RAAC/11

INTERNATIONAL CIVIL AVIATION ORGANIZATION
South American Regional Office

ELEVENTH MEETING OF CIVIL AVIATION AUTHORITIES OF THE SAM REGION

RAAC/11

FINAL REPORT

(Santiago, Chile 6 – 8 May 2009)

INDEX

HISTORY OF THE MEETING

ii-1 PLACE AND DURATION OF THE MEETING

The Eleventh Meeting of Civil Aviation Authorities of the SAM Region was held in Santiago, Chile, from 6 to 8 May 2009, at the Marriott Hotel.

ii-2 OPENING CEREMONY AND OTHER MATTERS

Mr. Roberto Kobeh González, ICAO President of the Council, thanked the Government of Chile and welcomed the participants to the meeting, emphasizing the importance of this meeting for the development of regional air transport. Then, G/B. (A) José Huepe Pérez, Director General of the Chilean Civil Aviation, addressed the participants and after a brief speech proceeded to inaugurate the meeting.

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

G/B. (A) José Huepe Pérez (Chile) was elected Chairperson of the Meeting, and Dr. Fernando Sanclemente Alzate (Colombia), was elected as Vice-Chairperson. Mr. José Miguel Ceppi, acted as Secretary of the Meeting. He was assisted by Mr. Carlos Stehli Deputy Director of the SAM Office and Mr. Jorge Fernández Demarco, Air Traffic Management Regional Officer of the ICAO SAM Office, Lima. The Meeting reckoned with the participation of Mr. Roberto Kobeh González, President of the ICAO Council.

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: Follow-up on the conclusions adopted by previous RAAC meetings

Agenda Item 2: Review of the implementation of the Regional Air Navigation Plan

a) Review of improvements to the regional ATM
b) Review of the Implementation of Project RLA/06/901
c) Reduction or elimination of deficiencies identified in the provision of air navigation services
d) Environmental development

Agenda Item 3: Institutional aspects related to the management and control of multinational systems and facilities

Agenda Item 4: Review of the level of safety oversight attained in the Region

a) Results of the application of the Universal Safety Oversight Audit Programme (USOAP)
b) Evaluation of the progress made by the SRVSOP
c) Status of implementation of safety management systems in the States of the Region
d) Analysis of the activities being developed by the Regional Aviation Safety Group – Pan America Meeting (RASG-PA)

Agenda Item 5: Review of aviation security attained in the SAM Region

a) Results of the application of the Universal Security Audit Programme (USAP)
b) Results of the AVSEC Training Programme

Agenda Item 6: Other matters

ii-6 **ATTENDANCE**

9 States of the SAM Region, 1 State of the NAM Region and 3 International Organizations, IATA, IFALPA and LACAC, totaling 58 participants, attended the meeting. The list of participants is shown in pages iii-1 to iii-5.

ii-7 LIST OF CONCLUSIONS OF THE RAAC/11 MEETING

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Director de Habilitaciones Aeronáuticas, CRA

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José Manuel Sánchez
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Eno Siewerdt
Consultor ATM ATECH

CHILE

José Huepe Pérez
Director General de Aeronáutica Civil

Juan González
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Lorenzo Sepúlveda
Director de Seguridad Operacional, DGAC

Paulina Radrigan
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José Salinas Neira
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Iván Galán
Jefe Subdepto. Planes y Proyectos, DGAC

Ricardo Bordali
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Jaime Sánchez Segura
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Sub-Director Regional de la Oficina Sudamericana

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Agenda Item 1: Follow-up on the conclusions adopted by previous RAAC meetings

1.1 The Meeting reviewed the conclusions formulated by previous RAAC meetings and considered Conclusions 9/7, 9/9, 9/11, 9/12, 9/13, 10/3, 10/8, 10/9 and 10/10 as finalised. Originally, Conclusion 9/5 had been considered as finalised, but the Meeting decided to keep it as valid since it was not considered to be fully completed. The Meeting felt that Conclusion 10/3, which had been initially considered as finalised, had to remain valid, since the GESPAA was still active. Conclusions 9/6 and 10/5 had been originally considered as valid, but since they had lost effectiveness, were considered as finalised. Conclusion 10/6 was superseded by RAAC Conclusion 10/7. Regarding Conclusion 10/6, the Meeting felt that it had to be updated, and thus was considered as superseded. Finalised or superseded conclusions are presented as **Appendix A** to this Agenda Item.

