emulates telegraphic procedures.

CONCLUSION 10/22 - AMHS IMPLEMENTATION

That, in order to progress CAR/SAM AMHS implementation planning:

a) the CNS Committee of the ATM/CNS/SG review and improve the AMHS requirements in Table CNS 1B of the FASID as required;

b) States/Territories/International Organizations, in accordance with SARPs of the ATN/AMHS, as soon as possible, establish plans for the migration from AFTN to AMHS;

c) the Regional Offices assign due priority to and provide the necessary assistance for the implementation of the AMHS; and

d) ICAO, in order to foster AMHS implementation and examine regional AMHS policy matters, organize a workshop/seminar during 2002.

CONCLUSION 10/26 - DEVELOPMENT OF NATIONAL DIGITAL NETWORKS

That, when preparing their plans for the implementation of national digital networks to improve aeronautical communications and facilitate the implementation of the ATN inter-network services, States/Territories/ International Organisations consider, when carrying out the design of these networks, the application of the "*General guidelines for the design of national digital networks*" set out in Appendix L.

CONCLUSION 10/32 - UPDATING AND PUBLICATION OF NATIONAL LEGISLATION/REGULATIONS AUTHORIZING THE USE OF GNSS

That, CAR/SAM States/International Organizations,

a) that have not done so yet, publish or update, as soon as possible, an AIC on their legislation/regulation, authorizing the use of GNSS as a primary/supplementary means of navigation for terminal area and en-route operations in their respective airspace, also specifying equipment, certification, and training requirements; and

b) that have already established the operational use of GNSS, exchange information on their operational experience with other States/International Organizations in order to enhance the regional knowledge.

CONCLUSION 10/37 - SIGMET SIP

That, ICAO carry out a SIP for the SAM Region, to improve the implementation of the procedures for SIGMET development and dissemination, especially those related with volcanic ash.

CONCLUSION 10/43 - AIRFIELD MAINTENANCE PROGRAMMES

That:

a) States ensure that by June 2002 aerodrome operators implement and maintain adequate airfield maintenance programmes to eliminate and prevent the future existence of urgent deficiencies in existing runway markings, lighting, signs and pavement surface conditions, and perimeter barriers which have a direct impact on the safety of aircraft runway operations; and

b) the AGA/AOP/SG review implementation of this conclusion at its next Meeting by reviewing the list of shortcomings and deficiencies.

CONCLUSION 10/44 - AERODROME CERTIFICATION IMPLEMENTATION

That States,

a) should urgently commence preparations for the implementation of the certification of aerodromes in order to be compliant with the new SARPs by 27 November 2003; and

b) provide an implementation status report to the 2nd AGA/AOP/SG Meeting.

CONCLUSION 10/49 - PRODUCTION OF AERONAUTICAL CHARTS BASED ON WGS-84

That, CAR/SAM States/Territories and International Organizations should take the necessary measures to produce aeronautical charts based on WGS-84 and report to the next GREPECAS meeting on the progress made in line with the information set out in Appendix U.

CONCLUSION 10/51 - STATUS OF NASC AND CAR/SAM COPM DOCUMENTS

That, States/Territories continue to apply the guidelines contained in the "Coordinated Plan for the Implementation of the National Data Banks (NASC) in the CAR/SAM Regions" and "Common Operational Procedures Manual for an Integrated Automated AIS System (COPM) in the CAR/SAM Regions" recently updated documents, and in support for the on-going work on an Integrated Automated AIS System.

CONCLUSION 10/58 - ATS QUALITY ASSURANCE PROGRAMME FOR CAR/SAM STATES

That:

a) in the absence of adequate financial resources to resolve the region-wide ATS Quality Assurance problem with aeronautical phraseology, the attention of the Air Navigation Commission be brought to the importance of this matter;

b) the Air Navigation Commission be invited to agree that the proper utilization of Aeronautical Phraseology by Air Traffic Controllers in the discharge of their duties, can be enhanced through the implementation of a CAR/SAM ATS Quality Assurance Programme; and

c) the support of the Air Navigation Commission be sought in dealing with this region-wide shortcoming through the establishment of a CAR/SAM Special Implementation Project (SIP) or by a request to the newly-approved International Financial Facility for Aviation Safety (IFAAS) for funds to address this issue.

APPENDIX B

THE ICAO GLOBAL AVIATION SAFETY PLAN (GASP)

1. OBJECTIVES

1.1 The objectives of the ICAO Global Aviation Safety Plan are to:

a) reduce the number of accidents and fatalities irrespective of the volume of air traffic; and

b) achieve a significant decrease in worldwide accident rates, placing emphasis on regions where these remain high.

1.2 This should be achieved by:

a) identifying repetitive causes for accidents on a worldwide and a regional basis and recommending specific actions;

b) enhancing identification of all elements that can impair safety, such as shortcomings and deficiencies in the air navigation system or lack of compliance with ICAO Standards and Recommended Practices (SARPs), and recommending corrective actions; and

c) enhancing the cooperation between Contracting States or groups of States with ICAO in order to improve ICAO's own capability to compile, assess and disseminate safety-related information.

1.3 The ICAO Global Aviation Safety Plan will therefore identify those tasks and programmes likely to produce the best safety dividend in terms of reducing accident numbers and rates both on a worldwide and on a regional basis. It is intended that GASP will serve all parties involved in aviation safety both as a planning and as a tracking tool, in order to enable them to list in a public document the above-mentioned tasks and programmes and to check on the progress achieved in these areas of ICAO activity. In order to make GASP easily accessible, the document will be distributed on a regular basis by ICAO through a State letter and on the ICAO Web site.

2. FUNDAMENTALS

2.1 The three fundamentals of the GASP are as follows:

1st Fundamental Reviewing the causal factors of aircraft accidents worldwide in order to identify specific safety issues which must be addressed to reduce accident numbers and rates. Particular attention is given to the reasons for regional variations in accident rates;

2nd Fundamental Keeping abreast of the activities of existing safety groups in order to identify safety issues which have global perspectives. In doing this, GASP focuses on those safety initiatives that offer the best safety dividend in terms of reducing accident numbers and rates; and

3rd Fundamental Promoting safety awareness worldwide by facilitating the effective sharing and use of aviation safety data and information.

3. ELEMENTS

3.1 Carry out an annual review of the causal factors in accidents and incidents using all available sources of information, including the ICAO Accident/Incident Data Reporting (ADREP) System. (1st Fundamental)

Related Tasks

a) Identify specific safety issues;

b) Identify the safety issues that result in disparities in accident rates on a regional level;

c) Develop safety indicators to readily identify trends in safety performance; and

d) Disseminate the results of these activities for use in accident prevention programmes by States and industry.

3.2 Recommend safety actions in response to findings of the ICAO Universal Safety Oversight Audit Programme (USOAP). (1st and 2nd Fundamentals)

Related Tasks

a) Review the safety critical elements identified by the ICAO Universal Safety Oversight Audit Programme (USOAP);

b) Assist States in developing appropriate safety oversight structures;

c) Assist States in developing easy to understand regulatory material;

d) Promote and prioritize the expansion of USOAP to other safety-related fields; and

e) Where necessary, update existing SARPs or develop new SARPs.

3.3 Enhance the identification of, and address, deficiencies in the air navigation field provided by all sources, including ICAO Planning and Implementation Regional Groups (PIRGs), and Regional Safety Groups. (2nd Fundamental)

Related Tasks

a) Review, and where possible, provide guidance and assistance to States in the implementation of appropriate safety actions.

3.4 **Review and improve existing safety database systems to facilitate the dissemination of safety-related information. (3rd Fundamental)**

Related Tasks

a) Participate in the Global Aviation Information Network (GAIN) Government Support Team (GST) to explore ways to reduce impediments, legal or otherwise, to the communication of safety-related information;

b) Develop Annex provisions and guidance material for voluntary incident reporting systems;

c) Develop appropriate means to ensure the non-punitive nature of voluntary incident reporting systems;

d) Develop appropriate means to ensure non-disclosure of confidential safety information;

e) Participate in industry activities, such as the CAST/ICAO taxonomy working group, to develop common taxonomies to facilitate the worldwide coding, storage and dissemination of safety-related information;

f) Update Annex provisions in order to facilitate the collection and dissemination of safety-related information;

g) Provide relevant safety-related information on an ICAO Web site; and

h) Consider the establishment of a comprehensive data analysis and information dissemination network.

3.5 **Collaborate with States and the aviation industry to identify additional safety measures. (2nd Fundamental)**

Related Tasks

a) Liaise with the Commercial Aviation Safety Team (CAST) in the United States, the Joint Strategic Safety Initiative (JSSI) in Europe, the global aviation information network (GAIN) in the United States and any other potential safety initiatives;

b) Participate in industry / government safety initiatives addressing specific safety issues;

c) Identify the high priority safety-related tasks on the basis of their impact on improving safety to determine if developing safety initiatives have a global perspective and warrant inclusion in the Technical Work Programme (TWP) of the Organization in the Air Navigation Field;

d) Hold regular consultations with aviation industry leaders. The purpose of these consultations, which gather representatives of industry and international organizations together with the ANC and supported by members of the ICAO Secretariat, is to:

i) update all participants on progress achieved on safety issues in the context of GASP;

ii) exchange information and, in the light of the experience gathered by the industry, review all data and proposals which could justify further GASP initiatives; and

iii) give the industry and international organizations an opportunity to update GASP.

3.6 **Develop solutions to identified safety issues. (2nd and 3rd Fundamentals)**

Related Tasks

a) Develop Annex provisions regarding new technology equipment to be installed on board aircraft;

b) Incorporate the findings of industry task forces (such as CFIT and ALAR) into ICAO provisions;

c) Develop guidance material for flight data analysis programmes required for the operators of large commercial aircraft;

d) Update Annex provisions regarding terrain portrayal on approach charts and electronic terrain data for cockpit displays;

e) Ensure airport and airspace capacity enhancement developments are safe;

f) Develop provisions concerning the enhancement of air-ground communication procedures, including minimum skill-level requirements in the common usage of the English language in ATC communications;

g) Provide guidance on and monitor the introduction of safety management systems for aerodromes and air traffic services;

h) Expand the USOAP programme to include Annexes 11 and 14;

i) Establish and foster regional safety groups;

j) Develop SARPs aimed at improving the technical reliability of aircraft;

k) Continue to incorporate human factors considerations in ICAO regulatory provisions and guidance material;

l) Develop SARPs or guidance material to address the runway incursion problem; and

m) Develop provisions concerning the enhancement of ATM equipment, procedures and human performance.

APPENDIX D

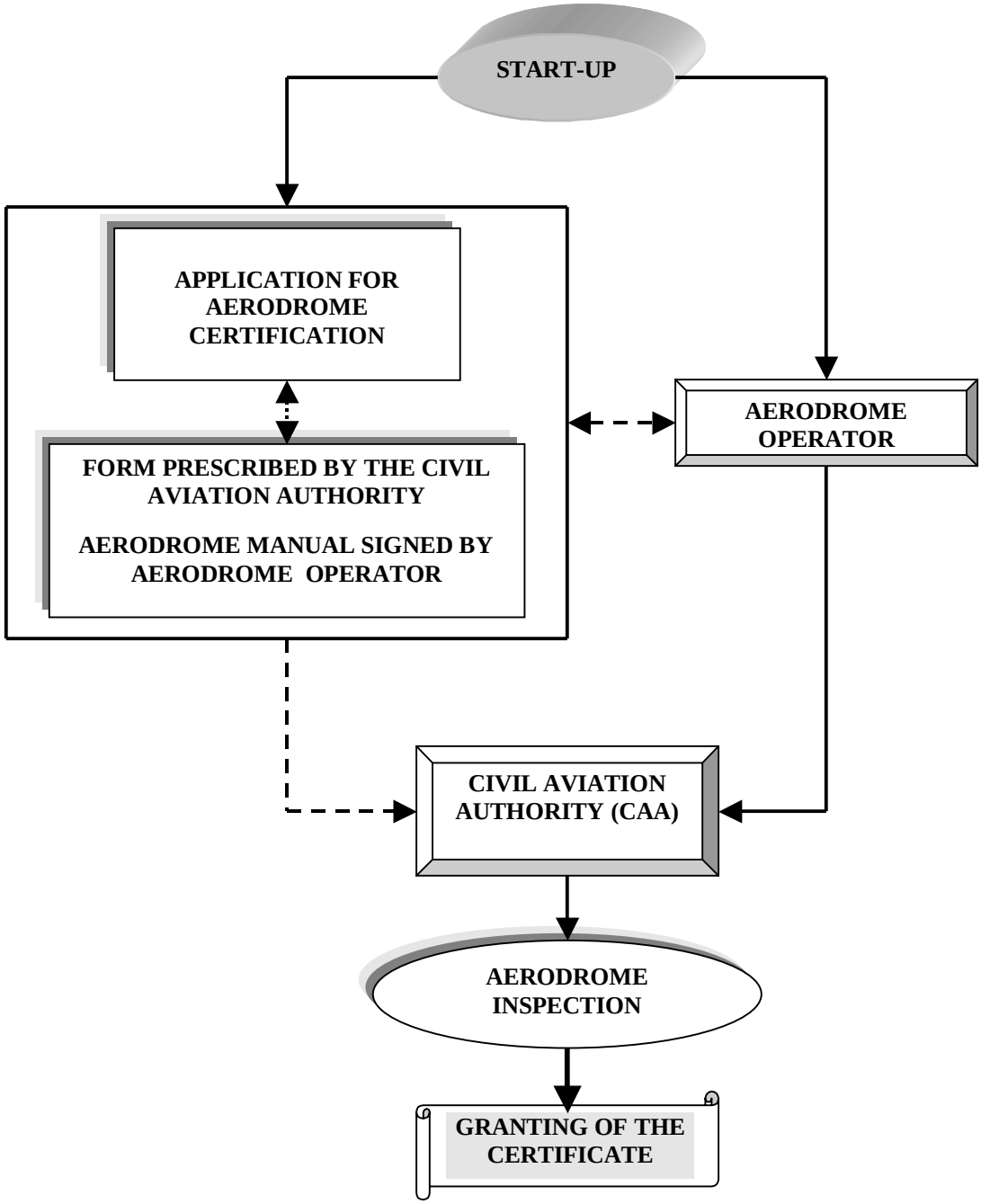

Figure 01 – Simple schematic of the Aerodrome Certification process

APPENDIX E

GUIDANCE MATERIAL FOR AIR TRAFFIC SERVICE QUALITY ASSURANCE PROGRAMMES IN THE CAR/SAM REGIONS

Version 1 of the Guidance Material for Air Traffic Service Quality Assurance Programmes in the CAR/SAM Regions is divided into the following chapters:

APPENDIX A

GREPECAS CONCLUSIONS TO BE EXAMINED BY RAAC/7 MEETING

CONCLUSION 10/8 - ATS CONTINGENCY PLANS

That: the:

a) States/Territories and International Organizations in the CAR/SAM Regions review, with adjacent States/Territories, the national ATS contingency plans prepared and coordinated for the Y2K problem and agree upon the most appropriate measures to adapt them to any event that might affect, either partially or totally, the provision of ATS and related services; and

b) on the basis of a) above, the ICAO NACC and SAM Regional Offices take the appropriate measures to adapt the regional Y2K contingency plans and coordinate them with the other regions that might be affected by such plans.

CONCLUSION 10/11 - IMPLEMENTATION OF RVSM IN THE CAR/SAM REGIONS

That CAR/SAM States/Territories and COCESNA:

a) implement RVSM in the Flight Information Regions under their jurisdiction;

b) carry out this implementation programme in phases in accordance with the following:

1) from FL350 to FL390 inclusive starting from 1 April 2004 allowing the use of up to FL410 in a tactical way; and

2) from FL290 to FL410 inclusive, at a date to be determined in accordance with operational needs; and

c) use as a reference framework for RVSM implementation the basic work programme shown in Appendix C.

CONCLUSION 10/12 - CAR/SAM AIRSPACE SAFETY PERFORMANCE MONITORING AGENCY (CAR/SAM-MA)

In order to ensure compliance with RVSM and RNP implementation requirements in the CAR/SAM Regions, it is agreed that:

a) until a regional agreement is reached for the implementation of a regional monitoring agency, the Brazilian offer to undertake the tasks and responsibilities of a regional monitoring agency be accepted; and

b) the ICAO NACC and SAM Offices consult with CAR/SAM States, Territories and International Organizations and, if applicable, obtain their approval for assigning the responsibility for monitoring safety system performance in CAR/SAM airspace to a State, group of States or a regional cooperation mechanism.

CONCLUSION 10/13 - DUTIES AND RESPONSIBILITIES OF THE CAR/SAM MONITORING AGENCY (CAR/SAM-MA) WITH REGARD TO RVSM AND RNP

That the CAR/SAM Monitoring Agency take on the duties and responsibilities with regard to RVSM and RNP as specified in Appendices D and E.

CONCLUSION 10/14 - DATABASE FOR THE SAFETY ASSESSMENT OF RVSM AND RNP

That CAR/SAM States/Territories and International Organizations start gathering, as soon as possible, information detailed in **Appendices F and G** with the aim of creating a database to be used for airspace safety assessment in the CAR/SAM Regions for RVSM and RNP implementation.

CONCLUSION 10/19 - REGIONAL ACTIONS TO SUPPORT ICAO'S POSITION ON CRITICAL INTEREST ISSUES FOR CIVIL AVIATION AT ITU'S WRC-2003.

That Civil Aviation Administrations of the CAR/SAM States, during their preparatory activities for and at the ITU WRC-2003, support ICAO's position regarding matters related to the radio frequency spectrum of critical interest to civil aviation, by:

a) taking note of the ICAO position reflected in the attachment to State Letter E 3/5-01/79, dated 10 August 2001;

b) taking into account the *"Strategy for establishing and promoting the ICAO position for future ITU world radio communication conferences"*, which appears in the **Appendix I**;

c) having national authorities responsible for managing the radio frequency spectrum consult aeronautical telecommunication experts when establishing national policies, in order to preserve the aeronautical frequencies spectrum and to support and include the ICAO position in their national positions for the WRC-2003;

d) obtaining the support of national governing bodies;

e) having aeronautical telecommunication experts participate at the CITEL regional fora;

f) informing ICAO of any proposal they deem appropriate for updating and enhancing the ICAO position; and

g) including in their respective State delegations to the WRC-2003 aeronautical communication specialists who may act at the conference in coordination with experts from other States and ICAO to defend civil aviation interests, in keeping with the ICAO position.

CONCLUSION 10/20 - REPLACEMENT OF TELEPRINTER-BASED AFTN STATIONS WITH PC-TYPE TERMINALS

That, States/Territories/International Organizations that have not yet done so, consider replacing the teleprinters that are operating in the AFTN stations serving ATM, AIS, MET, SAR and other units with PC-type computers equipped with software that - emulates telegraphic procedures.

CONCLUSION 10/22 - AMHS IMPLEMENTATION

That, in order to progress CAR/SAM AMHS implementation planning:

a) the CNS Committee of the ATM/CNS/SG review and improve the AMHS requirements in Table CNS 1B of the FASID as required;

b) States/Territories/International Organizations, in accordance with SARPs of the ATN/AMHS, as soon as possible, establish plans for the migration from AFTN to AMHS;

c) the Regional Offices assign due priority to and provide the necessary assistance for the implementation of the AMHS; and

d) ICAO, in order to foster AMHS implementation and examine regional AMHS policy matters, organize a workshop/seminar during 2002.