1.2 Conclusions 5/4, 6/15/, 6/16, 7/3, 9/5, 9/17, 10/1, 10/2, 10/3 and 10/4 were still valid. In turn, Conclusion 10/7 was updated by the RAAC/11 Meeting. Regarding Conclusion 9/3, it was considered that paragraph a) was completed and paragraph b) continued to be valid. In view of the foregoing, **Appendix B** contains the conclusions considered as valid.

APPENDIX A

REVIEW OF RAAC COMPLETED OR SUPERSEDED CONCLUSIONS

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
9/3 A	SUPPORT TO THE ACTIVITIES OF THE REGIONAL SAFETY OVERSIGHT COOPERATION SYSTEM	Recognising the benefits of the SRVSOP, the civil aviation authorities of the Region are urged to: a) continue supporting the efforts being made, together with ICAO and LACAC, to achieve the objectives set forth by the Regional Safety Oversight System b) do their utmost to adopt the LARs once they have been approved by the General Board of the System.	The SRVSOP General Board has defined the scope of the terms "harmonization" and "adoption" to achieve a better understanding on the compromises assumed by States within the regional integration process for the establishment of a safety oversight regional mechanism. The support of States to SRVSOP has been evident, nevertheless, still pending is the formalization and effective implementation of reciprocal agreements regarding the compromise towards regional harmonization. Conclusion 9/3 should be revised in the light of the SRVSOP General Board's latest agreements.	States	Paragraph a) Completed Paragraph b) Valid (cf. Appendix B)	SRVSOP objectives completion	Undefined
9/6 D	DIAGRAMME OF SSR COVERAGE AT FL250	That all SAM States that had a secondary surveillance radar system installed along their geographic boundaries, send to the SAM ICAO Office the SSR coverage diagramme obtained from flight testing operations or calculated at 25,000 feet (FL 250), and complete the information in the table shown in Appendix A before 30 June 2005.	The ICAO Regional Office received information from Brazil only regarding SSR radar coverage at FL250 along its geographical borders. The diagramme prepared by said administration, shows in detail all SSR radar locations and their coverage for 25 000 ft levels along its entire frontier. States	States	Completed	Secondary radar surveillance coverage in the Region correctly defined	30 June 2005

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
			should send the information required as soon as possible.				
9/7	SUPPORT TO THE ACTIVITIES FOR THE AUTOMATION OF THE AIR NAVIGATION SYSTEM	That SAM States give all the necessary support to ICAO activities related to the automation of the air navigation systems, so as to encourage SSR data sharing among automated ATC systems, in order to improve the efficiency of operations and obtain the necessary experience for the implementation of a future regional surveillance data integration system.	RLA/06/901 project and SAM Implementation Group (SAM/IG) meetings have obtained important progress on this topic.	ICAO Regional Office Office	Completed		December 2009
9/9	EXCHANGE OF INFORMATION ON OPERATIONAL DIVERSIONS AMONG SAM STATES	That, in order to reduce risk factors in the Region, the SAM States exchange all information related to operational diversions by foreign crews and the recommendations formulated during the process of investigation of the event with the State of Registry of the aircraft involved.	Operational diversions have been analyzed within the Scrutiny Group. GREPECAS Conclusion 15/36 urges States to implement the error prevention programme within the adjacent ACC coordination cycle, where it is required that, among other things, States share the information and meet bilaterally to develop solutions to the identified operational diversions.	ICAO Regional Office	Completed		Undefined

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
9/10	RESOLUTION OF URGENT DEFICIENCIES	That SAM States: a) Send to the ICAO SAM Regional Office, no later than 20 July 2005, the corresponding action plans to resolve the U deficiencies registered in the GREPECAS database; b) Consider two years as the deadline for resolving the deficiencies mentioned in the previous paragraph; and c) Review the compliance of this conclusion at the next RAAC meeting.	Superseded by Conclusion RAAC 10/7	Civil aviation authorities	Superseded		June 2007
9/11	UPDATING OF DEFICIENCIES VIA THE INTERNET	That the States make regular use of the procedure circulated by the ICAO SAM Regional Office in letters LT 1/19 SA1061 and LT 1/19 SA118 of 28 October and 13 December 2004, respectively, for the display and update of the deficiencies contained in the regional database.	In follow-up to GREPECAS Conclusion 14/59 - National Coordinator Responsible for updating the GREPECAS Air Navigation Deficiency Database, considerable improvement has been obtained.	Civil aviation authorities	Completed		Undefined

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
9/12	RECOVERY OF THE COST OF MET SERVICES	That the States, in coordination with the meteorological authorities, and taking into account the guidance material contained in ICAO Docs. 9161 and 9562: a) Establish a national method for the recovery of the cost of aeronautical meteorological services provided in their territory, through charges for air navigation services; and b) Include the costs associated with the reception and provision of WAFS products, especially the charges for the replacement or improvement of the WAFS workstations and software required for the transition to WAFS products with GRIB and BUFR codes, and the improvement and maintenance of the VSAT/ISCS1 workstation.	In most States the charges from air navigation services are captured by the Treasury	Civil aviation authorities	Completed		Undefined

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
9/13	STUDIES FOR THE IMPLEMENTATION OF CNS/ATM TECHNOLOGY WITHIN THE FRAMEWORK OF THE ATM OPERATIONAL CONCEPT	That the States: a) in order to foster the implementation of CNS/ATM systems, in keeping with the guidelines of Resolution A35-15 of the ICAO Assembly, dealing with the gradual implementation of CNS/ATM systems applying the ATM operational concept, should start feasibility studies aimed at the implementation of air traffic flow management (ATFM) in the region, as a first step; and b) give more support to the activities of regional technical cooperation project RLA/98/003 or other projects that could be implemented on this matter, in relation to the study of scenarios and the establishment of administrative agreements for the implementation of future multinational organisations responsible for managing multinational facilities/services for the provision of air navigation services.	The new RLA/06/901 technical cooperation Project assists SAM States towards the implementation o fan ATM system with views to the global ATM.	ICAO Regional Office	Completed		Undefined

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
10/5 A	SAFETY ROADMAP	That the States: a) support the activities of the ICAO Regional Office as coordinator for pooling efforts around the Safety Roadmap; and b) to the extent possible, disseminate the contents of the Roadmap among the aviation community.	This topic will be examined during RAAC/11 meeting	Civil aviation authorities	Completed	Safety roadmap supported by States and disseminated to aeronautical community	Undefined
10/6 A, D	GRADUAL IMPLEMENTATION OF GNSS TECHNOLOGY	In order to implement ATM improvements and obtain benefit for air operations as a result of the progressive use of GNSS technology, the States are urged to: a) update/develop air navigation plans, taking into account ICAO Global Air Navigation Plan; b) begin Performance Based Navigation (PBN) implementation, taking into account the GNSS as the main system to satisfy PBN roadmap requirements, recommended by GREPECAS (Con. 14/46); c) in coordination with the ATM community, develop plans to phase-out elements of the conventional radio aid system, providing for a backup system for GNN-based navigation applications; and d) to the extent necessary during the transition, consider the implementation of GNSS monitoring capabilities.	Tasks on this matter are being developed within the framework of SAM Implementation Group (SAM/IG) meetings. Regional air navigation plans are being updated on the basis of the new global air navigation plan, action plans have been elaborated for PBN implementation and gradual deactivation of NDB stations has started.	Civil aviation authorities	Superseded by RAAC 11/1	GNSS technology implemented in such a manner as to respond to requirements of the Region	December 2010

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
10/7 A	CORRECTION OF "U" DEFICIENCIES BY 31 DECEMBER 2007	That SAM States: a) Correct "U" deficiencies by 31 December 2007, in keeping with GREPECAS Conclusion 13/92 and ALLPIRG Conclusion 5/15, respectively. b) Be aware that, as of 31 December 2007, ICAO will apply last resort actions pursuant to GREPECAS Conclusion 13/92 in cases where "U" deficiencies have not been corrected.	Some States have yet to comply with the definite correction of "U" deficiencies.	Civil aviation authorities	Superseded by RAAC 11/2	"U" deficiencies corrected	31 December 2007