CONCLUSION 10/26 - DEVELOPMENT OF NATIONAL DIGITAL NETWORKS

That, when preparing their plans for the implementation of national digital networks to improve aeronautical communications and facilitate the implementation of the ATN inter-network services, States/Territories/ International Organisations consider, when carrying out the design of these networks, the application of the "*General guidelines for the design of national digital networks*" set out in Appendix L.

CONCLUSION 10/32 - UPDATING AND PUBLICATION OF NATIONAL LEGISLATION/REGULATIONS AUTHORIZING THE USE OF GNSS

That, CAR/SAM States/International Organizations,

a) that have not done so yet, publish or update, as soon as possible, an AIC on their legislation/regulation, authorizing the use of GNSS as a primary/supplementary means of navigation for terminal area and en-route operations in their respective airspace, also specifying equipment, certification, and training requirements; and

b) that have already established the operational use of GNSS, exchange information on their operational experience with other States/International Organizations in order to enhance the regional knowledge.

CONCLUSION 10/37 - SIGMET SIP

That, ICAO carry out a SIP for the SAM Region, to improve the implementation of the procedures for SIGMET development and dissemination, especially those related with volcanic ash.

CONCLUSION 10/43 - AIRFIELD MAINTENANCE PROGRAMMES

That:

a) States ensure that by June 2002 aerodrome operators implement and maintain adequate airfield maintenance programmes to eliminate and prevent the future existence of urgent deficiencies in existing runway markings, lighting, signs and pavement surface conditions, and perimeter barriers which have a direct impact on the safety of aircraft runway operations; and

b) the AGA/AOP/SG review implementation of this conclusion at its next Meeting by reviewing the list of shortcomings and deficiencies.

CONCLUSION 10/44 - AERODROME CERTIFICATION IMPLEMENTATION

That States,

a) should urgently commence preparations for the implementation of the certification of aerodromes in order to be compliant with the new SARPs by 27 November 2003; and

b) provide an implementation status report to the 2nd AGA/AOP/SG Meeting.

CONCLUSION 10/49 - PRODUCTION OF AERONAUTICAL CHARTS BASED ON WGS-84

That, CAR/SAM States/Territories and International Organizations should take the necessary measures to produce aeronautical charts based on WGS-84 and report to the next GREPECAS meeting on the progress made in line with the information set out in Appendix U.

CONCLUSION 10/51 - STATUS OF NASC AND CAR/SAM COPM DOCUMENTS

That, States/Territories continue to apply the guidelines contained in the "Coordinated Plan for the Implementation of the National Data Banks (NASC) in the CAR/SAM Regions" and "Common Operational Procedures Manual for an Integrated Automated AIS System (COPM) in the CAR/SAM Regions" recently updated documents, and in support for the on-going work on an Integrated Automated AIS System.

CONCLUSION 10/58 - ATS QUALITY ASSURANCE PROGRAMME FOR CAR/SAM STATES

That:

a) in the absence of adequate financial resources to resolve the region-wide ATS Quality Assurance problem with aeronautical phraseology, the attention of the Air Navigation Commission be brought to the importance of this matter;

b) the Air Navigation Commission be invited to agree that the proper utilization of Aeronautical Phraseology by Air Traffic Controllers in the discharge of their duties, can be enhanced through the implementation of a CAR/SAM ATS Quality Assurance Programme; and

c) the support of the Air Navigation Commission be sought in dealing with this region-wide shortcoming through the establishment of a CAR/SAM Special Implementation Project (SIP) or by a request to the newly-approved International Financial Facility for Aviation Safety (IFAAS) for funds to address this issue.

APPENDIX B

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1.1 The objectives of the ICAO Global Aviation Safety Plan are to:

a) reduce the number of accidents and fatalities irrespective of the volume of air traffic; and

b) achieve a significant decrease in worldwide accident rates, placing emphasis on regions where these remain high.

1.2 This should be achieved by:

a) identifying repetitive causes for accidents on a worldwide and a regional basis and recommending specific actions;

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2.1 The three fundamentals of the GASP are as follows:

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3rd Fundamental Promoting safety awareness worldwide by facilitating the effective sharing and use of aviation safety data and information.

3. ELEMENTS

3.1 Carry out an annual review of the causal factors in accidents and incidents using all available sources of information, including the ICAO Accident/Incident Data Reporting (ADREP) System. (1st Fundamental)

Related Tasks

a) Identify specific safety issues;

b) Identify the safety issues that result in disparities in accident rates on a regional level;

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3.2 Recommend safety actions in response to findings of the ICAO Universal Safety Oversight Audit Programme (USOAP). (1st and 2nd Fundamentals)

Related Tasks

a) Review the safety critical elements identified by the ICAO Universal Safety Oversight Audit Programme (USOAP);

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c) Assist States in developing easy to understand regulatory material;

d) Promote and prioritize the expansion of USOAP to other safety-related fields; and

e) Where necessary, update existing SARPs or develop new SARPs.

3.3 Enhance the identification of, and address, deficiencies in the air navigation field provided by all sources, including ICAO Planning and Implementation Regional Groups (PIRGs), and Regional Safety Groups. (2nd Fundamental)

Related Tasks

a) Review, and where possible, provide guidance and assistance to States in the implementation of appropriate safety actions.

3.4 **Review and improve existing safety database systems to facilitate the dissemination of safety-related information. (3rd Fundamental)**

Related Tasks

a) Participate in the Global Aviation Information Network (GAIN) Government Support Team (GST) to explore ways to reduce impediments, legal or otherwise, to the communication of safety-related information;

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h) Consider the establishment of a comprehensive data analysis and information dissemination network.

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Related Tasks

a) Liaise with the Commercial Aviation Safety Team (CAST) in the United States, the Joint Strategic Safety Initiative (JSSI) in Europe, the global aviation information network (GAIN) in the United States and any other potential safety initiatives;

b) Participate in industry / government safety initiatives addressing specific safety issues;

c) Identify the high priority safety-related tasks on the basis of their impact on improving safety to determine if developing safety initiatives have a global perspective and warrant inclusion in the Technical Work Programme (TWP) of the Organization in the Air Navigation Field;

d) Hold regular consultations with aviation industry leaders. The purpose of these consultations, which gather representatives of industry and international organizations together with the ANC and supported by members of the ICAO Secretariat, is to:

i) update all participants on progress achieved on safety issues in the context of GASP;

ii) exchange information and, in the light of the experience gathered by the industry, review all data and proposals which could justify further GASP initiatives; and

iii) give the industry and international organizations an opportunity to update GASP.

3.6 **Develop solutions to identified safety issues. (2nd and 3rd Fundamentals)**

Related Tasks

a) Develop Annex provisions regarding new technology equipment to be installed on board aircraft;

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h) Expand the USOAP programme to include Annexes 11 and 14;

i) Establish and foster regional safety groups;

j) Develop SARPs aimed at improving the technical reliability of aircraft;

k) Continue to incorporate human factors considerations in ICAO regulatory provisions and guidance material;

l) Develop SARPs or guidance material to address the runway incursion problem; and

m) Develop provisions concerning the enhancement of ATM equipment, procedures and human performance.

APPENDIX D

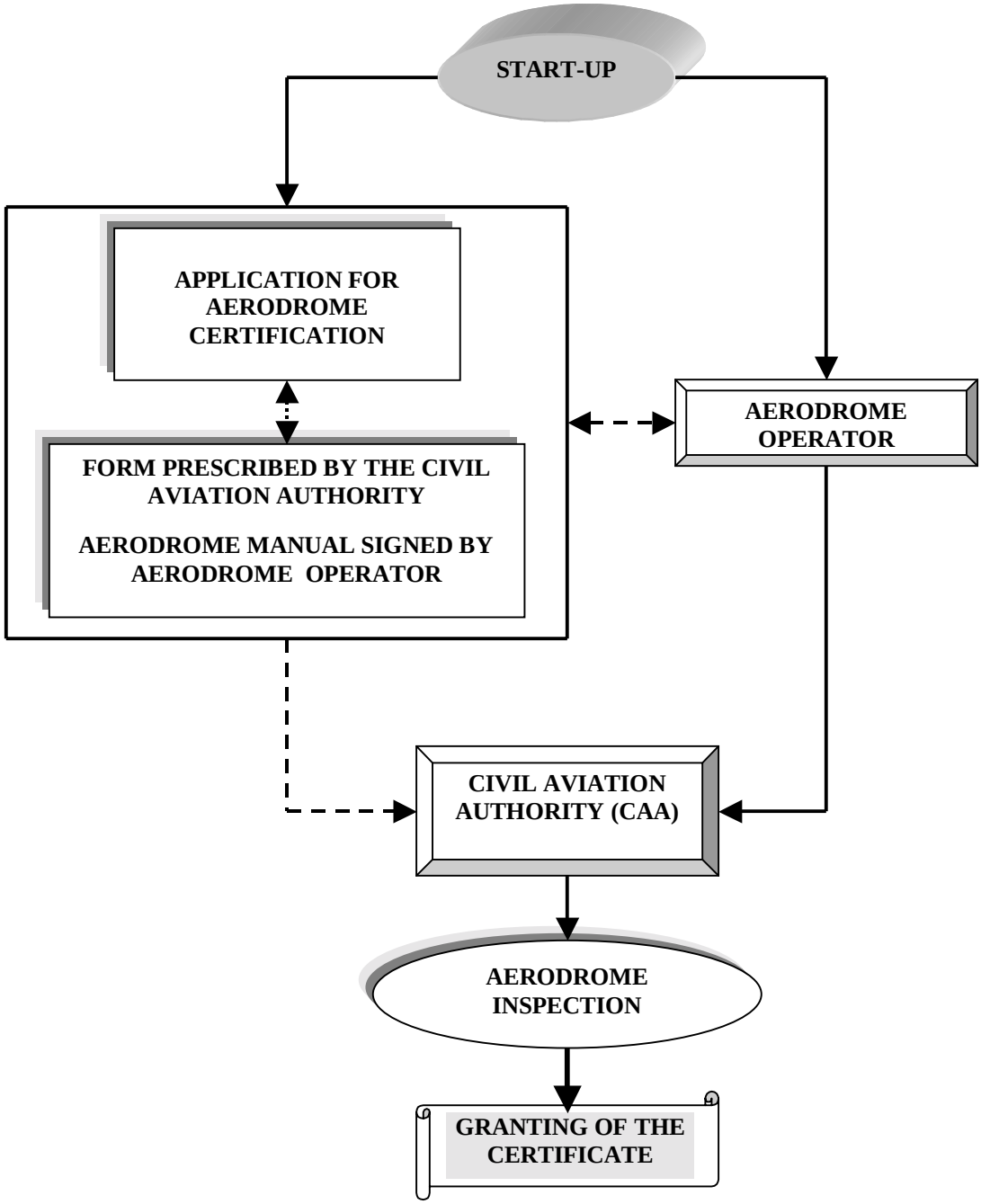

Figure 01 – Simple schematic of the Aerodrome Certification process

APPENDIX E

GUIDANCE MATERIAL FOR AIR TRAFFIC SERVICE QUALITY ASSURANCE PROGRAMMES IN THE CAR/SAM REGIONS

Version 1 of the Guidance Material for Air Traffic Service Quality Assurance Programmes in the CAR/SAM Regions is divided into the following chapters:

Agenda Item 6: Technical Cooperation in the SAM Region

6.1 When starting the analysis of this item, the Meeting agreed that air transportation is a method of great utility for the economic, social, cultural, among other developments for society, especially in those places where the geographic conditions does not permit the use of other forms of transportation, and that is the case for many States of this region.

6.2 It was recognized that the main objective of ICAO´s technical Cooperation is to help the States improve their economic and social conditions, increasing their air transportation capacity, helping to develop its personnel, its infrastructure and civil aviation institutions. All of this of course, within its priority terms in its national plan for development in civil aviation. Similarly, the purpose of ICAO´s projects is to help establish the conditions for which the States can carry out its activities on its own as soon as it is feasibly possible. In **Appendix A** different varieties are shown as well as the new Technical Cooperation Program policy.

6.3 The Meeting noted that during 2001 the States of the SAM Regions invested in assistance through technical cooperation experts in areas such as Aeronautical Communications, Navigation and Surveillance (CNS); Aeronautic Information Services (AIS), Air Traffic Management (ATM), Airworthiness (AIR), aircraft operation (OPS), Personnel Licenses (PEL), ATC Radar, Air Transport, Airport Planning, Entertainment, etc. for a total of 68.3 man/months.

6.4 Similarly, it was noted that during 2001 the SAM Region invested resources in more than US$ 500,000 without considering the cost of airline tickets in order to adjudicate for a total of 207 scholarships.

6.5 The Meeting analyzed the Regional Technical Cooperation Projects that were being executed. PNUD/ICAO RLA/98/003 transition to CNS/ATM Systems, PNUD/ICAO RLA/98/019 implementation of South American Regional Network (REDDIG), PNUD/ICAO RLA/00/009 GNSS augmentation trial CAR/SAM (CSTB) and RLA/99/901 Regional System on Flight Safety Oversight.

APPENDIX A

Modalities of the ICAO Technical Cooperation Programme

There are four modalities of ICAO technical cooperation agreements

- UNDP/ICAO projects, when all or part of the funds are provided by the United Nations Development Programme;

- Trust Fund projects, when funding is provided by the Governments and/or external sources, without the participation of UNDP;

- Service Management Agreement projects, which are similar to Trust Fund projects, but allowing ICAO to accept deposits in local currency to cover local expenditures;

- Civil Aviation Purchasing Service (CAPS), used exclusively for the acquisition of equipment, spare parts and services for civil aviation, under a funding modality similar to that of trust fund projects, but with a variable overhead depending on the amount and complexity of the project.

These modalities are applicable to both country and multinational or regional projects. The decision as to the most suitable modality depends on the nature of the project and the way it is funded.

New technical cooperation policy

The ICAO Technical Cooperation Programme has placed new emphasis on compliance with the SARPs and the ANP in all of the technical cooperation projects. This new policy entails a higher level of commitment from both project international experts as well as in the ICAO equipment and services purchasing processes.

In order to comply with the ICAO standards and recommended practices, the technical cooperation programme focuses on the implementation of projects aimed at improving civil aviation facilities in developing countries, in line with the SARPs and ANP recommended by ICAO, to permit better fulfilment of the responsibility of maintaining a safe and efficient air navigation.

For the technical cooperation programme, it is of vital importance that the countries have as one of their main objectives to promote the establishment of strategic master plans. If possible, the master plans must take into account their impact on the implementation of the new CNS/ATM systems.

In order to continue assisting States in the modernisation of their equipment and services, ICAO will continue activating its contacts with the international banking system and the international and regional development banks, as well as with other international organisations, like the European Community, in order to raise funds that will help the countries with their modernisation and safety improvement plans.

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Agenda Item 7: Follow-up of RAAC/6 Conclusions

7.1 Under this Agenda Item, the Meeting reviewed the Conclusions adopted in the previous meetings of Aeronautical Authorities of the SAM Region and agreed that the following conclusions were completed:

Conclusions: 5/1, 5/3, 5/7, 5/8, 5/9, 5/10, 5/12, 6/1, 6/2, 6/3, 6/4, 6/6, 6/7, 6/12, 6/13, 6/14, 6/17 and 6/18.

7.2 Likewise, the Meeting agreed that the following conclusions are still in effect:

Conclusions: 5/4, 5/5, 5/6, 5/11, 6/5, 6/8, 6/9, 6/10, 6/11, 6/15, 6/16, 6/19, 6/20 y 6/21.

Agenda Item 8: Other items

8.1 Under this matter of the agenda, the Meeting examined a proposal specifying the importance that the RAAC Meetings be held with greater frequency in order to give a more effective continuity to the conclusions generated in these types of meetings, there in which it was considered of importance given the great present dynamics in the development by ICAO in regards to aviation matters.

8.2 In this regard, it was agreed to establish a program for more frequent meetings, in which it would be in the interest of RAAC to establish intercalated with the years when LACAC hold its meeting for its Assemblies. It was informed in the Meetings that LACAC would be changing its statutes to hold its Assembly coinciding with the years when ICAO holds its Assembly Meetings—every three years. Nevertheless, it was indicated that it would not materialize in the short term. The Meeting agreed to maintain the plan for the RAAC Meetings every two years, where the following Conclusion was formulated:

CONCLUSION 7/16 PERIODICITY OF THE CIVIL AVIATION AUTHORITIES MEETING

That the ICAO Lima Regional Office coordinate with the States of the Region so that the Civil Aviation Authorities Meeting be held every two years, intercalated with the biennial meetings of LACAC Assembly

8.3 The Meeting noted that to comply with the previous Conclusion, the next RAAC Meeting should be celebrated next year around the same date, and then, every other year. In this respect, the Argentinean delegate, on behalf of his Administration offered to host the next RAAC Meeting in Buenos Aires, in April 2003.

8.4 Then, the Meeting started discussions on the need for carrying out co-ordinations on a permanent basis, by their representatives before the ICAO Council, aimed at establishing regional joint positions on the various issues discussed in that important body. Based on this, the Meeting adopted the following Conclusion:

CONCLUSION 7/17 COORDINATION AMONG THE REPRESENTATIVES OF THE SAM STATES BEFORE THE ICAO COUNCIL

That the Civil Aviation Authorities of those States of the SAM Region holding representation before the ICAO Council, encourage their representatives to carry out continued co-ordinations among them, on the various issues discussed at the Council, aimed at establishing joint positions on civil aviation matters, according to SAM States' common interests.