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
10/8	GREPECAS GUIDANCE MATERIAL FOR THE IMPLEMENTATION OF MULTINATIONAL FACILITIES	That the aeronautical authorities of the SAM Region consider that: a) The guidance material recommended in GREPECAS Conclusion14/5 should be used to analyse the implementation of a South American Multinational Regional Organisation to consolidate/manage/implement multinational facilities; b) ICAO, in coordination with the States, and taking into account GREPECAS Conclusion 14/6, prepare a draft document defining a regional technical cooperation project for implementing the aforementioned mechanism; and c) ICAO coordinate with the States the holding of the first meeting of the High-Level Panel to examine the material contained in the agreement for the establishment of the regional mechanism, as well as the draft regional technical cooperation project document for its implementation. Based on the results of said meeting, the States,	Actions required have been taken and corresponding information will be presented at RAAC/11 meeting	Civil aviation authorities/ICAO Regional Office	Completed		Undefined

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
		in coordination with ICAO, should consider convening a Diplomatic Conference or other appropriate event to formalise the corresponding documents.					
10/9	AMENDMENT TO THE WORK PROGRAMME OF THE HIGH-LEVEL PANEL	Replace Tasks 2 and 4 of the Work Programme of the High-Level Panel with the following: a) Based on the multinational facilities identified by GREPECAS and in line with the interests of the States, consider the financial issues related to their implementation; and b) Taking into account the guidance material prepared by GREPECAS on the establishment of a Multinational Regional Organisation as the most effective way of consolidating/implementing/managing multinational facilities, consider the most appropriate mechanism for their implementation.	Pertinent actions have been taken	GREPECAS	Completed		Undefined

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
10/10	BEGINNING OF ACTIVITIES UNDER PROJECT RLA/06/901	Taking into account the importance of continuing implementation of CNS/ATM technologies with a view towards a regional ATM system: a) the States of the Region that have confirmed their interest to participate in regional project RLA/06/901 are urged to respond to letter SA5209 of 21 March 2007; b) the States that have not done so yet, are urged to consider their participation in the project.	The Project has initiated its activities	Civil aviation authorities	Completed		Undefined

APPENDIX B

REVIEW OF RAAC VALID CONCLUSIONS

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
5/4 A, D	COORDINATION BETWEEN CIVIL AVIATION AUTHORITIES AND GEOGRAPHIC INSTITUTE AUTHORITIES	That civil aviation administrations: a) in close coordination with the geographic institutes responsible for national cartography, establish plans for effectively implementing the WGS-84; and b) send in due time the implementation schedules resulting from the plans cited in the previous paragraph to the ICAO Regional Office.	States have been making these coordinations and many have already published WGS-84 coordinates. Some States' implementation schedules have not been received	Corresponding States, geographical institutes	Valid	Effective implementation of WGS-84	Undefined
6/15 D	SUPPORT TO THE PAN-AMERICAN CIVIL AVIATION INSTITUTE	The Sixth Meeting of Civil Aviation Authorities of the SAM Region, recognising the need to provide management-level training to the personnel from civil aviation entities, agrees to provide its full support to the development of the activities of the Pan-American Civil Aviation Institute "Assad Kotaite", expediting the participation of the professionals required as speakers for the courses it organises, and making use of the training programmes it fosters.	To date, no training courses have been implemented within the IPAC framework, therefore, no request has been made regarding participation of professionals as speakers.	States, IPAC	Valid	Support to the Pan-American Civil Aviation Institute	Undefined

ICAO strategic objectives:
A: Safety - Enhance global civil aviation safety
B: Security - Enhance global civil aviation security
C: Environmental Protection - Minimize the adverse effect of global civil aviation on the environment
D: Efficiency - Enhance the efficiency of aviation operations
E: Continuity - Maintain the continuity of aviation operations
F: Rule of Law - Strengthen law governing international civil aviation

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
6/16 D	PERSONNEL AND FINANCIAL LIMITATIONS	To encourage States to: a) participate in the ICAO associated experts programme (short-term secondment of national officials, paid by the State under an agreement with ICAO, in those areas in which the Office has insufficient human resources to meet the needs of the Region; and b) continue supporting the meeting programme of the SAM Office and, thus, reduce their cost.	States are collaborating with the Regional Office in providing experts as well as supporting the meetings/seminars/ workshops programme.	ICAO Regional Office	Valid	Enough human and financial resources to face Region's current requirements	Undefined

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
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.	States are making progress in the application of the Conclusion. ICAO facilitates courses oriented towards the training of AVSEC Officials, through the workshops offered within the National Civil Aviation Security Programme (NCASP).	States	Valid	Adopted measures to improve aviation security	Undefined

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
		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.					
9/3 A	SUPPORT TO THE ACTIVITIES OF THE REGIONAL SAFETY OVERSIGHT COOPERATION SYSTEM	Recognising the benefits of the SRVSOP, the civil aviation authorities of the Region are urged to: a) continue supporting the efforts being made, together with ICAO and LACAC, to achieve the objectives set forth by the Regional Safety Oversight System b) do their utmost to adopt the LARs once they have been approved by the General Board of the System.	The SRVSOP General Board has defined the scope of the terms "harmonization" and "adoption" to achieve a better understanding on the compromises assumed by States within the regional integration process for the establishment of a safety oversight regional mechanism. The support of States to SRVSOP has been evident, nevertheless, still pending is the formalization and effective implementation of reciprocal agreements regarding the compromise towards regional harmonization. Conclusion 9/3 should be revised in the light of the SRVSOP General Board's latest agreements.	States	Paragraph a) Completed (cf. Appendix A) Paragraph b) Valid	SRVSOP objectives completion	Undefined

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
9/5	EXCHANGE OF SECONDARY RADAR DATA	That the SAM States assign high priority to the exchange of SSR radar data among adjacent ATC units and develop the necessary bilateral agreements on this matter.	GREPECAS has elaborated "Initial Regional Guidelines for radar data sharing in the CAR/SAM Regions". In addition, it elaborated tables with "Information required on secondary surveillance radar (SSR) for radar data sharing" and "Information required on the data processing of radar data sharing". As part of RLA/06/901 project, the interconnection of automated systems between adjacent ACCs is scheduled, which includes the exchange of radar data. To orient States towards this implementation, projects RLA/98/003 and RLA/06/901 elaborated, within their automation activities and following GREPECAS guidelines, an Interface Control Document (SCID), an initial interconnection plan for automated systems, and a SAM automation requirements document.	ICAO Regional Office	Valid	Implement the exchange of SSR radar	December 2010

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
			Radar data exchange trials have been carried out between the new Maiquetia ACC and the Manaus ACC, with a successful result. For the holding of this trial, the necessary technical coordinations were made for its implementation.				
9/17 D	ESTABLISHMENT OF WORKING GROUPS AMONG STATES, AIRPORT OPERATORS AND INTERNATIONAL ORGANIZATIONS	Civil Aviation Authorities are encouraged to establish working groups with airport operators IATA and AITAL, aimed at analyzing costs' systems and other aspects of mutual interest, with the purpose of improving the efficiency of aeronautical operations.	It is expected that States inform on the actions taken to comply with this conclusion.	ICAO Regional Office	Valid	Costs' systems and other aspects of mutual interest updated	Undefined
10/1 F	SUBSCRIPTION OF CERTIFICATION RECOGNITION AGREEMENTS	States are urged to facilitate the subscription of certification recognition agreements and to continue making efforts to harmonise and/or adopt* standards and procedures, as a means to strengthen regional safety oversight activities and to avoid duplication of efforts. ** For purposes of all the work to be carried out under the SRVSOP within the framework of the "harmonisation" and "adoption" of LARs, the General Board defined the scope of these terms as follows:* *Harmonisation: Harmonisation is understood to be the set of reforms that must be introduced by the member States of the Regional System in their national regulations and procedures, based on the LARs and related documents, in order to achieve,*		Civil aviation authorities	Valid	SRVSOP standards and procedures harmonized and adopted	Undefined