Appendix C to Report on Agenda Item 5

REPORT FORM ON AIR NAVIGATION DEFICIENCIES IN THE AGA FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Apron Physical and Surface Characteristics (Annex 14, Vol. I, Chap. 3, 9, Doc 9476, Doc 9157 - Part 2)	Venezuela, BARCELONA/Barcelona Intl. Airport	Apron inadequate for number of aircraft	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Adequate/manage apron for accommodate number of aircraft	Venezuela	TBD	A
Apron Physical and Surface Characteristics (Annex 14, Vol. I, Chap. 3, 9, Doc 9476, Doc 9157 - Part 2)	Venezuela, MAIQUETIA/Simon Bolivar	Apron surface very uneven	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Evaluate the causes of unevenness and fix it	Venezuela	TBD	B
Apron surface conditions (Annex 14, Vol. I, Chap. 3)	Colombia, RIO NEGRO/José María Cordova	Badly contaminated apron surface	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Clean apron surface.Correct the source of contamination	Colombia	TBD	U
Apron surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, BARCELONA, Barcelona Intl. Airport	Slabs with spalling, corner cracks and most of the joints with deficient sealing in runway 33	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Repair the slabs at the beginning	Venezuela	TBD	B
Bird Strike Hazard (Annex 14, Vol. I, Chap. 9)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	Presence of birds mainly due to the seed of the height grass at RWY strip zone	July 2001	Detected during mission conducted by ICAO Secretariat	Establish a National Committee for bird reduction and cut the grass	Colombia	TBD	B
Bird Strike Hazard (Annex 14, Vol. I, Chap. 9)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	Presence of birds mainly due to the seed of the very height grass at RWY strip zone (South RWY)	July 2001	Detected during mission conducted by ICAO Secretariat	Establish a National Committee for bird reduction and cut the grass	Colombia	TBD	B
Bird Strike Hazard (Annex 14, Vol. I, Chap. 9)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	Presence of birds mainly due to the seed of the very height grass at RWY strip zone (North RWY)	July 2001	Detected during mission conducted by ICAO Secretariat	Establish a National Committee for bird reduction and cut the grass	Colombia	TBD	B
Bird Strike Hazard (Annex 14, Vol. I, Chap.9.5)	Venezuela, CARACAS/Maiquetía Aerodrome	Bird and wild dogs were observed within the airport perimeter	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Create a National Bird Strike Committee and establish a wild life program	Venezuela	TBD	A

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Bird Strike Hazard (Annex 14, Vol. I, Chap.9.5)	Venezuela, VALENCIA, Valencia Intl. Airport	Birds were observed within the perimeter of the airport	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Create a National Bird Strike Committee and establish a wild life program	Venezuela	TBD	A
Bird Strike Hazard (Annex 14, Vol. I, Chap.9.5)	Venezuela, MARGARITA, Margarita Intl. Airport	Birds were observed within the perimeter of the airport	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Create a National Bird Strike Committee and establish a wild life program	Venezuela	TBD	A
Control tower (Doc 9184, Part 1)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	There are four concrete columns inside the control tower interfering in the visibility of the controllers	Sep-2001	Detected during mission conducted by ICAO Secretariat	Construct one control room one floor up if the construction has the required strength to do so	Paraguay	TBD	B
Fencing (Annex 14, Vol. I, Chap. 8.4)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	Inadequate fence and runway incursion (presence of 4 dogs)	July 2001	Detected during mission conducted by ICAO Secretariat	Construct adequate fence	Colombia	TBD	B
Fencing (Annex 14, Vol. I, Chap. 8.4)	Venezuela, CARACAS/Maiquetia Aerodrome	Damaged fencing next to runway 26 and in the direction of the median third of runway 09L/27L	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Correct the areas where the fencing is damaged	Venezuela	TBD	A
Fencing (Annex 14, Vol. I, Chap. 8.4)	Venezuela, BARCELONA, Barcelona Intl. Airport	Opening and/or damaged fencing along the airport perimeter	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Correct the areas where the fencing is missing/damaged	Venezuela	TBD	A
Fencing (Annex 14, Vol. I, Chap. 8.4)	Venezuela, VALENCIA, Valencia Intl. Airport	Opening and/or damaged fencing along the airport perimeter	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Correct the areas where the fencing is missing/damaged	Venezuela	TBD	A

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Friction characteristic of runway surface (Annex 14, Vol. I, Chaps. 2, 3, 9)	Bolivia, SANTA CRUZ/Viru Viru	No friction characteristics measured and reported to pilots	Sep-2001	Detected during mission conducted by ICAO Secretariat	Periodically measure the coefficient of the friction of the runway and report the friction characteristics for the pilot	Bolivia	TBD	B
Friction characteristic of runway surface (Annex 14, Vol. I, Chaps. 2, 3, 9)	Bolivia, LA PAZ/El Alto	No friction characteristics measured and reported to pilots	Sep-2001	Detected during mission conducted by ICAO Secretariat	Periodically measure the coefficient of the friction of the runway and report the friction characteristics for the pilot	Bolivia	TBD	B
Friction characteristics of runway surface (Annex 14, Vol. I, Chaps. 2, 3, 9)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	No friction characteristics measured and reported of pilots	Sep-2001	Detected during mission conducted by ICAO Secretariat	Periodically measure the coefficient of the friction of the runway and report the friction characteristics for the pilots	Paraguay	TBD	B
Obstacles (Annex 14, Vol. I Chap. 4 and Chap.6)	Bolivia, LA PAZ/El Alto	Church towers/buildings without obstacles lighting system	Sep-2001	Detected during mission conducted by ICAO Secretariat	Install lighting system on church towers/buildingss	Bolivia	TBD	A
Obstacles (Annex 14, Vol. I, Chap. 4)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	RVR at TDZ of 18 end is not frangible. There is a rigid concrete base (0.6 m high)	July 2001	Detected during mission conducted by ICAO Secretariat	Install a frangible structure for the RVR at TDZ of 18 end	Colombia	TBD	B
Obstacles (Annex 14, Vol. I, Chap. 4)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	RVR at TDZ of 13R end is not frangible (South RWY). There is a rigid concrete base (0.6 m high)	July 2001	Detected during mission conducted by ICAO Secretariat	Install a frangible structure for the RVR at TDZ of 13R end	Colombia	TBD	B
Obstacles (Annex 14, Vol. I, Chap. 4)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	Tower for antenna with an anemometer near the RVR (12 m high) at TDZ of 13R end (South RWY)	July 2001	Detected during mission conducted by ICAO Secretariat	Install a frangible base for the antenna tower	Colombia	TBD	B

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Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Obstacles (Annex 14, Vol. I, Chap. 4)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	There are trees at the approach zone of 13R end (South RWY)	July 2001	Detected during mission conducted by ICAO Secretariat	The trees should be cut	Colombia	TBD	U
Obstacles (Annex 14, Vol. I, Chap. 4)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	RVR at TDZ of 13L end is not frangible (North RWY). There is a rigid concrete base (0.3 m high)	July 2001	Detected during mission conducted by ICAO Secretariat	Install a frangible structure for the RVR at TDZ of 13L end	Colombia	Colombia	B
Obstacles (Annex 14, Vol. I, Chap. 4)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	Tower for antenna with an anemometer near the RVR (12 m high) at TDZ of 13L end (North RWY)	July 2001	Detected during mission conducted by ICAO Secretariat	Install a frangible base for the antenna tower	Colombia	TBD	B
Obstacles (Annex 14, Vol. I, Chap. 4)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	There are trees at the approach zone of 13R end (North RWY)	July 2001	Detected during mission conducted by ICAO Secretariat	The trees should be cut	Colombia	TBD	U
Obstacles (Annex 14, Vol. I, Chap. 4)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	Open trench (0.60 m wide & 0.75 m deep) and cable boxes of concrete open near the 20 end	Sep-2001	Detected during mission conducted by ICAO Secretariat	Close the trench and put covers on the cable boxes	Paraguay	TBD	U
Obstacles (Annex 14, Vol. I, Chap. 4)	Peru, LIMA-CALLAO/Jorge Chávez Intl.	Pieces of rock, open trenches for cable installation and boxes of concrete at stopway zone of the 33 end	Nov-2001	Detected during mission conducted by ICAO Secretariat	Remove pieces of rock, close the open trenches and remove boxes of concrete	Peru	TBD	U
Radio aids (ANP, Table AOP1)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	No VOR/DME or NDB provided	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	Install the facilities	Colombia	TBD	A
Rescue and Fire Fighting Service (Annex 14, Vol. I, Chap. 9)	Peru, LIMA-CALLAO/Jorge Chávez Intl.	There is a door at the parking area of the fire-fighting trucks	Nov-2001	Detected during mission conducted by ICAO Secretariat	Maintain the fire-fighting trucks ready to leave without any type of door or obstacle	Peru	TBD	U

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Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Rescue and Fire Fighting Service (Annex 14, Vol. I, Chap. 9)	Bolivia, LA PAZ/El Alto	Three minutes RFF time of response	Sep-2001	Detected during mission conducted by ICAO Secretariat	Improve RFF time of response to 2 minutes	Bolivia	TBD	B
Rescue and Fire Fighting Service (Annex 14, Vol. I, Chap. 9)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	Access near the fire station to the runway is not straightforward	Sep-2001	Detected during mission conducted by ICAO Secretariat	Construct straightforward access near the fire station	Paraguay	TBD	B
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap. 9)	Colombia, SANTA FE DE BOGOTA/Eldorado	No paramedic training for RFF vehicle operators	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Provide paramedic training for RFF vehicle operators	Colombia	TBD	A
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap. 9)	Colombia, SANTA FE DE BOGOTA/Eldorado	No medical services in late afternoons, night hours or during weekends	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Provide medical services in late afternoons, night hours or during weekends	Colombia	TBD	A
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap. 9)	Colombia, CARTAGENA/Rafael Nuñez	RFF vehicles inadequately equipped/water facilities inadequate	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Adequate RFF vehicles and water facilities	Colombia	TBD	A
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap. 9)	Colombia, LETICIA/Alfredo Vasquez Cobo	No medical or ambulance available	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Provide medical service and ambulance	Colombia	TBD	A
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap. 9)	Colombia, RIO NEGRO/José María Cordova	Inadequate exit for RFF vehicles	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Provide adequate exist for RFF vehicles	Colombia	TBD	B
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap. 9)	Colombia, RIO NEGRO/José María Cordova	No medical services available at night	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Provide medical services available at night	Colombia	TBD	B
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap. 9)	Colombia, SAN ANDRES/Sesquicentenario	No emergency rescue boat available	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Provide rescue boat	Colombia	TBD	A

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Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap. 9)	Colombia, SAN ANDRES/Sesquicentenario	Inadequate location of airport fire station	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Reallocate airport fire station	Colombia	TBD	B
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap. 9)	Colombia, SAN ANDRES/Sesquicentenario	No medical and first aid services	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Provide medical and first aid services	Colombia	TBD	A
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap. 9)	Colombia, CALI/ALFONSO Bonilla Aragon Aerodrome	Inadequate water facilities for RFF vehicles. No update airport emergency plan available	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	Provide sufficient facilites for the RFF service; Update the airport emergency plan	Colombia	TBD	A
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap. 9)	Colombia, LETICIA/A. Vasquez Cobo Aerodrome	No water refilling facilities for the RFF services. Level of protection bellow of that required by the air transport using the aerodrome	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	Provide sufficient facilities for the RFF service	Colombia	TBD	B
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap. 9)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	Water supply deficient	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	Provide sufficient supply of water to the RFF station	Colombia	TBD	A
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap. 9)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	Airport emergency plan not efficient	1999	IFALPA (EC 2/28 refers)	Train RFF personnel on paramedic aspects. Provide medical services in the late night. Provide airport maps at emergency dependencies. Make periodical drills on the airport emergency plan	Colombia	TBD	A
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap. 9)	Venezuela, MARACAIBO/La Chinita	Inadequate RFF units	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Adequate RFF units	Venezuela	TBD	B

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Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap. 9)	Venezuela, VALENCIA/Valencia Intl. Airport	Inadequate fire equipment	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Adequate fire equipment	Venezuela	TBD	B
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap.9)	Venezuela, CARACAS/Maiquetía Aerodrome	RFF personnel have not received training on handling of hazardous material	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Provide training on handling hazardous material for the RFF personnel	Venezuela	TBD	A
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap.9)	Venezuela, BARCELONA, Barcelona Intl. Airport	RFF personnel have not received training on handling of hazardous material	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Provide training on handling hazardous material for the RFF personnel	Venezuela	TBD	A
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap.9)	Venezuela, BARCELONA, Barcelona Intl. Airport	There is currently no emergency plan available	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Develop emergency plan and disseminate it among the aviation community	Venezuela	TBD	U
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap.9)	Venezuela, MARGARITA, Margarita Intl. Airport	RFF personnel have not received training on handling of hazardous material	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Provide training on handling hazardous material for the RFF personnel	Venezuela	TBD	A
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I. Chap. 9)	Colombia, BARRANQUILLA/Ernesto Cortissoz	No emergency routes for RFF vehicles	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	To be constructed	Colombia	TBD	B
Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I. Chap. 9)	Colombia, SAN ANDRES/Sesquicentenario Aerodrome	RFF services and airport emergency plan not efficient	1999	IFALPA (EC 2/28 refers)	Improve the RFF service and the airport emergency plan	Colombia	TBD	A
Rescue and Fire Fighting Service and airport emergency planning (Annex 14, Vol. I, Chap. 9)	Venezuela, BARCELONA/Barcelona Intl. Airport	Inadequate RFF units	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Adequate RFF units	Venezuela	TBD	B

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Rescue and Fire Fightng Service and airport emergency plan (Annex 14, Vol. I, Chap. 9)	Colombia, SANTAFE DE BOGOT/Eldorado Airport	No emergency routes for RFF vehicles	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	Construct emergency routes for RFF vehicles	Colombia	TBD	A
Runway shoulder (Annex 14, Vol. I, Chap. 3)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	Runway shoulder 4m wide	Sep-2001	Detected during mission conducted by ICAO Secretariat	Enlarge the width of the runway shoulders to 7.5 m	Paraguay	TBD	B
Runway strip (Annex 14, Vol. I, Chap. 3)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	Runway strip unlevelled and narrow	Sep-2001	Detected during mission conducted by ICAO Secretariat	Level and enlarge the runway strip to 150 m wide on each side of the runway centre line	Paraguay	TBD	B
RVR (Annex 14, Vol. I, Chap. 5 & Table AOP)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	RVR at both RWY ends are out of service	July 2001	Detected during mission conducted by ICAO Secretariat	Fix thr RVRs at both RWY ends	Colombia	TBD	A
RWY end safety area (Annex 14, Vol. I, Chap. 3)	Peru, LIMA-CALLAO/Jorge Chávez Intl.	There is no RESA. Ground not levelled	Nov-2001	Detected during mission conducted by ICAO Secretariat	Level ground and prepare RESA	Peru	TBD	B
RWY end safety area (Annex 14, Vol. I, Chap. 3)	Bolivia, LA PAZ/El Alto	No RESA at both ends	Sep-2001	Detected during mission conducted by ICAO Secretariat	Construct RESA at both ends or reduce declared distances	Bolivia	TBD	B
RWY end safety area (Annex 14, Vol. I, Chap. 3)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	There is available area for RESA at 18 end, but not levelled	July 2001	Detected during mission conducted by ICAO Secretariat	Level the RESA area at 18 end or reduce declared distances	Colombia	TBD	B
RWY end safety area (Annex 14, Vol. I, Chap. 3)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	There is no available area for stopway, strip and RESA at 36 end	July 2001	Detected during mission conducted by ICAO Secretariat	Reduce declared distances	Colombia	TBD	A

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RWY end safety area (Annex 14, Vol. I, Chap. 3)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	There is available area for RESA, but not levelled (South RWY)	July 2001	Detected during mission conducted by ICAO Secretariat	Level the RESA area	Colombia	TBD	B
RWY end safety area (Annex 14, Vol. I, Chap. 3)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	There is no RESA at 13L end (North RWY). The natural terrain presents many irregularities	July 2001	Detected during mission conducted by ICAO Secretariat	Construct RESA at 13L end (North RWY). Level the natural terrain	Colombia	TBD	B
RWY end safety area (Annex 14, Vol. I. Chap. 3)	Colombia, SANTAFE DE BOGOTA/Eldorado Aerodrome	A deep V-shaped channel 80-100 m from threshold RWY 30 potentially dangerous in event of RTO	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dic. 1997	Deviate that channel	Colombia	TBD	B
RWY strenght (PCN) (Annex 14, Vol. I, Chap. 2)	Peru, LIMA-CALLAO/Jorge Chávez Intl.	There are two PCN reported for apron area in the AIP-Peru (page AGA 2-4-3 & AGA 2-4-2)	Nov-2001	Detected during mission conducted by ICAO Secretariat	Update PCN reported for apron area	Peru	TBD	B
RWY strip (Annex 14, Vol. I, Chap. 3)	Peru, LIMA-CALLAO/Jorge Chávez Intl.	There is no RWY strip zone after the stopway in both ends	Nov-2001	Detected during mission conducted by ICAO Secretariat	Level ground and prepare RWY strip zone after the stopways in both direction	Peru	TBD	B
RWY strip (Annex 14, Vol. I, Chap. 3)	Bolivia, LA PAZ/El Alto	75m wide strip to each side of RWY centerline. After this width, the natural terrain is very irregular with many blocks of rock	Sep-2001	Detected during mission conducted by ICAO Secretariat	Remove the pieces of rock and enlarge the strip to 150 m to each side of RWY centerline	Bolivia	TBD	B
RWY strip (Annex 14, Vol. I, Chap. 3)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	There is available area for RWY strip at 18 end, but not levelled	July 2001	Detected during mission conducted by ICAO Secretariat	Level (construct) runway strip at 18 end	Colombia	TBD	B
RWY strip (Annex 14, Vol. I, Chap. 3)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	RWY strip 90 m wide in the direction of the TDZ of 36 end	July 2001	Detected during mission conducted by ICAO Secretariat	Enlarge RWY strip at TDZ of 36 end	Colombia	TBD	B

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Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
RWY strip (Annex 14, Vol. I, Chap. 3)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	Presence of a trapezoidal elevation (base of 15 m x 3 m and 0.6 m high) of the natural terrain in the direction of the TDZ of the 36 end at the RWY strip	July 2001	Detected during mission conducted by ICAO Secretariat	Remove the natural terrain elevation	Colombia	TBD	B
RWY strip (Annex 14, Vol. I, Chap. 3)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	Strip not levelled near touch down zone of 13R end (South RWY)	July 2001	Detected during mission conducted by ICAO Secretariat	Level the runway strip near the touch down zone of 13R end	Colombia	TBD	B
RWY strip (Annex 14, Vol. I, Chap. 3)	Colombia, LETICIA/Alfredo Vasquez Cobo	Very uneven RWY strip with garbage and weed grown	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Clean and level the RWY strip. Remove the weeds	Colombia	TBD	B
RWY strip (Annex 14, Vol. I, Chap. 3)	Colombia, SAN ANDRES/Sesquicentenario	Weed grown and garbage at RWY strip	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Clean the RWY strip and remove the weeds	Colombia	TBD	B
RWY surface conditioins (Annex 14, Vol. I, Chap. 3)	Venezuela, MARGARITA/Del Caribe Aerodrome	Slippery runway surface at RWY 09, in the first 1000 m	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	Improve the RWY surface with grooving	Venezuela	TBD	U
RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Colombia, CALI/Alfonso Bonilla Aragon Airport	Heavy rubber contamination at RWY 01	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	Remove the rubber deposit	Colombia	TBD	U
RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Colombia, SAN ANDRES/Sesquicentenario Aerodrome	Rubber contamination on 1st 1000 m of RWY 06. Uneven RWY surface holds numerous large puddles after rain. Poor quality of pavement	1999	IFALPA (EC 2/28 referes)	Adopt and implement an airport maintenance programme	Colombia	TBD	A
RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Colombia, BARRANQUILLA/Ernesto Cortissoz Airport	Heavy rubber contamination on 50% of RWY 04	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Remove excess of rubber	Colombia	TBD	U

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Colombia, RIO NEGRO/José María Cordova	Undulated TDZ of RWY 36	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Eliminate excess of undulation at TDZ of RWY 36	Colombia	TBD	A
RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Colombia, SAN ANDRES/Sesquicentenario	Uneven RWY surface with numerous large puddles after rainfall	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Conduct functional & structural evaluation of the pavements and correct pavement surface	Colombia	TBD	U
RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Ecuador, QUITO/Mariscal Sucre	RWY poor braking action	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Evaluate the causes of poor brake action/Eliminate the cause	Ecuador	TBD	A
RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Panama, PANAMA/Tocumen Aerodrome	Poor braking action at RWY 03L/31L	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	Evaluate the causes of poor brake action/Eliminate the cause	Panama	TBD	A
RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	The main RWY pavement is in process of deterioration	1997	Detected during mission conducted by ICAO Secretariat	Construct an overlay	Paraguay	TBD	U
RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	Runway heavily distressed functionally and structurally	July 2001	Detected during mission conducted by ICAO Secretariat	Run functional and structural evaluation. Correct distress and rehabilitate pavement as indicated by the structural evaluation	Paraguay	TBD	A
RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, CARACAS/Maiquetía Aerodrome	The main RWY shows irregularities due to the pavement deterioration	1996	Detected during mission conducted by ICAO Secretariat	Construct an overlay	Venezuela	TBD	U
RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, CARACAS/Maiquetia Aerodrome	Heavy rubber deposits on the runway 09/27	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Remove the rubber deposits	Venezuela	TBD	U

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Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, CARACAS/Maiquetia Aerodrome	Overall condition of runway 08/26 is very poor. All types of cracks, potholes, rutting, vegetation growth, ravelling do exist, runway to rough	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Reconstruct runway 08/26 immediately	Venezuela	TBD	U
RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, CARACAS/Maiquetia Aerodrome	Apron with cracks, potholes, rutting, vegetation growth and raveling	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Begin immediate planning for apron rehabilitation	Venezuela	TBD	B
RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, VALENCIA, Valencia Intl. Airport	Premature asphalt runway surface deterioration due to marking painting	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Remove painting. Repair damaged area. Repaint marks with water emulsion base paint	Venezuela	TBD	B
RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, MARACAIBO/La Chinita	RWY 09 requires grooving on first 1000 m	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Correct the problem, evaluating different alternatives	Venezuela	TBD	B
RWY surface conditions (Annex 14, Vol. I. Chap. 3)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	Rubber contamination at RWY 36	July 2001	Detected during mission conducted by ICAO Secretariat	Remove the rubber deposit at RWY 36	Colombia	TBD	U
RWY surface conditions (Annex 14, Vol. I. Chap. 3)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	Heavy rubber contamination at RWY 12 and 30	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	Remove the rubber deposit	Colombia	TBD	U
RWY surface conditions (Annex 14, Vol. I. Chap. 3)	Venezuela, MARACAIBO/La Chinita Aerodrome	ILS inoperative, the ILS Outer Marker is not provided	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	Activate and implement the facilities	Venezuela	TBD	A
Stopway zone (Annex 14, Vol. I, Chap. 3)	Bolivia, La Paz/El Alto	No stopway zones at both ends	Sep-2001	Detected during mission conducted by ICAO Secretariat	Construct stopway zones or reduce declared distances	Bolivia	TBD	B

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Stopway zone (Annex 14, Vol. I, Chap. 9)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	No paved stopway zone at 31R end (North RWY)	July 2001	Detected during mission conducted by ICAO Secretariat	Construct stopway zone	Colombia	TBD	B
Tawiway physical characteristics (Annex 14, Vol. I, Chap. 3)	Bolivia, LA PAZ/El Alto	TWY shoulders only 3.5 m wide	Sep-2001	Detected during mission conducted by ICAO Secretariat	Enlarge TWY shoulders to 7.5 m wide	Bolivia	TBD	B
TWY strip (Annex 14, Vol. I, Chap. 3)	Colombia, CALI/Alfonso Bonilla Aragon	Weed grown at TWY strip	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Remove the weeds	Colombia	TBD	B
TWY strip (Annex 14, Vol. I, Chap. 3)	Colombia, SAN ANDRES/Sesquicentenario	Presence of garbarge and rocks at TWY strip	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Clean the TWY strip and remove the rocks	Colombia	TBD	B
TWY strip (Annex 14, Vol. I, Chap. 3)	Colombia, BARRANQUILLA/Ernesto Cortissoz Airport	Weed grown and garbage at TWY strip	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Clean the TWY strip and remove the weeds	Colombia	TBD	B
TWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, CARACAS/Maiquetia Aerodrome	Cracks and vegetation growth on the taxiways, no pavement maintenance. Presence of FOD (loose aggregates)	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Reconstruct the taxiways	Venezuela	TBD	U
TWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, MARGARITA, Margarita Intl. Airport	Parallel taxiway pavement presents unsealed cracks, with some vegetation growth	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Do maintenance for the parallel taxiway	Venezuela	TBD	B
Visual aids (Annex 14, Vol. I, Ch. 5 and Ch.6)	Bolivia, SANTA CRUZ/Viru Viru	RWY centerline marks are faded	Sep-2001	Detected during mission conducted by ICAO Secretariat	Repaint RWY centerline marks	Bolivia	TBD	U
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	To provide edge illumination in taxiway H and to improve the letter signs for information	Argentina	TBD	U

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Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
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	To improve the apron area illumination	Argentina	TBD	U
Visual aids (Annex 14, Vol. I, Ch. 5)	Panama/Tocumen	Vasis system out of service	12/2000	IATA/e-mail sent to SAM Office in December 7, 2000	To install a PAPI system	Panama	TBD	U
Visual aids (Annex 14, Vol. I, Ch. 5)	Uruguay, MONTEVIDEO/Carrasco Aerodrome	No PAPI at RWY 24	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	Implement the facility	Uruguay	TBD	U
Visual aids (Annex 14, Vol. I, Chap. 3, 9, Doc 9737 Part 8, Doc 9476, Doc 9157)	Brazil, SAO PAULO/Guarulhos	Apron congested for the type of aircraft proposed	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Adequate/manage apron for accommodate number of aircraft	Brazil	TBD	B
Visual aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP)	Peru, LIMA-CALLAO/Jorge Chávez Intl.	RWY centre line marks are faded	Nov-2001	Detected during mission conducted by ICAO Secretariat	Repaint RWY centre line marks	Peru	TBD	A
Visual aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP)	Venezuela, CARACAS/Maiquetia Aerodrome	There are no windsocks located near runway 27L or 26	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Install a windsock for runways 27L and 26	Venezuela	TBD	U
Visual aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP)	Venezuela, CARACAS/Maiquetia Aerodrome	The parking stands do not contain apron safety lines	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Paint the apron safety lines	Venezuela	TBD	A
Visual aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP)	Venezuela, BARCELONA, Barcelona Intl. Airport	The parking stands do not contain apron safety lines	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Paint the apron safety lines	Venezuela	TBD	A
Visual aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP)	Venezuela, VALENCIA/Valencia Intl. Airport	There is no windsock located near runway 28	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Install a windsock for runway 28	Venezuela	TBD	U

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Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Visual aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP)	Venezuela, VALENCIA/Valencia Intl. Airport	The parking stands do not contain apron safety lines	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Paint the apron safety lines	Venezuela	TBD	A
Visual aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP)	Venezuela, MARGARITA, Margarita Intl. Airport	Threshold and runway designation markings are faded	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Threshold and runway designation markings should be repainted	Venezuela	TBD	U
Visual aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP)	Venezuela, MARGARITA, Margarita Intl. Airport	No windsock is located at runway 27	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Install a windsock for the runway 27	Venezuela	Venezuela	U
Visual aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP)	Venezuela, MARGARITA, Margarita Intl. Airport	The parking stands do not contain apron safety lines	2001*	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	Paint the apron safety lines	Venezuela	TBD	A
Visual aids (Annex 14, Vol. I, Chap. 5)	Brazil, RIO DE JANEIRO/Galeao, Antonio Carlos Jobim	No centre line lights at RWY 15	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Provide centre line lights at RWY 15	Brazil	TBD	B
Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, BARRANQUILLA/Ernesto Cortissoz Airport	Poor illumination on passengers and cargo aprons	1999	IFALPA (EC 2/28 refers)	Improve the apron floodlighting as per in 5.3.20 of Annex 14, Volume I	Colombia	TBD	B
Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, CALI/Alfonso Bonilla Aragon Aerodrome	National apron poorly illuminated and cargo apron not illuminated	1999	IFALPA (EC 2/28 refers)	Improve and implement, respectively	Colombia	TBD	B
Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, LETICIA/Alfredo Vasquez Cobo Aerodrome	Poor illumination of the apron	1999	IFALPA (EC 2/28 refers)	Improve the apron floodlighting as per in 5.3.20 of Annex 14, Volume I	Colombia	TBD	B

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Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SANTAFE DE BOGOTA/Eldorado Aerodrome	No lighting for windsock	1999	IFALPA (EC 2/28 refers)	Provide illumination, as per in 5.1.1.5 of Annex 14, Volumen I	Colombia	TBD	A
Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SANTAFE DE BOGOTA/Eldorado Aerodrome	Poor illumination of south side of international finger	1999	IFALPA (EC 2/28 refers)	Improve the apron floodlighting as per in 5.3.20 of Annex 14, Volume I	Colombia	TBD	B
Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SANTA FE DE BOGOTA/Eldorado	Apron markings need repainting	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Repaint apron markings	Colombia	TBD	U
Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SAN ANDRES/Sesquicentenario	PAPI lights not calibrated	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Calibrate PAPI lights	Colombia	TBD	U
Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SAN ANDRES/Sesquicentenario	No lights for windsocks	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Provide lights for windsocks	Colombia	TBD	U
Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SAN ANDRES/Sesquicentenario	40% of RWY edge lights are missing	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Provide lights for RWY edge	Colombia	TBD	U
Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SAN ANDRES/Sesquicentenario	RWY markings need repainting	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Repint RWY markings	Colombia	TBD	U
Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, BARRANQUILLA/Ernesto Cortissoz Airport	PAPI lights RWY 22 not calibrated	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Calibrate PAPI lights RWY 22	Colombia	TBD	U
Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, BARRANQUILLA/Ernesto Cortissoz Airport	PAPI lights RWY 04 unserviceable	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Replace PAPI lights RWY 22	Colombia	TBD	U

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Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, BARRANQUILLA/Ernesto Cortissoz Airport	RWY 04 markings need repainting	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Repaint RWY 04 markings	Colombia	TBD	U
Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, BARRANQUILLA/Ernesto Cortissoz Airport	No lights for windsock	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Provide lights for windsock	Colombia	TBD	U
Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, CALI/Alfonso Bonilla Aragon	RWY 19 PAPI out of service	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Repair RWY 19 PAPI	Colombia	TBD	U
Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, CALI/Alfonso Bonilla Aragon	RWY 01 PAPI out of service	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Repair RWY 19 PAPI	Colombia	TBD	U
Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, CALI/Alfonso Bonilla Aragon	RWY and TWy markings need repainting	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Repaint RWY and TWY markings	Colombia	TBD	U
Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SANTA FE DE BOGOTA/Eldorado	The radial at the VOR signal checking circle is missing	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Provide the radial at the VOR signal checking circle	Colombia	TBD	U
Visual aids (Annex 14, Vol. I, Chap. 5)	Venezuela, MAIQUETIA/Simon Bolivar	No VASIS or PAPI on RWY 27	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Provide PAPI at RWY 27	Venezuela	TBD	A
Visual aids (Annex 14, Vol. I, Chap. 5)	Venezuela, MAIQUETIA/Simon Bolivar	RWY and TWY poor signs	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Improve RWY and TWY signs	Venezuela	TBD	A
Visual aids (Annex 14, Vol. I, Chap. 5)	Venezuela, MAIQUETIA/Simon Bolivar	Parallel taxiway poorly lit	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Provide better illumination for parallel TWY	Venezuela	TBD	A

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Visual aids (Annex 14, Vol. I. Ch. 5)	Argentina, BUENOS AIRES/Ezeiza Aerodrome	No PAPI at RWY 17	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	Install the correspondent PAPI system	Argentina	TBD	U
Visual Aids (Annex 14, Vol. I. Ch. 5)	Venezuela, MARACAIBO/La Chinita Aerodrome	No PAPI at RWY 20	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	Implement the facility	Venezuela	TBD	U
Visual Aids (Annex 14, Vol. I.Ch. 5)	Venezuela, CARACAS/Maiquetia Aerodrome	PAPI on RWY 09 unreliable	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	Verify	Venezuela	TBD	U

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Doc 8733 ANP, Part VI, Chapter 10, Para. 10.4.	Argentina	Lack of use of English for plain language texts.	18/09/96	Records and files in SAM Regional Office. GREPECAS reports.	Need of use of English for plain language texts.	Indicated State.	soonest	A
Doc 8733 ANP, Part VI, Chapter 10, Para. 10.4.	Bolivia	Lack of use of English for plain language texts.	18/09/96	Records and files in SAM Regional Office. GREPECAS reports.	Need of use of English for plain language texts.	Indicated State.	soonest	A
Doc 8733 ANP, Part VI, Chapter 10, Para. 10.4.	Colombia	Lack of use of English for plain language texts.	18/09/96	Records and files in SAM Regional Office. GREPECAS reports.	Need of use of English for plain language texts.	Indicated State.	soonest	A
Doc 8733 ANP, Part VI, Chapter 10, Para. 10.4.	Paraguay	Lack of use of English for plain language texts.	18/09/96	Records and files in SAM Regional Office. GREPECAS reports.	Need of use of English for plain language texts.	Indicated State.	soonest	A
Doc 8733 ANP, Part VI, Chapter 10, Para. 10.4.	Peru	Lack of use of English for plain language texts.	18/09/96	Records and files in SAM Regional Office. GREPECAS reports.	Need of use of English for plain language texts.	Indicated State.	soonest	A
Doc 8733 ANP, Part VI, Chapter 10, Para. 10.4.	Uruguay	Lack of use of English for plain language texts.	18/09/96	Records and files in SAM Regional Office. GREPECAS reports.	Need of use of English for plain language texts.	Indicated State.	soonest	A
Doc 8733 ANP, Part VI, Chapter 2, Para. 2.3.	Argentina	Lack of highest priority for printing of AIS publications.	18/09/96	Records and files in SAM Regional Office. GREPECAS Reports.	Need to provide a highest priority for printing of AIS publications.	Indicated State	soonest	U
Doc 8733 ANP, Part VI, Chapter 2, Para. 2.3.	Bolivia	Lack of highest priority for printing of AIS publications.	18/09/96	Records and files in SAM Regional Office. GREPECAS Reports.	Need to provide a highest priority for printing of AIS publications.	Indicated State	soonest	U
Doc 8733 ANP, Part VI, Chapter 2, Para. 2.3.	Colombia	Lack of highest priority for printing of AIS publications.	18/09/96	Records and files in SAM Regional Office. GREPECAS Reports.	Need to provide a highest priority for printing of AIS publications.	Indicated State	soonest	U
Doc 8733 ANP, Part VI, Chapter 2, Para. 2.3.	Guyana	Lack of highest priority for printing of AIS publications.	18/09/96	Records and files in SAM Regional Office. GREPECAS Reports.	Need to provide a highest priority for printing of AIS publications.	Indicated State	soonest	U

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Doc 8733 ANP, Part VI, Chapter 2, Para. 2.3.	Paraguay	Lack of highest priority for printing of AIS publications.	18/09/96	Records and files in SAM Regional Office. GREPECAS Reports.	Need to provide a highest priority for printing of AIS publications.	Indicated State	soonest	U
Doc 8733 ANP, Part VI, Chapter 2, Para. 2.3.	Peru	Lack of highest priority for printing of AIS publications.	18/09/96	Records and files in SAM Regional Office. GREPECAS Reports.	Need to provide a highest priority for printing of AIS publications.	Indicated State	soonest	U
Doc 8733 ANP, Part VI, Chapter 2, Para. 2.3.	Suriname	Lack of highest priority for printing of AIS publications.	18/09/96	Records and files in SAM Regional Office. GREPECAS Reports.	Need to provide a highest priority for printing of AIS publications.	Indicated State	soonest	U
Doc 8733 ANP, Part VI, Chapter 2, Para. 2.3.	Venezuela	Lack of highest priority for printing of AIS publications.	18/09/96	Records and files in SAM Regional Office. GREPECAS Reports.	Need to provide a highest priority for printing of AIS publications.	Indicated State	soonest	U
Doc 8733 ANP, Part VI, Chapter 8, Para. 8.2.	Ecuador	Lack of implementation of AIRAC System.	01/11/94	Records and files in SAM Regional Office. GREPECAS Reports.	Need for implementation of AIRAC requirements.	Indicated State	soonest	U
Doc 8733 ANP, Part VI, Chapter 8, Para. 8.2.	Guyana	Lack of implementation of AIRAC System.	01/11/94	Records and files in SAM Regional Office. GREPECAS Reports.	Need for implementation of AIRAC requirements.	Indicated State	soonest	U
Doc 8733 ANP, Part VI, Chapter 8, Para. 8.2.	Suriname	Lack of implementation of AIRAC System.	01/11/94	Records and files in SAM Regional Office. GREPECAS Reports.	Need for implementation of AIRAC requirements.	Indicated State	soonest	U
Doc 8733 ANP, Part VI, Chapter 8, Paras. 8.2.	Ecuador	Lack of implementation of AIRAC System.	01/11/94	Records and files in SAM Regional Office. GREPECAS Reports.	Need for implementation of AIRAC requirements.	Indicated State	soonest	A
Doc 8733 ANP, Part VI, Chapter 8, Paras. 8.2.	Guyana	Lack of implementation of AIRAC System.	01/11/94	Records and files in SAM Regional Office. GREPECAS Reports.	Need for implementation of AIRAC requirements.	Indicated State	soonest	A
Doc 8733 ANP, Part VI, Chapter 8, Paras.8.2.	Suriname	Lack of implementation of AIRAC System.	01/11/94	Records and files in SAM Regional Office. GREPECAS Reports.	Need for implementation of AIRAC requirements.	Indicated State	soonest	A

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REPORT FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIS FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Doc 8733 ANP, Part VI, Chapter 9, Paras. 9.2 and 9.3	Panama	Pre-flight information (implementation of required AIS aerodrome units).	18/09/96	Records and files in SAM Regional Office.	Need for effective implementation of required AIS aerodrome units.	Indicated State.	soonest	A
Doc 8733 ANP, Part VI, Chapter 9, Paras. 9.2 and 9.3	Peru	Pre-flight information (implementation of required AIS aerodrome units).	18/09/96	Records and files in SAM Regional Office.	Need for effective implementation of required AIS aerodrome units.	Indicated State.	soonest	A
Doc 8733 ANP, Part VI, Chapter 9, Paras. 9.2 and 9.3	Suriname	Pre-flight information (implementation of required AIS aerodrome units).	18/09/96	Records and files in SAM Regional Office.	Need for effective implementation of required AIS aerodrome units.	Indicated State.	soonest	A
Doc 8733 ANP, Part VI, Chapter 9, Paras. 9.2 and 9.3	Uruguay	Pre-flight information (implementation of required AIS aerodrome units).	18/09/96	Records and files in SAM Regional Office.	Need for effective implementation of required AIS aerodrome units.	Indicated State.	soonest	A
Doc 8733 ANP, Part VI, Chapter 9, Paras. 9.2 and 9.3	Venezuela	Pre-flight information (implementation of required AIS aerodrome units).	18/09/96	Records and files in SAM Regional Office.	Need for effective implementation of required AIS aerodrome units.	Indicated State.	soonest	A
Doc 8733 ANP, Part VI, Para. 11.1, 11.5.	Argentina	Non production of Aerodrome Obstacle Chart - ICAO Type C.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series.	Indicated State	soonest	A
Doc 8733 ANP, Part VI, Para. 11.1, 11.5.	Bolivia	Non production of Aerodrome Obstacle Chart - ICAO Type C.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series.	Indicated State	soonest	A