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
		within a period of time defined by each State and reported to the General Board, an environment in which all States have similar requirements and conditions for the issuance of a certification or aeronautical license, and thus a single certification issued by any Aeronautical Authority of an SRVSOP member State would be acceptable to the other member States. Additional requirements may be established, provided they are reported to other States through an Appendix to the LAR, for consultation by any Aeronautical Authority of the SRVSOP member States at the time of issuing a certificate in this harmonised environment. *Adoption: Adoption is understood to be the set of reforms that must be introduced by the members of the Regional System in order to accomplish, in a period of time defined by the General Board, and in an absolutely voluntary fashion, a harmonised environment, without any additional requirements.*					
10/2 A	ESTABLISHMENT OF WORKING GROUPS BY THE STATES	That SAM States consider the establishment of working groups to create the conditions for SMS implementation, in keeping with each Annex.	Some States have yet to send information on the establishment of SMS Working Groups	Civil aviation authorities	Valid	SMS implemented	Undefined
10/3	PARTICIPATION OF THE REGION IN WHTI/GEASSA ACTIVITIES	That, a) civil aviation administrations of the Region support GEASSA activities; and, b) the ICAO South American Regional Office participate actively by submitting regional projects for implementation by GEASSA.	The WHTI/GEASSA Group has been disbanded.	Civil aviation authorities/ICAO Regional Office	Valid	Support WHTI/GEASSA activities to submit regional projects	Undefined

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
10/4 F	IMPORTANCE OF AN APPROPRIATE MANAGEMENT OF ARTICLE 83 Bis	That, in order to increase the level of safety oversight, adequate information on the obligations derived from the agreements under Article 83 Bis should be made available by civil aviation administrations of the Region to the other States, including, insofar as possible, information on the procedures applied to ensure compliance of safety oversight obligations.	Some administrations have yet to make available to States the information on applicable procedures	Civil aviation authorities	Valid	Obligations derived from Art. 83 bis available to other States of the Region	Undefined

Agenda Item 2: Review of the Implementation of the Regional Air Navigation Plan

a) Review of Regional ATM Improvements

Activities in the field of air navigation in the South American Region

2.1 The activities of the regular programme for the implementation of the ATM operational concept and its 7 components in the Region focus on the fields of AIS, ATM, CNS, and MET. Planning, follow-up, and execution of several of the aforementioned implementation programmes are being supported by project RLA/06/901, *Assistance in the implementation of an ATM regional system taking into account the ATM operational concept and the corresponding technological support for communications, navigation, and surveillance (CNS)*, whose main instrument is the holding of meetings of the SAM Implementation Group (SAM/IG). Other activities are carried out within the framework of informal meetings, bilateral or multilateral coordination meetings, courses, seminars, and workshops.

2.2 In terms of air navigation, the Meeting took note of a summary of the activities performed and to be performed in the short term, as shown below:

2.2.1 Air Traffic Management (ATM)

2.2.1.1 **Optimisation of the ATS Route Network**

a) To date, 77 RNAV routes have been implemented, 58 route paths have been modified, and 7 have been eliminated. Three new RNAV routes are pending implementation in 2009.
b) A feasibility study for the optimisation of the SAM ATS route network was conducted in response to new aviation requirements and to accommodate the new performance-based navigation operational requirement. A phased implementation has been envisaged.

2.2.1.2 **Performance-Based Navigation (PBN) Implementation Programme**

a) En-route RNAV implementation action plan (RNAV-5). Tentative date: November 2010.
b) Model action plans for terminal area (TMA) and approach operations approved.
c) Course on RNAV/RNP approach procedure design scheduled for September 2009.
d) Course on RNP with authorisation required approach (RNP AR APCH) procedure design scheduled for October 2009.
e) APV-Baro/VNAV procedure design course scheduled for the first quarter of 2010.
f) Model Advisory Circulars (CA) for RNAV/5, RNP AR APCH, and APV-Baro/VNAV approval of aircraft and operators approved.

2.2.1.3 **Air Traffic Flow Management (ATFM) Implementation Programme**

a) ATFM Operational Concept (ATFM CONOPS) approved by GREPECAS.
b) SAM ATFM Roadmap approved.
c) ATFM implementation action plan underway.
d) Draft ATFM procedural handbook recently approved. Its development will be resumed in July 2009.
e) Course on the methodology to calculate airport and ATC sector capacity held in March 2009.
f) Course on ATFM scheduled for the first quarter of 2010.

2.2.1.4 **Coordination between adjacent ACCs, updating of Letters of Operational Agreement, and ATS Contingency Plans**

a) Letters of operational agreement updated during the meetings between States.
b) Contingency Plans developed and updated during the meetings between States.