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Doc 8733 ANP, Part VI, Para. 11.1, 11.5.	Brazil	Non production of Aerodrome Obstacle Chart - ICAO Type C.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series.	Indicated State	soonest	A
Doc 8733 ANP, Part VI, Para. 11.1, 11.5.	Chile	Non production of Aerodrome Obstacle Chart - ICAO Type C.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series.	Indicated State	soonest	A
Doc 8733 ANP, Part VI, Para. 11.1, 11.5.	Colombia	Non production of Aerodrome Obstacle Chart - ICAO Type C.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series.	Indicated State	soonest	A
Doc 8733 ANP, Part VI, Para. 11.1, 11.5.	Ecuador	Non production of Aerodrome Obstacle Chart - ICAO Type C.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series.	Indicated State	soonest	A
Doc 8733 ANP, Part VI, Para. 11.1, 11.5.	French Guiana	Non production of Aerodrome Obstacle Chart - ICAO Type C.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series.	Indicated State	soonest	A
Doc 8733 ANP, Part VI, Para. 11.1, 11.5.	Guyana	Non production of Aerodrome Obstacle Chart - ICAO Type C.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series.	Indicated State	soonest	A
Doc 8733 ANP, Part VI, Para. 11.1, 11.5.	Panama	Non production of Aerodrome Obstacle Chart - ICAO Type C.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series.	Indicated State	soonest	A
Doc 8733 ANP, Part VI, Para. 11.1, 11.5.	Paraguay	Non production of Aerodrome Obstacle Chart - ICAO Type C.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series.	Indicated State	soonest	A
Doc 8733 ANP, Part VI, Para. 11.1, 11.5.	Peru	Non production of Aerodrome Obstacle Chart - ICAO Type C.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series.	Indicated State	soonest	A

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Doc 8733 ANP, Part VI, Para. 11.1, 11.5.	Suriname	Non production of Aerodrome Obstacle Chart - ICAO Type C.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series.	Indicated State	soonest	A
Doc 8733 ANP, Part VI, Para. 11.1, 11.5.	Uruguay	Non production of Aerodrome Obstacle Chart - ICAO Type C.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series.	Indicated State	soonest	A
Doc 8733 ANP, Part VI, Para. 11.1, 11.5.	Venezuela	Non production of Aerodrome Obstacle Chart - ICAO Type C.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series.	Indicated State	soonest	A
Doc 8733 ANP, Part VI, Paras. 11.1 through 11.3.	Bolivia	Lack of production of the world aeronautical charts - ICAO and/or VFR chart, scale 1:500,000 - ICAO.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of these series.	Indicated State.	soonest	A
Doc 8733 ANP, Part VI, Paras. 11.1 through 11.3.	Colombia	Lack of production of the world aeronautical charts - ICAO and/or VFR chart, scale 1:500,000 - ICAO.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of these series.	Indicated State.	soonest	A
Doc 8733 ANP, Part VI, Paras. 11.1 through 11.3.	Guyana	Lack of production of the world aeronautical charts - ICAO and/or VFR chart, scale 1:500,000 - ICAO.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of these series.	Indicated State.	soonest	A
Doc 8733 ANP, Part VI, Paras. 11.1 through 11.3.	Paraguay	Lack of production of the world aeronautical charts - ICAO and/or VFR chart, scale 1:500,000 - ICAO.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of these series.	Indicated State.	soonest	A
Doc 8733 ANP, Part VI, Paras. 11.1 through 11.3.	Peru	Lack of production of the world aeronautical charts - ICAO and/or VFR chart, scale 1:500,000 - ICAO.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of these series.	Indicated State.	soonest	A
Doc 8733 ANP, Part VI, Paras. 11.1 through 11.3.	Suriname	Lack of production of the world aeronautical charts - ICAO and/or VFR chart, scale 1:500,000 - ICAO.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of these series.	Indicated State.	soonest	A

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REPORT FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIS FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Doc 8733 ANP, Part VI, Paras. 11.1 through 11.3.	Uruguay	Lack of production of the world aeronautical charts - ICAO and/or VFR chart, scale 1:500,000 - ICAO.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of these series.	Indicated State.	soonest	A
Doc 8733 ANP, Part VI, Paras. 11.1 through 11.3.	Venezuela	Lack of production of the world aeronautical charts - ICAO and/or VFR chart, scale 1:500,000 - ICAO.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of these series.	Indicated State.	soonest	A
Doc 8733 ANP, Part VI, Paras. 11.1, 11.5.	Peru, Jorge Chávez International Airport.	Non production of ICAO Precision Approach Terrain Chart.	18/09/96	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of this series of aeronautical charts.	Peru	soonest	A
ICAO Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and 5.1.1.3. Doc 8733 ANP Part VI, Chapter 4.	Argentina	Timely distribution of the information through NOTAM.	25/04/96	GREPECAS. AIS/MAP Subgroup.	Need of timely distribution of the information through NOTAM. The lack of required opportunity in the promulgation of operational aeronautical information through NOTAM, directly could affect the safety and regularity of flights.	Indicated State	soonest	U
ICAO Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and 5.1.1.3. Doc 8733 ANP Part VI, Chapter 4.	Chile	Timely distribution of the information through NOTAM.	25/04/96	GREPECAS. AIS/MAP Subgroup.	Need of timely distribution of the information through NOTAM. The lack of required opportunity in the promulgation of operational aeronautical information through NOTAM, directly could affect the safety and regularity of flights.	Indicated State	soonest	U

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Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ICAO Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and 5.1.1.3. Doc 8733 ANP Part VI, Chapter 4.	Colombia	Timely distribution of the information through NOTAM.	25/04/96	GREPECAS. AIS/MAP Subgroup.	Need of timely distribution of the information through NOTAM. The lack of required opportunity in the promulgation of operational aeronautical information through NOTAM, directly could affect the safety and regularity of flights.	Indicated State	soonest	U
ICAO Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and 5.1.1.3. Doc 8733 ANP Part VI, Chapter 4.	Ecuador	Timely distribution of the information through NOTAM.	25/04/96	GREPECAS. AIS/MAP Subgroup.	Need of timely distribution of the information through NOTAM. The lack of required opportunity in the promulgation of operational aeronautical information through NOTAM, directly could affect the safety and regularity of flights.	Indicated State	soonest	U
ICAO Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and 5.1.1.3. Doc 8733 ANP Part VI, Chapter 4.	Guyana	Timely distribution of the information through NOTAM.	25/04/96	GREPECAS. AIS/MAP Subgroup.	Need of timely distribution of the information through NOTAM. The lack of required opportunity in the promulgation of operational aeronautical information through NOTAM, directly could affect the safety and regularity of flights.	Indicated State	soonest	U

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Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ICAO Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and 5.1.1.3. Doc 8733 ANP Part VI, Chapter 4.	Peru	Timely distribution of the information through NOTAM.	25/04/96	GREPECAS. AIS/MAP Subgroup.	Need of timely distribution of the information through NOTAM. The lack of required opportunity in the promulgation of operational aeronautical information through NOTAM, directly could affect the safety and regularity of flights.	Indicated State	soonest	U
ICAO Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and 5.1.1.3. Doc 8733 ANP Part VI, Chapter 4.	Suriname	Timely distribution of the information through NOTAM.	25/04/96	GREPECAS. AIS/MAP Subgroup.	Need of timely distribution of the information through NOTAM. The lack of required opportunity in the promulgation of operational aeronautical information through NOTAM, directly could affect the safety and regularity of flights.	Indicated State	soonest	U
ICAO Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and 5.1.1.3. Doc 8733 ANP Part VI, Chapter 4.	Venezuela	Timely distribution of the information through NOTAM.	25/04/96	GREPECAS. AIS/MAP Subgroup.	Need of timely distribution of the information through NOTAM. The lack of required opportunity in the promulgation of operational aeronautical information through NOTAM, directly could affect the safety and regularity of flights.	Indicated State	soonest	U

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ICAO Annex 15, Chapter 4, Para 4.2.9; Doc 8733 ANP, Part VI, Para. 3.2.	Argentina	Lack of regular and effective updating of the AIP Document.	25/04/96	GREPECAS. AIS/MAP Subgroup.	Need of having updated the aeronautical information and data contained in the AIP Document.	Indicated State	soonest	U
ICAO Annex 15, Chapter 4, Para 4.2.9; Doc 8733 ANP, Part VI, Para. 3.2.	Bolivia	Lack of regular and effective updating of the AIP Document.	25/04/96	GREPECAS. AIS/MAP Subgroup.	Need of having updated the aeronautical information and data contained in the AIP Document.	Indicated State	soonest	U
ICAO Annex 15, Chapter 4, Para 4.2.9; Doc 8733 ANP, Part VI, Para. 3.2.	Guyana	Lack of regular and effective updating of the AIP Document.	25/04/96	GREPECAS. AIS/MAP Subgroup.	Need of having updated the aeronautical information and data contained in the AIP Document.	Indicated State	soonest	U
ICAO Annex 15, Chapter 4, Para 4.2.9; Doc 8733 ANP, Part VI, Para. 3.2.	Paraguay	Lack of regular and effective updating of the AIP Document.	25/04/96	GREPECAS. AIS/MAP Subgroup.	Need of having updated the aeronautical information and data contained in the AIP Document.	Indicated State	soonest	U
ICAO Annex 15, Chapter 4, Para 4.2.9; Doc 8733 ANP, Part VI, Para. 3.2.	Peru	Lack of regular and effective updating of the AIP Document.	25/04/96	GREPECAS. AIS/MAP Subgroup.	Need of having updated the aeronautical information and data contained in the AIP Document.	Indicated State	soonest	U
ICAO Annex 15, Chapter 4, Para 4.2.9; Doc 8733 ANP, Part VI, Para. 3.2.	Suriname	Lack of regular and effective updating of the AIP Document.	25/04/96	GREPECAS. AIS/MAP Subgroup.	Need of having updated the aeronautical information and data contained in the AIP Document.	Indicated State	soonest	U

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Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ICAO Annex 15, Chapter 4, Para 4.2.9; Doc 8733 ANP, Part VI, Para. 3.2.	Venezuela	Lack of regular and effective updating of the AIP Document.	25/04/96	GREPECAS. AIS/MAP Subgroup.	Need of having updated the aeronautical information and data contained in the AIP Document.	Indicated State	soonest	U
ICAO Annex 15, Chapter 4, Paras. 4.2.8 and 4.3.4. Doc 8733 ANP, Part VI, Chapter 8.	Colombia	Lack of effective compliance with the AIRAC System requirement.	01/11/94	Records and files in SAM Regional Office. GREPECAS Reports.	Need for effective compliance with the AIRAC System requirement.	Indicated State	soonest	U
ICAO Annex 15, Chapter 4, Paras. 4.2.8 and 4.3.4. Doc 8733 ANP, Part VI, Chapter 8.	Ecuador	Lack of effective compliance with the AIRAC System requirement.	01/11/94	Records and files in SAM Regional Office. GREPECAS Reports.	Need for effective compliance with the AIRAC System requirement.	Indicated State	soonest	U
ICAO Annex 15, Chapter 4, Paras. 4.2.8 and 4.3.4. Doc 8733 ANP, Part VI, Chapter 8.	Guyana	Lack of effective compliance with the AIRAC System requirement.	01/11/94	Records and files in SAM Regional Office. GREPECAS Reports.	Need for effective compliance with the AIRAC System requirement.	Indicated State	soonest	U
ICAO Annex 15, Chapter 4, Paras. 4.2.8 and 4.3.4. Doc 8733 ANP, Part VI, Chapter 8.	Venezuela	Lack of effective compliance with the AIRAC System requirement.	01/11/94	Records and files in SAM Regional Office. GREPECAS Reports.	Need for effective compliance with the AIRAC System requirement.	Indicated State	soonest	U
ICAO Annex 15, Chapter 4. Doc 8733 ANP, Part VI, Chapter 5.	Bolivia	Lack of publication of the restructured AIP.	24/4/96	AIS Subgroup, GREPECAS. Survey to States.	Need to produce and issue the new restructured AIP.	Indicated State	01/2000	A
ICAO Annex 15, Chapter 4. Doc 8733 ANP, Part VI, Chapter 5.	Brazil	Lack of publication of the restructured AIP.	24/4/96	AIS Subgroup, GREPECAS. Survey to States.	Need to produce and issue the new restructured AIP.	Indicated State	01/2000	A

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Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ICAO Annex 15, Chapter 4. Doc 8733 ANP, Part VI, Chapter 5.	Paraguay	Lack of publication of the restructured AIP.	24/4/96	AIS Subgroup, GREPECAS. Survey to States.	Need to produce and issue the new restructured AIP.	Indicated State	01/2000	A
ICAO Annex 15, Chapter 4. Doc 8733 ANP, Part VI, Chapter 5.	Peru	Lack of publication of the restructured AIP.	24/4/96	AIS Subgroup, GREPECAS. Survey to States.	Need to produce and issue the new restructured AIP.	Indicated State	01/2000	A
ICAO Annex 15, Chapter 4. Doc 8733 ANP, Part VI, Chapter 5.	Suriname	Lack of publication of the restructured AIP.	24/4/96	AIS Subgroup, GREPECAS. Survey to States.	Need to produce and issue the new restructured AIP.	Indicated State	01/2000	A
ICAO Annex 15, Chapter 4. Doc 8733 ANP, Part VI, Chapter 5.	Venezuela.	Lack of publication of the restructured AIP.	24/4/96	AIS Subgroup, GREPECAS. Survey to States.	Need to produce and issue the new restructured AIP.	Indicated State	01/2000	A
ICAO Annex 15, Chapter 6, Paras. 4.2.8 and 4.3.4; Doc 8733 ANP, Chapter 8, Part VI.	Colombia	Lack of effective application of AIRAC System.	01/11/94	Records and files in SAM Regional Office. GREPECAS Reports.	Need for an effective application of AIRAC requirements.	Indicated State	soonest	A
ICAO Annex 15, Chapter 6, Paras. 4.2.8 and 4.3.4; Doc 8733 ANP, Chapter 8, Part VI.	Ecuador	Lack of effective application of AIRAC System.	01/11/94	Records and files in SAM Regional Office. GREPECAS Reports.	Need for an effective application of AIRAC requirements.	Indicated State	soonest	A
ICAO Annex 15, Chapter 6, Paras. 4.2.8 and 4.3.4; Doc 8733 ANP, Chapter 8, Part VI.	Guyana	Lack of effective application of AIRAC System.	01/11/94	Records and files in SAM Regional Office. GREPECAS Reports.	Need for an effective application of AIRAC requirements.	Indicated State	soonest	A
ICAO Annex 15, Chapter 6, Paras. 4.2.8 and 4.3.4; Doc 8733 ANP, Chapter 8, Part VI.	Suriname	Lack of effective application of AIRAC System.	01/11/94	Records and files in SAM Regional Office. GREPECAS Reports.	Need for an effective application of AIRAC requirements.	Indicated State	soonest	A
ICAO Annex 15, Chapter 6, Paras. 4.2.8 and 4.3.4; Doc 8733 ANP, Chapter 8, Part VI.	Venezuela.	Lack of effective application of AIRAC System.	01/11/94	Records and files in SAM Regional Office. GREPECAS Reports.	Need for an effective application of AIRAC requirements.	Indicated State	soonest	A

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Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 9.4.	Argentina	Pre-flight information (provision of pre-flight bulletins in all the designated aerodromes).	18/09/96	Records and files in SAM Regional Office.	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes.	Indicated State	soonest	A
ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 9.4.	Bolivia	Pre-flight information (provision of pre-flight bulletins in all the designated aerodromes).	18/09/96	Records and files in SAM Regional Office.	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes.	Indicated State	soonest	A
ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 9.4.	Chile	Pre-flight information (provision of pre-flight bulletins in all the designated aerodromes).	18/09/96	Records and files in SAM Regional Office.	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes.	Indicated State	soonest	A
ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 9.4.	Colombia	Pre-flight information (provision of pre-flight bulletins in all the designated aerodromes).	18/09/96	Records and files in SAM Regional Office.	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes.	Indicated State	soonest	A
ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 9.4.	Guyana	Pre-flight information (provision of pre-flight bulletins in all the designated aerodromes).	18/09/96	Records and files in SAM Regional Office.	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes.	Indicated State	soonest	A
ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 9.4.	Panama	Pre-flight information (provision of pre-flight bulletins in all the designated aerodromes).	18/09/96	Records and files in SAM Regional Office.	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes.	Indicated State	soonest	A

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Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 9.4.	Paraguay	Pre-flight information (provision of pre-flight bulletins in all the designated aerodromes).	18/09/96	Records and files in SAM Regional Office.	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes.	Indicated State	soonest	A
ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 9.4.	Peru	Pre-flight information (provision of pre-flight bulletins in all the designated aerodromes).	18/09/96	Records and files in SAM Regional Office.	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes.	Indicated State	soonest	A
ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 9.4.	Suriname	Pre-flight information (provision of pre-flight bulletins in all the designated aerodromes).	18/09/96	Records and files in SAM Regional Office.	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes.	Indicated State	soonest	A
ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 9.4.	Uruguay	Pre-flight information (provision of pre-flight bulletins in all the designated aerodromes).	18/09/96	Records and files in SAM Regional Office.	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes.	Indicated State	soonest	A
ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 9.4.	Venezuela	Pre-flight information (provision of pre-flight bulletins in all the designated aerodromes).	18/09/96	Records and files in SAM Regional Office.	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes.	Indicated State	soonest	A
ICAO Annex 15, Para. 3.4.4; Annex 4, Para. 2.17; Annex 11, Chapter 2; Annex 14, Chapter 2, Vol. I and II.	Bolivia	Lack of implementation of the WGS-84 System.	01/01/98	AIS Subgroup, GREPECAS. Survey to States.	Need to implement the WGS-84 Geodetic System.	Indicated State	01/2000	A

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REPORT FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIS FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ICAO Annex 15, Para. 3.4.4; Annex 4, Para. 2.17; Annex 11, Chapter 2; Annex 14, Chapter 2, Vol. I and II.	Colombia	Lack of implementation of the WGS-84 System.	01/01/98	AIS Subgroup, GREPECAS. Survey to States.	Need to implement the WGS-84 Geodetic System.	Indicated State	01/2000	A
ICAO Annex 15, Para. 3.4.4; Annex 4, Para. 2.17; Annex 11, Chapter 2; Annex 14, Chapter 2, Vol. I and II.	Guyana	Lack of implementation of the WGS-84 System.	01/01/98	AIS Subgroup, GREPECAS. Survey to States.	Need to implement the WGS-84 Geodetic System.	Indicated State	01/2000	A
ICAO Annex 15, Para. 3.4.4; Annex 4, Para. 2.17; Annex 11, Chapter 2; Annex 14, Chapter 2, Vol. I and II.	Panama	Lack of implementation of the WGS-84 System.	01/01/98	AIS Subgroup, GREPECAS. Survey to States.	Need to implement the WGS-84 Geodetic System.	Indicated State	01/2000	A
ICAO Annex 15, Para. 3.4.4; Annex 4, Para. 2.17; Annex 11, Chapter 2; Annex 14, Chapter 2, Vol. I and II.	Paraguay	Lack of implementation of the WGS-84 System.	01/01/98	AIS Subgroup, GREPECAS. Survey to States.	Need to implement the WGS-84 Geodetic System.	Indicated State	01/2000	A
ICAO Annex 15, Para. 3.4.4; Annex 4, Para. 2.17; Annex 11, Chapter 2; Annex 14, Chapter 2, Vol. I and II.	Peru	Lack of implementation of the WGS-84 System.	01/01/98	AIS Subgroup, GREPECAS. Survey to States.	Need to implement the WGS-84 Geodetic System.	Indicated State	01/2000	A
ICAO Annex 15, Para. 3.4.4; Annex 4, Para. 2.17; Annex 11, Chapter 2; Annex 14, Chapter 2, Vol. I and II.	Suriname	Lack of implementation of the WGS-84 System.	01/01/98	AIS Subgroup, GREPECAS. Survey to States.	Need to implement the WGS-84 Geodetic System.	Indicated State	01/2000	A
ICAO Annex 15, Para. 3.4.4; Annex 4, Para. 2.17; Annex 11, Chapter 2; Annex 14, Chapter 2, Vol. I and II.	Venezuela	Lack of implementation of the WGS-84 System.	01/01/98	AIS Subgroup, GREPECAS. Survey to States.	Need to implement the WGS-84 Geodetic System.	Indicated State	01/2000	A

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ICAO Annex 15, Para. 3.6.4.; Annex 4, Para. 2.18; Annex 11, Chapter 2; Annex 14, Chapter 2, Vol. I and II.	Bolivia	Lack of implementation of the WGS-84 Geodetic System.	01/01/98	GREPECAS AIS/MAP Subgroup. Survey to States.	Need of implementing a WGS-84 Geodetic System. Lack of total compliance with the WGS-84 System requirements by the States is directly affecting the effective implementation of the GNSS Systems.	Indicated State	soonest	U
ICAO Annex 15, Para. 3.6.4.; Annex 4, Para. 2.18; Annex 11, Chapter 2; Annex 14, Chapter 2, Vol. I and II.	Colombia	Lack of implementation of the WGS-84 Geodetic System.	01/01/98	GREPECAS AIS/MAP Subgroup. Survey to States.	Need of implementing a WGS-84 Geodetic System. Lack of total compliance with the WGS-84 System requirements by the States is directly affecting the effective implementation of the GNSS Systems.	Indicated State	soonest	U
ICAO Annex 15, Para. 3.6.4.; Annex 4, Para. 2.18; Annex 11, Chapter 2; Annex 14, Chapter 2, Vol. I and II.	Guyana	Lack of implementation of the WGS-84 Geodetic System.	01/01/98	GREPECAS AIS/MAP Subgroup. Survey to States.	Need of implementing a WGS-84 Geodetic System. Lack of total compliance with the WGS-84 System requirements by the States is directly affecting the effective implementation of the GNSS Systems.	Indicated State	soonest	U

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ICAO Annex 15, Para. 3.6.4.; Annex 4, Para. 2.18; Annex 11, Chapter 2; Annex 14, Chapter 2, Vol. I and II.	Panama	Lack of implementation of the WGS-84 Geodetic System.	01/01/98	GREPECAS AIS/MAP Subgroup. Survey to States.	Need of implementing a WGS-84 Geodetic System. Lack of total compliance with the WGS-84 System requirements by the States is directly affecting the effective implementation of the GNSS Systems.	Indicated State	soonest	U
ICAO Annex 15, Para. 3.6.4.; Annex 4, Para. 2.18; Annex 11, Chapter 2; Annex 14, Chapter 2, Vol. I and II.	Paraguay	Lack of implementation of the WGS-84 Geodetic System.	01/01/98	GREPECAS AIS/MAP Subgroup. Survey to States.	Need of implementing a WGS-84 Geodetic System. Lack of total compliance with the WGS-84 System requirements by the States is directly affecting the effective implementation of the GNSS Systems.	Indicated State	soonest	U
ICAO Annex 15, Para. 3.6.4.; Annex 4, Para. 2.18; Annex 11, Chapter 2; Annex 14, Chapter 2, Vol. I and II.	Peru	Lack of implementation of the WGS-84 Geodetic System.	01/01/98	GREPECAS AIS/MAP Subgroup. Survey to States.	Need of implementing a WGS-84 Geodetic System. Lack of total compliance with the WGS-84 System requirements by the States is directly affecting the effective implementation of the GNSS Systems.	Indicated State	soonest	U

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ICAO Annex 15, Para. 3.6.4.; Annex 4, Para. 2.18; Annex 11, Chapter 2; Annex 14, Chapter 2, Vol. I and II.	Suriname	Lack of implementation of the WGS-84 Geodetic System.	01/01/98	GREPECAS AIS/MAP Subgroup. Survey to States.	Need of implementing a WGS-84 Geodetic System. Lack of total compliance with the WGS-84 System requirements by the States is directly affecting the effective implementation of the GNSS Systems.	Indicated State	soonest	U
ICAO Annex 15, Para. 3.6.4.; Annex 4, Para. 2.18; Annex 11, Chapter 2; Annex 14, Chapter 2, Vol. I and II.	Venezuela	Lack of implementation of the WGS-84 Geodetic System.	01/01/98	GREPECAS AIS/MAP Subgroup. Survey to States.	Need of implementing a WGS-84 Geodetic System. Lack of total compliance with the WGS-84 System requirements by the States is directly affecting the effective implementation of the GNSS Systems.	Indicated State	soonest	U
ICAO Annex 4, Chapter 11.	Argentina	Partial application of ICAO requirements for the production of instruments approaches charts.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series according to ICAO specifications.	Indicated State	soonest	B
ICAO Annex 4, Chapter 11.	Bolivia	Partial application of ICAO requirements for the production of instruments approaches charts.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series according to ICAO specifications.	Indicated State	soonest	B
ICAO Annex 4, Chapter 11.	Brazil	Partial application of ICAO requirements for the production of instruments approaches charts.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series according to ICAO specifications.	Indicated State	soonest	B

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ICAO Annex 4, Chapter 11.	Chile	Partial application of ICAO requirements for the production of instruments approaches charts.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series according to ICAO specifications.	Indicated State	soonest	B
ICAO Annex 4, Chapter 11.	Colombia	Partial application of ICAO requirements for the production of instruments approaches charts.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series according to ICAO specifications.	Indicated State	soonest	B
ICAO Annex 4, Chapter 11.	Guyana	Partial application of ICAO requirements for the production of instruments approaches charts.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series according to ICAO specifications.	Indicated State	soonest	B
ICAO Annex 4, Chapter 11.	Panama	Partial application of ICAO requirements for the production of instruments approaches charts.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series according to ICAO specifications.	Indicated State	soonest	B
ICAO Annex 4, Chapter 11.	Paraguay	Partial application of ICAO requirements for the production of instruments approaches charts.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series according to ICAO specifications.	Indicated State	soonest	B
ICAO Annex 4, Chapter 11.	Peru	Partial application of ICAO requirements for the production of instruments approaches charts.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series according to ICAO specifications.	Indicated State	soonest	B
ICAO Annex 4, Chapter 11.	Uruguay	Partial application of ICAO requirements for the production of instruments approaches charts.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series according to ICAO specifications.	Indicated State	soonest	B

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ICAO Annex 4, Chapter 11.	Venezuela	Partial application of ICAO requirements for the production of instruments approaches charts.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series according to ICAO specifications.	Indicated State	soonest	B
ICAO Annex 4, Chapter 13.	Chile	Partial application of ICAO requirements for the production of ICAO Aerodrome/Heliport Chart.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for effective production of this series of aeronautical charts.	Indicated State	01/2000	A
ICAO Annex 4, Chapter 13.	Peru	Partial application of ICAO requirements for the production of ICAO Aerodrome/Heliport Chart.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for effective production of this series of aeronautical charts.	Indicated State	01/2000	A
ICAO Annex 4, Chapter 13.	Venezuela	Partial application of ICAO requirements for the production of ICAO Aerodrome/Heliport Chart.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for effective production of this series of aeronautical charts.	Indicated State	01/2000	A
ICAO Annex 4, Chapter 16, Appendix 5; Doc 8733 ANP, Part VI, Chapter 8.	Bolivia	Production of the world aeronautical charts according to ICAO sheet layout index established for this series of charts.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts according to the established requirements.	Indicated State.	soonest	B
ICAO Annex 4, Chapter 16, Appendix 5; Doc 8733 ANP, Part VI, Chapter 8.	Chile	Production of the world aeronautical charts according to ICAO sheet layout index established for this series of charts.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts according to the established requirements.	Indicated State.	soonest	B
ICAO Annex 4, Chapter 16, Appendix 5; Doc 8733 ANP, Part VI, Chapter 8.	Colombia	Production of the world aeronautical charts according to ICAO sheet layout index established for this series of charts.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts according to the established requirements.	Indicated State.	soonest	B

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ICAO Annex 4, Chapter 16, Appendix 5; Doc 8733 ANP, Part VI, Chapter 8.	Ecuador	Production of the world aeronautical charts according to ICAO sheet layout index established for this series of charts.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts according to the established requirements.	Indicated State.	soonest	B
ICAO Annex 4, Chapter 16, Appendix 5; Doc 8733 ANP, Part VI, Chapter 8.	Panama	Production of the world aeronautical charts according to ICAO sheet layout index established for this series of charts.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts according to the established requirements.	Indicated State.	soonest	B
ICAO Annex 4, Chapter 16, Appendix 5; Doc 8733 ANP, Part VI, Chapter 8.	Paraguay	Production of the world aeronautical charts according to ICAO sheet layout index established for this series of charts.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts according to the established requirements.	Indicated State.	soonest	B
ICAO Annex 4, Chapter 3.	Bolivia	Partial application of ICAO requirements for the production of Aerodrome Obstacle Chart - ICAO Type A.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for effective production of aeronautical charts of this series according to the ICAO specifications.	Indicated State	01/2000	A
ICAO Annex 4, Chapter 3.	Panama	Partial application of ICAO requirements for the production of Aerodrome Obstacle Chart - ICAO Type A.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for effective production of aeronautical charts of this series according to the ICAO specifications.	Indicated State	01/2000	A
ICAO Annex 4, Chapter 3.	Peru	Partial application of ICAO requirements for the production of Aerodrome Obstacle Chart - ICAO Type A.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for effective production of aeronautical charts of this series according to the ICAO specifications.	Indicated State	01/2000	A

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ICAO Annex 4, Chapter 3.	Uruguay	Partial application of ICAO requirements for the production of Aerodrome Obstacle Chart - ICAO Type A.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for effective production of aeronautical charts of this series according to the ICAO specifications.	Indicated State	01/2000	A
ICAO Annex 4, Chapter 3.	Venezuela	Partial application of ICAO requirements for the production of Aerodrome Obstacle Chart - ICAO Type A.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for effective production of aeronautical charts of this series according to the ICAO specifications.	Indicated State	01/2000	A
ICAO Annex 4, Chapter 7.	Bolivia	Partial application of ICAO requirements for the production of ICAO Enroute Navigation Charts.	18/09/96	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Effective application of ICAO requirements for the production of ICAO Enroute Charts.	Indicated State	soonest	B
ICAO Annex 4, Chapter 7.	Brazil	Partial application of ICAO requirements for the production of ICAO Enroute Navigation Charts.	18/09/96	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Effective application of ICAO requirements for the production of ICAO Enroute Charts.	Indicated State	soonest	B
ICAO Annex 4, Chapter 7.	Chile	Partial application of ICAO requirements for the production of ICAO Enroute Navigation Charts.	18/09/96	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Effective application of ICAO requirements for the production of ICAO Enroute Charts.	Indicated State	soonest	B
ICAO Annex 4, Chapter 7.	French Guiana	Partial application of ICAO requirements for the production of ICAO Enroute Navigation Charts.	18/09/96	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Effective application of ICAO requirements for the production of ICAO Enroute Charts.	Indicated State	soonest	B
ICAO Annex 4, Chapter 7.	Guyana	Partial application of ICAO requirements for the production of ICAO Enroute Navigation Charts.	18/09/96	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Effective application of ICAO requirements for the production of ICAO Enroute Charts.	Indicated State	soonest	B

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Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ICAO Annex 4, Chapter 7.	Paraguay	Partial application of ICAO requirements for the production of ICAO Enroute Navigation Charts.	18/09/96	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Effective application of ICAO requirements for the production of ICAO Enroute Charts.	Indicated State	soonest	B
ICAO Annex 4, Chapter 7.	Peru	Partial application of ICAO requirements for the production of ICAO Enroute Navigation Charts.	18/09/96	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Effective application of ICAO requirements for the production of ICAO Enroute Charts.	Indicated State	soonest	B
ICAO Annex 4, Chapter 7.	Venezuela	Partial application of ICAO requirements for the production of ICAO Enroute Navigation Charts.	18/09/96	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Effective application of ICAO requirements for the production of ICAO Enroute Charts.	Indicated State	soonest	B
ICAO Annex 4, Chapters 16 and 17.	Argentina	Production of the world aeronautical charts and/or VFR chart, scale 1:500,000 - with non ICAO specification (PAIGH).	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts according to the ICAO specifications.	Indicated State.	soonest	B
ICAO Annex 4, Chapters 16 and 17.	Brazil	Production of the world aeronautical charts and/or VFR chart, scale 1:500,000 - with non ICAO specification (PAIGH).	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts according to the ICAO specifications.	Indicated State.	soonest	B
ICAO Annex 4, Chapters 16 and 17.	Chile	Production of the world aeronautical charts and/or VFR chart, scale 1:500,000 - with non ICAO specification (PAIGH).	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts according to the ICAO specifications.	Indicated State.	soonest	B
ICAO Annex 4, Chapters 16 and 17.	Ecuador	Production of the world aeronautical charts and/or VFR chart, scale 1:500,000 - with non ICAO specification (PAIGH).	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts according to the ICAO specifications.	Indicated State.	soonest	B

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ICAO Annex 4, Chapters 16 and 17.	Panama	Production of the world aeronautical charts and/or VFR chart, scale 1:500,000 - with non ICAO specification (PAIGH).	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts according to the ICAO specifications.	Indicated State.	soonest	B
ICAO Annex 4, Para. 2.17; Doc 8733 ANP, Part VI, Chapter 11.	Argentina	Production of aeronautical charts according to requirements of the WGS-84 System.	01/01/98	Records and files in SAM Regional Office. Please note that Argentina, Chile and Uruguay have completed a partial application. 1:1,000,000 and 1:500,000 VFR charts are still missing.	Need for production of aeronautical charts according to requirements.	Indicated State	soonest	A
ICAO Annex 4, Para. 2.17; Doc 8733 ANP, Part VI, Chapter 11.	Bolivia	Production of aeronautical charts according to requirements of the WGS-84 System.	01/01/98	Records and files in SAM Regional Office. Please note that Argentina, Chile and Uruguay have completed a partial application. 1:1,000,000 and 1:500,000 VFR charts are still missing.	Need for production of aeronautical charts according to requirements.	Indicated State	soonest	A
ICAO Annex 4, Para. 2.17; Doc 8733 ANP, Part VI, Chapter 11.	Chile	Production of aeronautical charts according to requirements of the WGS-84 System.	01/01/98	Records and files in SAM Regional Office. Please note that Argentina, Chile and Uruguay have completed a partial application. 1:1,000,000 and 1:500,000 VFR charts are still missing.	Need for production of aeronautical charts according to requirements.	Indicated State	soonest	A
ICAO Annex 4, Para. 2.17; Doc 8733 ANP, Part VI, Chapter 11.	Colombia.	Production of aeronautical charts according to requirements of the WGS-84 System.	01/01/98	Records and files in SAM Regional Office. Please note that Argentina, Chile and Uruguay have completed a partial application. 1:1,000,000 and 1:500,000 VFR charts are still missing.	Need for production of aeronautical charts according to requirements.	Indicated State	soonest	A

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Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ICAO Annex 4, Para. 2.17; Doc 8733 ANP, Part VI, Chapter 11.	Ecuador	Production of aeronautical charts according to requirements of the WGS-84 System.	01/01/98	Records and files in SAM Regional Office. Please note that Argentina, Chile and Uruguay have completed a partial application. 1:1,000,000 and 1:500,000 VFR charts are still missing.	Need for production of aeronautical charts according to requirements.	Indicated State	soonest	A
ICAO Annex 4, Para. 2.17; Doc 8733 ANP, Part VI, Chapter 11.	Guyana	Production of aeronautical charts according to requirements of the WGS-84 System.	01/01/98	Records and files in SAM Regional Office. Please note that Argentina, Chile and Uruguay have completed a partial application. 1:1,000,000 and 1:500,000 VFR charts are still missing.	Need for production of aeronautical charts according to requirements.	Indicated State	soonest	A
ICAO Annex 4, Para. 2.17; Doc 8733 ANP, Part VI, Chapter 11.	Panama	Production of aeronautical charts according to requirements of the WGS-84 System.	01/01/98	Records and files in SAM Regional Office. Please note that Argentina, Chile and Uruguay have completed a partial application. 1:1,000,000 and 1:500,000 VFR charts are still missing.	Need for production of aeronautical charts according to requirements.	Indicated State	soonest	A
ICAO Annex 4, Para. 2.17; Doc 8733 ANP, Part VI, Chapter 11.	Paraguay	Production of aeronautical charts according to requirements of the WGS-84 System.	01/01/98	Records and files in SAM Regional Office. Please note that Argentina, Chile and Uruguay have completed a partial application. 1:1,000,000 and 1:500,000 VFR charts are still missing.	Need for production of aeronautical charts according to requirements.	Indicated State	soonest	A
ICAO Annex 4, Para. 2.17; Doc 8733 ANP, Part VI, Chapter 11.	Peru	Production of aeronautical charts according to requirements of the WGS-84 System.	01/01/98	Records and files in SAM Regional Office. Please note that Argentina, Chile and Uruguay have completed a partial application. 1:1,000,000 and 1:500,000 VFR charts are still missing.	Need for production of aeronautical charts according to requirements.	Indicated State	soonest	A

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ICAO Annex 4, Para. 2.17; Doc 8733 ANP, Part VI, Chapter 11.	Suriname	Production of aeronautical charts according to requirements of the WGS-84 System.	01/01/98	Records and files in SAM Regional Office. Please note that Argentina, Chile and Uruguay have completed a partial application. 1:1,000,000 and 1:500,000 VFR charts are still missing.	Need for production of aeronautical charts according to requirements.	Indicated State	soonest	A
ICAO Annex 4, Para. 2.17; Doc 8733 ANP, Part VI, Chapter 11.	Uruguay	Production of aeronautical charts according to requirements of the WGS-84 System.	01/01/98	Records and files in SAM Regional Office. Please note that Argentina, Chile and Uruguay have completed a partial application. 1:1,000,000 and 1:500,000 VFR charts are still missing.	Need for production of aeronautical charts according to requirements.	Indicated State	soonest	A
ICAO Annex 4, Para. 2.17; Doc 8733 ANP, Part VI, Chapter 11.	Venezuela	Production of aeronautical charts according to requirements of the WGS-84 System.	01/01/98	Records and files in SAM Regional Office. Please note that Argentina, Chile and Uruguay have completed a partial application. 1:1,000,000 and 1:500,000 VFR charts are still missing.	Need for production of aeronautical charts according to requirements.	Indicated State	soonest	A

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Aeronautical phraseology use	Argentina	In general, the use of aeronautical phraseology in Spanish and English is under the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	Aeronautical phraseology will have to be widely disseminated so it may be studied, learnt and well applied by ATC.	Continuous training and supervision in the use of aeronautical phraseology is required.	Indicated State	Continuous	U
Aeronautical phraseology use	Bolivia	In general, the use of aeronautical phraseology in Spanish and English is under the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	Aeronautical phraseology will have to be widely disseminated so it may be studied, learnt and well applied by ATC.	Continuous training and supervision in the use of aeronautical phraseology is required.	Indicated State	Continuous	U
Aeronautical phraseology use	Brazil	In general, the use of aeronautical phraseology in Spanish and English is under the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	Aeronautical phraseology will have to be widely disseminated so it may be studied, learnt and well applied by ATC. Brazil is implementing, through an English phraseology course, a quality improvement programme for aeronautical phraseology of air traffic controllers. Also, ATC simulators practices are being carried out in order to solve this deficiency (ATM/1 Committee, July 2001).	Continuous training and supervision in the use of aeronautical phraseology is required.	Indicated State	Continuous	U
Aeronautical phraseology use	Chile	In general, the use of aeronautical phraseology in Spanish and English is under the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	Aeronautical phraseology will have to be widely disseminated so it may be studied, learnt and well applied by ATC.	Continuous training and supervision in the use of aeronautical phraseology is required.	Indicated State	Continuous	U
Aeronautical phraseology use	Colombia	In general, the use of aeronautical phraseology in Spanish and English is under the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	Aeronautical phraseology will have to be widely disseminated so it may be studied, learnt and well applied by ATC.	Continuous training and supervision in the use of aeronautical phraseology is required.	Indicated State	Continuous	U

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Aeronautical phraseology use	Ecuador	In general, the use of aeronautical phraseology in Spanish and English is under the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	Aeronautical phraseology will have to be widely disseminated so it may be studied, learnt and well applied by ATC.	Continuous training and supervision in the use of aeronautical phraseology is required.	Indicated state	Continuous	U
Aeronautical phraseology use	French Guyana	In general, the use of aeronautical phraseology in English is under the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	The national phraseology (English and French) has been reviewed by a Working Group in France. The result is the publication of a new official phraseology (English and French); this phraseology has been distributed to each ATC who has received complementary training (25th E/CAR IWG/May 2001).	Continuous training and supervision in the use of aeronautical phraseology is required.	Indicated State	Continuous	U
Aeronautical phraseology use	Guyana	In general, the use of aeronautical phraseology in English is under the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	Aeronautical phraseology will have to be widely disseminated so it may be studied, learnt and well applied by ATC.	Continuous training and supervision in the use of aeronautical phraseology is required.	Indicated State	Continuous	U
Aeronautical phraseology use	Panama	In general, the use of aeronautical phraseology in Spanish and English is under the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	Aeronautical phraseology will have to be widely disseminated so it may be studied, learnt and well applied by ATC.	Continuous training and supervision in the use of aeronautical phraseology is required.	Indicated State	Continuous	U
Aeronautical phraseology use	Paraguay	In general, the use of aeronautical phraseology in Spanish and English is under the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	Aeronautical phraseology will have to be widely disseminated so it may be studied, learnt and well applied by ATC.	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA of the Indicated State	Continuous	U

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Aeronautical phraseology use	Peru	In general, the use of aeronautical phraseology in Spanish and English is under the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	Aeronautical phraseology will have to be widely disseminated so it may be studied, learnt and well applied by ATC.	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA of the Indicated State	Continuous	U
Aeronautical phraseology use	Suriname	In general, the use of aeronautical phraseology in English is under the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	Aeronautical phraseology will have to be widely disseminated so it may be studied, learnt and well applied by ATC.	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA of the Indicated State	Continuous	U
Aeronautical phraseology use	Uruguay	In general, the use of aeronautical phraseology in Spanish and English is under the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	Aeronautical phraseology will have to be widely disseminated so it may be studied, learnt and well applied by ATC.	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA of the Indicated State	Continuous	U
Aeronautical phraseology use	Venezuela	In general, the use of aeronautical phraseology in Spanish and English is under the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	Aeronautical phraseology will have to be widely disseminated so it may be studied, learnt and well applied by ATC.	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA of the Indicated State	Continuous	U
English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Argentina	There is a general deficiency in the proficiency of English among ATC personnel. This deficiency is a relevant factor in ATS incidents.	Oct/1995	Air traffic personnel is taking training courses implemented by the administration. The courses are in English, the comprehension and conversation level has improved.	Immediate and permanent measures are required to overcome this deficiency	Indicated State	2000	U

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Bolivia	There is a general deficiency in the proficiency of English among ATC personnel. This deficiency is a relevant factor in ATS incidents.	Oct/1995	Through communication No. DGAC-0-1-176 dated 4 February 2002, the Bolivian administration informed SAM Office that the following corrective actions were taken: a) course on ATS procedures, English phraseology, in charge of instructors from FAA, USA (Dec 2001/Feb 2002); b) as of 2002 it has been established as essential requirement for CTA postulants, knowledge of the English language, with presentation of certificate and exams; c) during 2001 updating courses for CTAs were developed.	Immediate and permanent measures are required to overcome this deficiency	Indicated State	2000	U
English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Brazil	There is a general deficiency in the proficiency of English among ATC personnel. This deficiency is a relevant factor in ATS incidents.	Oct/1995	Brazil has taken following measures to fulfill this requirement: 1) Publication of a new phraseology chapter in the Brazilian Document on Rules of the Air and Air Traffic Services, based on Doc 4444 and on the ICAO Manual on Radiotelephony (Doc 9432; 2) Through an English phraseology course, Brazil is implementing a quality improvement programme for aeronautical phraseology of ATCs. 3) ATC simulators practices are being carried out in order to solve this deficiency (ATM Committee, July 2001).	Immediate and permanent measures are required to overcome this deficiency	Indicated State	2000	U

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Chile	There is a general deficiency in the proficiency of English among ATC personnel. This deficiency is a relevant factor in ATS incidents.	Oct/1995	By letter dated 7 May received by the SAM Regional Office, the CAD informed that there is an Improvement Programme for the English Language for air traffic controllers. The first state of the programe will cover 98 ATCs from most important ATS units who use language. Second State, 2003, shall cover the rest of ATS units.	Immediate and permanent measures are required to overcome this deficiency	Indicated State	2003	U
English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Colombia	There is a general deficiency in the proficiency of English among ATC personnel. This deficiency is a relevant factor in ATS incidents.	Oct/1995	During mission L-0111 by RO/ATM/SAR SAM, on the need for a regular training programme on aeronautical phraseology and English conversation, it was suggested measure ATM/9 (Mission L-0111, April 2001).	Immediate and permanent measures are required to overcome this deficiency	Indicated State	2000	U
English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Ecuador	There is a general deficiency in the proficiency of English among ATC personnel. This deficiency is a relevant factor in ATS incidents.	Oct/1995	During mission L-0169 by RO/ATM/SAR SAM, on the need for a regular training programme on aeronautical phraseology and English conversation, it was suggested measure ATM/7 (Mission L-0112, November 2001)	Immediate and permanent measures are required to overcome this deficiency	Indicated State	2000	U
English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Frech Guyana	There is a general deficiency in the proficiency of English among ATC personnel. This deficiency is a relevant factor in ATS incidents.	Oct/1995	There is a National Programme in place that consists if the following: 1) Define the minimum average English proficiency level; 2) Assess the level of each ATC controller and after, 3) Definition of an English language programme in three areas: a) Phraseology, b) Aeronautical English, and c) General English (25th E/CAR IWG Meeting, May 2001).	Immediate and permanent measures are required to overcome this deficiency	Indicated State	2000	U

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Panama	There is a general deficiency in the proficiency of English among ATC personnel. This deficiency is a relevant factor in ATS incidents.	Oct/1995	During mission L-0169 by RO/ATM/SAR SAM, on the need for a regular training programme on aeronautical phraseology and English conversation, was indicated (Mission L-0169, November 2001)	Immediate and permanent measures are required to overcome this deficiency	Indicated State	2000	U
English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Paraguay	There is a general deficiency in the proficiency of English among ATC personnel. This deficiency is a relevant factor in ATS incidents.	Oct/1995	During mission L-0112 by RO/ATM/SAR SAM, on the need for a regular training programme on aeronautical phraseology and English conversation, it was suggested measure ATM/10 (Mission L-0112, September 2001)	Immediate and permanent measures are required to overcome this deficiency	Indicated State	2000	U
English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Peru	There is a general deficiency in the proficiency of English among ATC personnel. This deficiency is a relevant factor in ATS incidents.	Oct/1995	The Peruvian administration has established a programme for all ATC personnel, obtaining and important improvement. This training programme will continue until all ATC personnel reaches the required professional knowlege in English (advanced English level).	Immediate and permanent measures are required to overcome this deficiency	Indicated State	2000	U
English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Uruguay	There is a general deficiency in the proficiency of English among ATC personnel. This deficiency is a relevant factor in ATS incidents.	Oct/1995	Through fax No 025/02 dated 20 March 2002, the Uruguayan adminisration requested SAM Office to study the possibility to reinitiate improvement English courses for controllers, planning aeronautical phraseology courses for controllers with bilingual requirements in Spanish and English.	Immediate and permanent measures are required to overcome this deficiency	Indicated State	2002	U

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Venezuela	There is a general deficiency in the proficiency of English among ATC personnel. This deficiency is a relevant factor in ATS incidents.	Oct/1995	The training programme in English language was implemented from 1996 and continues. Several Air traffic controllers have been sent to Miami in order to take radar and English courses. The percentage of trained personnel is of 84%. It is expected to have more courses during 2002. (ATM/1 Committee, July 2001).	Immediate and permanent measures are required to overcome this deficiency	Indicated State	2002	U
Provision of air traffic control service CAR/SAM/3, Rec 5/33	Guyana	Finalized	NA	The ICAO SAM Regional Office, through a Technical Cooperation project, assisted Guyana in the implementation of the Georgetown ACC, implemented on 21 March 2002	Given air traffic volume at Georgetown FIR area control provision is required	CAA Guyana	March 200	U

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
AFTN circuit Brazil (M) - Paramaribo (T)	Brazil/Suriname	This circuit is not implemented and the printed communication requirements are being met using the AFTN circuit Brazil/Paramaribo	08/1989	SAM 35/89 ATS/COM Informal Meeting	The implementation of this circuit will be made once the REDDIG network is implemented	Brazil, Suriname, RLA/98/019 Project	Nov. 2001	B
AFTN circuits Buenos Aires (M) - Johannesburg (M)	Argentina	This circuit is not yet implemented	05/1989	CAR/SAM/2 RAN Meeting	Several approaches have been made to implement this circuit. States concerned have coordinated solutions that have not yet been implemented, which includes the establishment of a point to point digital circuit leased or included as part of the REDDIG or CAFSAT/REDDIG networks	Argentina and South Africa	TBD	A
AFTN circuits Cayenne (T) - Brazil (M)	Brazil/French Guiana (France)	This AFTN channel was implemented as part of a speech plus data circuit, and currently this channel presents a low availability	19/07/01	The deficiency was presented by France during the ATM/CNS/SG/1 meeting and supported by Brazil	The current problems will be solved with the REDDIG implementation. However, while the REDDIG is implemented, Brazil has proposed a frame relay circuit using the signalling system E&M for the voice channel.	Brazil and France CAAs	2002	U
AFTN Plan. Table CNS 1A. Asuncion AFTN COM Centre	Paraguay	The current automatic system is very old and has problems of provision of spare parts affecting the availability of the service	11/2000	COM/SG/9 Meeting. Information provided by Paraguay	Studies are being made for the implementation of AMHS with an AFTN/AMHS gateway	Paraguay	2003	A

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ATS speech circuits plan. Table CNS 1C. Georgetown ACC/Manaus ACC	Brazil/Guyana	This circuit is not yet implemented. Its implementation was planned as a direct speech circuit	08/1989	SAM 35/89 ATS/COM Informal Meeting	The implementation of this circuit will be made once the REDDIG network is implemented.	SAM CAAs and RLA/98/019 Project	2003	A
ATS speech circuits plan. Table CMS 1C. Belem ACC/Paramaribo ACC	Brazil/Suriname	This circuit was not yet implemented. Its implementation was planned as part of the ATS speech switched network	08/1989	SAM 35/89 ATS/COM Informal Meeting	The implementation of this circuit will be made once the REDDIG network is implemented	SAM CAAs and RLA/98/019 Project	2003	U
ATS speech circuits plan. Table CNS 1C. Ezeiza ACC/Johannesburg ACC	Argentina	This circuit was not yet implemented. Its implementation was planned as part of the ATS speech switched network using the Ezeiza ATS voice switch so as to meet requirements with the ACCs of Ezeiza, Johannesburg, Montevideo and Brasilia	05/1989	CAR/SAM/2 RAN Meeting	Several approaches have been made to implement this circuit. States concerned have coordinated solutions that have not yet been implemented, which includes the establishment of a point to point digital circuit leased or included as part of the REDDIg or CAFSAT/REDDIG networks	Corresponding CAAs	TBD	A
ATS speech circuits plan. Table CNS1C. Panama ACC/San Andres APP	Colombia/Panama	Direct ATS speech circuit not implemented. Currently the communications means is the ATS speech switched network and suffers of the high occupation grade of the voice terminal in San Andres	19/1993	GREPECAS/4	Both States agreed to establish a bilateral agreement in order to implement a VSAT station of the Colombian network in Panama, thus resolving the deficiency	Corresponding CAAs	TBD	U

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
ATS speech circuits plan. Table CNS 1C. ACC Piarco/ACC Maiquetia	Trinidad & Tobago, Venezuela	The reliability of the circuit is 80%	03/1998	ICAO Regional Offices	The lack of reliability of this circuit will be solved once REDDIG is implemented and interconnected with the E/CAR network	Corresponding CAAs and RLA/98/019 Project	TBD	B
ATS speech circuits plan. Table CNS 1C. Rochambeau ACC/Belem ACC	Brazil/French Guiana (France)	This voice channel was implemented as part of a speech plus data circuit linking Rochambeau and Brasilia. The ATS speech circuit Rochambeau ACC/Belem ACC is a switched circuit using the switching services of the Brasilia voice switch. Currently the voice communicaiton service is deficient due to problems at Brasilia associated with the TOYAMA MUX equipment	19/7/01	The deficiency was presented by France during the ATM/CNS/SG/1 meeting and supported by Brazil.	The current problems will be solved with the REDDIG implementation. However, while the REDDIG is implemented, Brazil has proposed a frame relay circuit using the signalling system E&M for the voice channel	Brazil and France CAAs	2003	U
Aeronautical mobile service plan. Table CNS 1A. Lack of HF communications coverage in the Brasiia FIR, Oceanic Sector	Brazil	Deficiencies in the HF communications have been identified in the oceanic part of the Brasilia FIR	09/1994	GREPECAS Conclusion 4/10. IATA Report	Once the Atlantico FIR is implemented, the Oceanic part of the Brasiia FIR will be included as part of the Oceanic FIR. Brazil is upgrading the HF equipment for Recife, from where the ATS services of the Atlantico FIR will be provided	Brazil CAA	2003	U
Aeronautical Mobile Service Plan. Table CNS 1A. Lack of HF communicaitons coverage in the Ezeiza FIR, Oceanic Sector	Argentina	Deficiencies in the HF communications have been identified in the oceanic part of the Ezeiza FIR.	09/1994	GREPECAS/4. IATA report.	The current HF system needs to be upgraded to solve the lack of coverage.	Argentina CAA	TBD	U

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Aeronautical Mobile Service Plan. Table CNS 1A. Lack of HF communications coverage in the Manaus, Porto Velho and Recife FIRs	Brazil	Due to the lack of VHF coverage in some segments of ATS routes crossing the Manaus, Porto Velho and Recife FIRs, ATS is not yet provided in the required level.	09/1994	GREPECAS Conclusion 4/10. IATA Report	Brazil is acquiring VHF equipment to implement additional remote stations in order to eliminate the VHF communications gaps	Brazil CAA	2002	U
Aeronautical Mobile Service Plan. Table CNS 1A. Lack of VHF communications in the Maiquetia FIR	Venezuela	Due to the lack of VHF coverage in some segments of ATS routes crossing the Maiquetia FIR, ATS is not yet provided in the required level	05/2001	AP/ATM/2 meeting	Venezuela implemented two additional VHF remote stations located in Santa Elena de Uairen and San Carlos de Rio Negro, with which it is intended to provide VHF coverage for the South part of the Maiquetia FIR, where most of the VHF communications gaps are located	Venezuela CAA	2001	U
Radio Navigation Service Plan. Table CNS 3. VOR/DME	Brazil, Corumba	This VOR/DME is not implemented	05/1989	This VOR would support air navigation along the air routes UA300 and UA304. Currently, an NDB is operating at the significant point	Implementation planned for 1999	Brazil	2004	A
Radio Navigation Service Plan. Table CNS 3. DME	Argentina, Rio Grande	This DME is not implemented	05/1989	This facility was recommended to be associated with a VOR for en route and terminal navigation to support several air routes. The VOR station is oeprating at the significant point	Argentina shall inform on plans to implement this DME	Argentina	TBD	B
Radio Navigation Service Plan. Table CNS 3. DME	Paraguay ASUNCION/S. Pettirossi	This DME is not implemented	05/1989	This DME is associated with the ILS for approach and landing operations. NDBs are used as markers	Plans of Paraguay to implement this DME should be informed to GREPECAS meeting	Paraguay	TBD	A

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Radio Navigation Service Plan. Table CNS 3. DME	Peru, San Juan	This DME is not implemented	05/1989	This DME, recommended en route navigation to support air routes G679 and UV1, should be associated with the San Juan VOR currently in operation	This station is planned to be implemented by 2000	ICAO, Peru	2000	A
Radio Navigation Service Plan. Table CNS 3. ILS CAT II	Peru LIMA-CALLAO/Jorge Chavez	The current ILS sytem meets CAT I performance	05/1989	According to the Plan, the ILS requires Category II signal quality	Peru has indicated that a proposal for amendment would be presented to change the current Plan requirement to CAT I. However, the operational category of the airport to be recommended by the CAR/SAM/3 RAN meeting and other operational requirements would define the ILS category, which should be fixed to establish the implementation plans	Peru	Aug 1999	B
Radio Navigation Service Plan. Table CNS 3. ILS/DME	Bolivia COCHABAMBA/Jorge Wilsterman	This ILS/DME facility is not implemented	05/1989	This ILS/DME facility has the purpose to provide navigation guidance for approach and landing operations to runway 31	Plans of Bolivia to implement this facility would be presented to GREPECAS meeting	Bolivia	Feb 2002	A
Radio Navigation Service Plan. Table CNS 3. NDB	Peru, San Juan	This NDB is not implemented	05/1989	This facility was recommended for en route navigation to support air routes G679 and UV1. A VOR station is operating at the significant point	Peru has indicated that this facility should be no more needed since all routes should be realigned with the San Juan VOR. The ICAO Secretariat should coordinate with Peru in order to study the Peruvian plans	Peru	TBD	B

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Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Radio Navigation Service Plan. Table CNS 3. NDB	Suriname PARAMARIBO/Zorg en Hoop	This NDB is not implemented	05/1989	This facility was recommended for terminal navigation	Plans of Suriname should be determined to implement this facility	Suriname	TBD	B
Radio Navigation Service Plan. Table CNS 3. NDB	Venezuela BARCELONA/J. A. Anzoategui	This NDB is not implemented	05/1989	This NDB, together with a VOR/DME station currently in operation at the significant point, would support the navigation on several air routes	Venezuela will issue a proposal for amendment to the ANP FASID arguing that this NDB not be required	Venezuela		B
Radio Navigation Service Plan. Table CNS 3. NDB	Venezuela, Cabo Codera	Este NDB no está implantado	05/1989	This NDB, together with a VOR/DME station currently in operation at the significant point, would support the navigation on several air routes	Venezuela will issue a proposal for amendment to the ANP FASID arguing that this NDB not be required	Venezuela		B
Radio Navigation Service Plan. Table CNS 3. NDB	Venezuela, Cumana	This NDB is not implemented	05/1989	This facility was recommended for en route navigation. A VOR/DME is operating at the significant point	Venezuela will issue a proposal for amendment to the FASID to eliminate the requirement of this NDB	Venezuela		B
Radio Navigation Service Plan. Table CNS 3. NDB	Venezuela, Gran Roque	This NDB is not implemented	05/1989	This facility was recommended for en-route navigation. A VOR/DME is operating at the significant point	Venezuela has announced the installation of VOR in the site	Venezuela		B
Radio Navigation Service Plan. Table CNS 3. VOR	Paraguay, Mariscal Estigarribia	This VOR is not implemented	05/1989	This facility, recommended for en-route navigation, would support air routes UA320 and UA321	Plans of Paraguay would be presented to GREPECAS meeting	Paraguay	TBD	A

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Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Radio Navigation Service Plan. Table CNS 3. VOR	Venezuela, Kavanayen	This VOR is not implemented	05/1989	This facility was recommended for en route navigation to support air routes G678 and A300. An NDB station is operating at the significant point	Venezuela will present a proposal for amendment to eliminate this VOR	Venezuela		B
Radio Navigation Service Plan. Table CNS 3. VOR/DME	Brazil, Ilheus	This VOR/DME is not implemented	05/1989	This facility, recommended for en route navigation, would support the air route UA314. Currently, an NDB is operating at the significant point	The implementation was planned for year 2000	Brazil	TBD	B

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REPORT FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Adequate number of MET trained staff	Argentina	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists	22/06/96	To use CAR/SAM technical cooperation regional projects for the training in aeronautical meteorology	To make every effort to have the adequate number of aeronautical meteorologists	Indicated State	TBD	A
Adequate number of MET trained staff	Bolivia	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists	22/06/96	To use CAR/SAM technical cooperation regional projects for the training in aeronautical meteorology	To make every effort to have the adequate number of aeronautical meteorologists	Indicated State	TBD	A
Adequate number of MET trained staff	Brazil	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists	22/06/96	To use CAR/SAM technical cooperation regional projects for the training in aeronautical meteorology. Brazil: To eliminate the lack of forecasters, training process of the same has been re-initiated.	To make every effort to have the adequate number of aeronautical meteorologists	Indicated State	2005	A
Adequate number of MET trained staff	Colombia	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists	22/06/96	To use CAR/SAM technical cooperation regional projects for the training in aeronautical meteorology	To make every effort to have the adequate number of aeronautical meteorologists	Indicated State	TBD	A
Adequate number of MET trained staff	Ecuador	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists	22/06/96	To use CAR/SAM technical cooperation regional projects for the training in aeronautical meteorology. Ecuador: In order to count with the adequate number of aeronautical meteorology personnel, training programmes at nationa and international level are being developed and technical cooperation regional project are also being used.	To make every effort to have the adequate number of aeronautical meteorologists	Indicated State	TBD	A

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REPORT FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Adequate number of MET trained staff	Guyana	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists	22/06/96	To use CAR/SAM technical cooperation regional projects for the training in aeronautical meteorology	To make every effort to have the adequate number of aeronautical meteorologists	Indicated State	TBD	A
Adequate number of MET trained staff	Panama	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists	22/06/96	To use CAR/SAM technical cooperation regional projects for the training in aeronautical meteorology	To make every effort to have the adequate number of aeronautical meteorologists	Indicated State	TBD	A
Adequate number of MET trained staff	Argentina	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists	22/06/96	To use CAR/SAM technical cooperation regional projects for the training in aeronautical meteorology	To make every effort to have the adequate number of aeronautical meteorologists	Indicated State	TBD	A
Adequate number of MET trained staff	Peru	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists	22/06/96	To use CAR/SAM technical cooperation regional projects for the training in aeronautical meteorology	To make every effort to have the adequate number of aeronautical meteorologists	Indicated State	TBD	A
Adequate number of MET trained staff	Suriname	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists	22/06/96	To use CAR/SAM technical cooperation regional projects for the training in aeronautical meteorology	To make every effort to have the adequate number of aeronautical meteorologists	Indicated State	TBD	A
Adequate number of MET trained staff	Uruguay	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists	22/06/96	To use CAR/SAM technical cooperation regional projects for the training in aeronautical meteorology	To make every effort to have the adequate number of aeronautical meteorologists	Indicated State	TBD	A

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REPORT FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Adequate number of MET trained staff	Venezuela	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists	22/06/96	To use CAR/SAM technical cooperation regional projects for the training in aeronautical meteorology	To make every effort to have the adequate number of aeronautical meteorologists	Indicated State	TBD	A
CAR/SAM ANP MET Requirements, Table AOP 1	Bolivia	All RVR have not been implemented	22/06/96	Installation of SLCB RVR is foreseen for 2002	To ensure the implementation of all required RVR	Indicated State	TBD	U
CAR/SAM ANP MET Requirements, Table AOP 1	Colombia	All RVR have not been implemented	22/06/96		To ensure the implementation of all required RVR	Indicated State	TBD	U
CAR/SAM ANP MET Requirements, Table AOP 1	Ecuador	All RVR have not been implemented	22/06/96		To ensure the implementation of all required RVR	Indicated State	TBD	U
CAR/SAM ANP MET Requirements, Table AOP 1	Guyana	SYCJ RVR is not operational	22/06/96		To ensure the operation of the required RVR	Indicated State	TBD	U
CAR/SAM ANP MET Requirements, Table AOP 1	Paraguay	All RVR have not been implemented	22/06/96		To ensure the implementation of all required RVR	Indicated State	TBD	U
CAR/SAM ANP MET Requirements, Table AOP 1	Peru	All RVR have not been implemented	22/06/96		To ensure the implementation of all required RVR	Indicated State	TBD	U
CAR/SAM ANP MET Requirements, Table AOP 1	Suriname	SMJP RVR is not operational	22/06/96		To ensure the operation of the required RVR	Indicated State	TBD	U
CAR/SAM ANP MET Requirements, Table AOP 1	Uruguay	SUMU RVR is not operational	22/06/96		To ensure the operation of the required RVR	Indicated State	TBD	U

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REPORT FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
CAR/SAM ANP MET Requirements, Table AOP 1	Venezuela	All RVR have not been implemented	22/06/96		To ensure the implementation of all required RVR	Indicated State	TBD	U
CAR/SAM ANP requirements, Part VI, para. 6 and Annex 3 provision, Chapter 7, para. 7.2.1	Argentina	There is no follow-up on local procedures for issuance of SIGMETs	22/05/96	MWOs should review the local procedures for the issuance of SIGMETs and for the control of its issuance on a periodical basis	Ensure the correct preparation of SIGMETs and their dissemination, in acordance with Table MET 2A requirements	Indicated State	TBD	U
CAR/SAM ANP requirements, Part VI, para. 6 and Annex 3 provision, Chapter 7, para. 7.2.1	Chile	There is no follow-up on local procedures for issuance of SIGMETs	22/05/96	MWOs should review the local procedures for the issuance of SIGMETs and for the control of its issuance on a periodical basis	Ensure the correct preparation of SIGMETs and their dissemination, in acordance with Table MET 2A requirements	Indicated State	TBD	U
CAR/SAM ANP requirements, Part VI, para. 6 and Annex 3 provision, Chapter 7, para. 7.2.1	Colombia	There is no follow-up on local procedures for issuance of SIGMETs	22/05/96	MWOs should review the local procedures for the issuance of SIGMETs and for the control of its issuance on a periodical basis	Ensure the correct preparation of SIGMETs and their dissemination, in acordance with Table MET 2A requirements	Indicated State	TBD	U
CAR/SAM ANP requirements, Part VI, para. 6 and Annex 3 provision, Chapter 7, para. 7.2.1	Ecuador	There is no follow-up on local procedures for issuance of SIGMETs	22/05/96	MWOs should review the local procedures for the issuance of SIGMETs and for the control of its issuance on a periodical basis	Ensure the correct preparation of SIGMETs and their dissemination, in acordance with Table MET 2A requirements	Indicated State	TBD	U
CAR/SAM ANP requirements, Part VI, para. 6 and Annex 3 provision, Chapter 7, para. 7.2.1	Guyana	There is no follow-up on local procedures for issuance of SIGMETs	22/05/96	MWOs should review the local procedures for the issuance of SIGMETs and for the control of its issuance on a periodical basis	Ensure the correct preparation of SIGMETs and their dissemination, in acordance with Table MET 2A requirements	Indicated State	TBD	U

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REPORT FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
CAR/SAM ANP, Part VI, para. 3	Bolivia	Do not transmit regularly the special AIREPs in accordance with requirements	22/05/96	Coordinations with ATS are being made for the reception and further dissemination of AIREPs (May 2002)	Disseminate the special AIREPs in accordance with Table FASID MET 2A requirements	Indicated State	TBD	A
CAR/SAM ANP, Part VI, para. 3	Colombia	Do not transmit regularly the special AIREPs in accordance with requirements	22/05/96	Keep a strict supervision and control of the operational ATS/MET staff to keep them informed on the importance of AIREPs and on the need to disseminate them when required	Disseminate the special AIREPs in accordance with Table FASID MET 2A requirements	Indicated State	TBD	A
CAR/SAM ANP, Part VI, para. 3	Ecuador	Do not transmit regularly the special AIREPs in accordance with requirements	22/05/96	Keep a strict supervision and control of the operational ATS/MET staff to keep them informed on the importance of AIREPs and on the need to disseminate them when required	Disseminate the special AIREPs in accordance with Table FASID MET 2A requirements	Indicated State	08/00	A
CAR/SAM ANP, Part VI, para. 3	Guyana	Do not transmit regularly the special AIREPs in accordance with requirements	22/05/96	Keep a strict supervision and control of the operational ATS/MET staff to keep them informed on the importance of AIREPs and on the need to disseminate them when required	Disseminate the special AIREPs in accordance with Table FASID MET 2A requirements	Indicated State	TBD	A
CAR/SAM ANP, Part VI, para. 3	Panama	Do not transmit regularly the special AIREPs in accordance with requirements	22/05/96	Keep a strict supervision and control of the operational ATS/MET staff to keep them informed on the importance of AIREPs and on the need to disseminate them when required	Disseminate the special AIREPs in accordance with Table FASID MET 2A requirements	Indicated State	TBD	A

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REPORT FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
CAR/SAM ANP, Part VI, para. 3	Paraguay	Do not transmit regularly the special AIREPs in accordance with requirements	22/05/96	Keep a strict supervision and control of the operational ATS/MET staff to keep them informed on the importance of AIREPs and on the need to disseminate them when required	Disseminate the special AIREPs in accordance with Table FASID MET 2A requirements	Indicated State	TBD	A
CAR/SAM ANP, Part VI, para. 3	Suriname	Do not transmit regularly the special AIREPs in accordance with requirements	22/05/96	Keep a strict supervision and control of the operational ATS/MET staff to keep them informed on the importance of AIREPs and on the need to disseminate them when required	Disseminate the special AIREPs in accordance with Table FASID MET 2A requirements	Indicated State	TBD	A
CAR/SAM ANP, Part VI, para. 3	Uruguay	Do not transmit regularly the special AIREPs in accordance with requirements	22/05/96	Keep a strict supervision and control of the operational ATS/MET staff to keep them informed on the importance of AIREPs and on the need to disseminate them when required	Disseminate the special AIREPs in accordance with Table FASID MET 2A requirements	Indicated State	TBD	A
CAR/SAM ANP, Part VI, para. 3	Venezuela	Do not transmit regularly the special AIREPs in accordance with requirements	22/05/96	Keep a strict supervision and control of the operational ATS/MET staff to keep them informed on the importance of AIREPs and on the need to disseminate them when required	Disseminate the special AIREPs in accordance with Table FASID MET 2A requirements	Indicated State	TBD	A
CAR/SAM ANP, Part VI, para. 8	Argentina	There are deficiencies in the OPMET exchange	20/06/96	That COM and MET personnel jointly review the procedures for OPMET exchange	Ensure that OPMET exchange is made in accordance with requirements of Tables FASID MET 2 and MET 2A. Follow-up is being made to SAM COM/MET SIP recommendations	Indicated State	TBD	A

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REPORT FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
CAR/SAM ANP, Part VI, para. 8	Bolivia	There are deficiencies in the OPMET exchange	20/06/96	That COM and MET personnel jointly review the procedures for OPMET exchange	Ensure that OPMET exchange is made in accordance with requirements of Tables FASID MET 2 and MET 2A. Follow-up is being made to SAM COM/MET SIP recommendations	Indicated State	TBD	A
CAR/SAM ANP, Part VI, para. 8	Brazil	There are deficiencies in the OPMET exchange	20/06/96	That COM and MET personnel jointly review the procedures for OPMET exchange	Ensure that OPMET exchange is made in accordance with requirements of Tables FASID MET 2 and MET 2A. Follow-up is being made to SAM COM/MET SIP recommendations	Indicated State	TBD	A
CAR/SAM ANP, Part VI, para. 8	Chile	There are deficiencies in the OPMET exchange	20/06/96	That COM and MET personnel jointly review the procedures for OPMET exchange	Ensure that OPMET exchange is made in accordance with requirements of Tables FASID MET 2 and MET 2A. Follow-up is being made to SAM COM/MET SIP recommendations	Indicated State	TBD	A

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REPORT FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
CAR/SAM ANP, Part VI, para. 8	Colombia	There are deficiencies in the OPMET exchange	20/06/96	That COM and MET personnel jointly review the procedures for OPMET exchange	Ensure that OPMET exchange is made in accordance with requirements of Tables FASID MET 2 and MET 2A. Follow-up is being made to SAM COM/MET SIP recommendations	Indicated State	TBD	A
CAR/SAM ANP, Part VI, para. 8	Ecuador	There are deficiencies in the OPMET exchange	20/06/96	That COM and MET personnel jointly review the procedures for OPMET exchange	Ensure that OPMET exchange is made in accordance with requirements of Tables FASID MET 2 and MET 2A. Follow-up is being made to SAM COM/MET SIP recommendations	Indicated State	TBD	A
CAR/SAM ANP, Part VI, para. 8	French Guiana	There are deficiencies in the OPMET exchange	20/06/96	That COM and MET personnel jointly review the procedures for OPMET exchange	Ensure that OPMET exchange is made in accordance with requirements of Tables FASID MET 2 and MET 2A. Follow-up is being made to SAM COM/MET SIP recommendations	Indicated State	TBD	A

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REPORT FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
CAR/SAM ANP, Part VI, para. 8	Guyana	There are deficiencies in the OPMET exchange	20/06/96	That COM and MET personnel jointly review the procedures for OPMET exchange	Ensure that OPMET exchange is made in accordance with requirements of Tables FASID MET 2 and MET 2A. Follow-up is being made to SAM COM/MET SIP recommendations	Indicated State	TBD	A
CAR/SAM ANP, Part VI, para. 8	Panama	There are deficiencies in the OPMET exchange	20/06/96	That COM and MET personnel jointly review the procedures for OPMET exchange	Ensure that OPMET exchange is made in accordance with requirements of Tables FASID MET 2 and MET 2A. Follow-up is being made to SAM COM/MET SIP recommendations	Indicated State	TBD	A
CAR/SAM ANP, Part VI, para. 8	Paraguay	There are deficiencies in the OPMET exchange	20/06/96	That COM and MET personnel jointly review the procedures for OPMET exchange	Ensure that OPMET exchange is made in accordance with requirements of Tables FASID MET 2 and MET 2A. Follow-up is being made to SAM COM/MET SIP recommendations	Indicated State	TBD	A

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REPORT FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
CAR/SAM ANP, Part VI, para. 8	Peru	There are deficiencies in the OPMET exchange	20/06/96	That COM and MET personnel jointly review the procedures for OPMET exchange	Ensure that OPMET exchange is made in accordance with requirements of Tables FASID MET 2 and MET 2A. Follow-up is being made to SAM COM/MET SIP recommendations	Indicated State	TBD	A
CAR/SAM ANP, Part VI, para. 8	Suriname	There are deficiencies in the OPMET exchange	20/06/96	That COM and MET personnel jointly review the procedures for OPMET exchange	Ensure that OPMET exchange is made in accordance with requirements of Tables FASID MET 2 and MET 2A. Follow-up is being made to SAM COM/MET SIP recommendations	Indicated State	TBD	A
CAR/SAM ANP, Part VI, para. 8	Uruguay	There are deficiencies in the OPMET exchange	20/06/96	That COM and MET personnel jointly review the procedures for OPMET exchange	Ensure that OPMET exchange is made in accordance with requirements of Tables FASID MET 2 and MET 2A. Follow-up is being made to SAM COM/MET SIP recommendations	Indicated State	TBD	A

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REPORT FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
CAR/SAM ANP, Part VI, para. 8	Venezuela	There are deficiencies in the OPMET exchange	20/06/96	That COM and MET personnel jointly review the procedures for OPMET exchange	Ensure that OPMET exchange is made in accordance with requirements of Tables FASID MET 2 and MET 2A. Follow-up is being made to SAM COM/MET SIP recommendations	Indicated State	TBD	A

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REPORT FORM ON AIR NAVIGATION DEFICIENCIES IN THE SAR FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Search and Rescue Facilities CAR/SAM/3 Rec. 6/2	Bolivia SRR La Paz	RCC not implemented. Lack of SAR qualified personnel. Inadequate SAR organization	Oct 95	During Mission L-0112 the SAM RO/ATM/SAR when reviewing Rec 6/12 & 6/9 of the CAR/SAM/3 RAN Meeting, Basic Regulations for the SAR services, and as reported Bolivia would have the required material as well as the necessary means as per FASID Table SAR 1 (Mission L-0112, September 2001)	Needs to comply with FASID Table SAR 1	Bolivia CAD	TBD	U

Appendix C to Report on Agenda Item 5

REPORT FORM ON AIR NAVIGATION DEFICIENCIES IN THE SAR FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of completion**	**Priority**
Search and Rescue Facilities CAR/SAM/3 Rec. 6/2	SRR Georgetown	RCC not implemented. Lack of SAR qualified personnel. Inadequate SAR organization.	Oct/95	A working methodology to prepare an aeronautical SAR Plan, and the possible implementation of an aeronautical RCC were suggested to the Guyana CAD. In order to carry out this task, the administration should use as guidance material, Appendix H, Vol. I of Doc 9731-AN/958. Implementtion of an aeronautical RCC is the lack of trained personnel in search and rescue services within the Guyana CAD. In order to solve this deficiency, the administration should enable at least two officials to study SAR courses abroad, who, upon their return, shall draft an aeronautical SAR plan and prepare as much personnel as possible, with SAR knowledge, who could be ATCOs; and finally, implement the RCC according to the State´s needs operating on a 24-hour basis. Also, some guidelines to be adopted by the administration, where SAR requirements, functional areas and establishment of posts responsible for the implementation, were suggested (Mission L-0144, July 2001).	Needs to comply with FASID Table SAR 1	Guyana CAD	TBD	U

RAAC/7
Corrigendo No. 01
15 Agosto 2002

ORGANIZACIÓN DE AVIACIÓN CIVIL INTERNACIONAL
Oficina Sudamericana

SÉPTIMA REUNIÓN DE AUTORIDADES DE AVIACIÓN CIVIL DE LA REGION SAM - RAAC/7

(Salvador, Bahía, Brasil, 01 – 03 Julio 2002)

Bajo el Asunto 4 de la Agenda, Apéndice B, página 4B-1, acápite 2), 2ª línea

Dice: . . . a las Regiones CAR/SAM, . . .

Debe decir: a **la Región SAM**, . . .

RAAC/7
Corrigendum No. 1
15 August 2002

INTERNATIONAL CIVIL AVIATION ORGANIZATION
South American Office

SEVENTH MEETING OF CIVIL AVIATION AUTHORITIES OF THE SAM REGION – RAAC/7

(Salvador, Bahía, Brazil, 1 to 3 July 2002)

Under Agenda Item 4, Appendix B, page 4B-1, para. b), 2nd line

Says: . . . in the CAR/SAM Regions . . .

Should say: . . . in the **SAM Region** . . .