2.2.1.5 **Assessment of training requirements with Civil Aviation Training Centres (CATCs) of the SAM Region**

a) Annual meeting of Civil Aviation Training Centres of the Region to respond to the new training requirements. CIAC/9 foreseen for November 2009.
b) Agreement to use benchmarking particularly for designing ANS-related courses.

2.2.1.6 **State Safety Programme (SSP) – Safety Management System (SMS)**

a) Between 2007 and 2009, 17 courses were given and 513 technicians received safety training (SMS) – 12 instructors.
b) ECCAIRS course scheduled for 1-5 June 2009.
c) Course on the State Safety Programme (SSP) scheduled for 9-12 June 2009.

2.2.1.7 **ANS improvements in the South Atlantic**

a) One-way routes in the EUR/SAM Corridor implemented.
b) AORRA (Atlantic Ocean Random Routing Area) Phase 2 implemented
c) Implementation of ADS/CPDLC in the EUR/SAM Corridor foreseen for July 2010.
d) FANS Operations Manual (FOM) developed and approved.
e) Argentina and Brazil have joined the CAFSAT digital network (AFI Region).

2.2.1.8 **Analysis of large height deviations (LHD)**

a) RVSM airspace safety assessments conducted by CARSAMMA.
b) Periodical review of LHDs by the Scrutiny Group (GTE).
c) Actions recommended to the States to reduce operational errors.

2.2.2 **Communications, Navigation and Surveillance (CNS)**

2.2.2.1 **Interconnection of the digital networks of the ICAO CAR and SAM Regions**

a) Interconnection of the REDDIG and MEVA networks underway.
b) An interconnection plan for the two networks, a Memorandum of Understanding between the REDDIG and MEVA II Administrations, a contract between ICAO and the MEVA II service provider, and an agreement between the REDDIG Administration and COCESNA have been developed.
c) The implementation of the REDDIG and MEVA II interconnection is scheduled to begin in late April 2009, its completion being estimated for late 2009.

2.2.2.2 **REDDIG technical and administrative management**

Coordination made with member States for technical, administrative, and operational support for the REDDIG.

2.2.2.3 **Interconnection of AMHS systems in the SAM Region**

a) An IP addressing plan has been defined for the implementation of the interconnection of AMHS systems in the Region.
b) A test protocol has been established.
c) AMHS tests have been conducted between the Ezeiza and Manaus MTAs
d) Guidance material will be developed for the interconnection of AMHS systems during the last quarter of 2009.

2.2.2.4 **Interconnection of automated systems**

The following documents for the implementation of the interconnection of automated systems have been drafted:

a) Interface Control Document (SCID).
b) Initial plan for the interconnection of automated systems.
c) Preliminary document on SAM automation system requirements.
d) Action plan for the interconnection of automated systems.
e) Memorandum of understanding describing the technical, administrative, and operational aspects for the interconnection of automated systems between States with adjacent ACCs.

2.2.2.5 **ADS-B trials**

a) The objectives of ADS-B trials in the Region have been defined.
b) There are plans to conduct ADS-B trials in Lima, Peru in mid 2009, as well as a workshop/seminar on trial results.

2.2.3 **Aeronautical Meteorology (MET)**

2.2.3.1 **World Area Forecast System (WAFS)**

a) Measures are being taken for the migration of WAFS forecasts from GRIB 1 to GRIB 2.
b) Seminar to foster the proper use of these new forecasts.

2.2.3.2 **International Airways Volcano Watch (IAVW)**

a) Volcanic eruption drills, twice a year.
b) A volcano watch seminar is foreseen.
c) An updated regional guide with guidelines and practical examples, as well as AFTN address tables based on the requirements of Part VI – MET of the CAR/SAM FASID were prepared.

2.2.3.3 **Operational Meteorological (OPMET) Information**

a) A guide with guidelines and practical examples, as well as AFTN address tables based on the requirements of Part VI – MET of the CAR/SAM FASID, are being prepared to improve the production of OPMET information.
b) OPMET exchange controls are carried out on an annual basis, and the international OPMET data bank in Brasilia carries out four controls per year.
c) OPMET exchange controls conducted by IATA worldwide are analysed and action taken thereon.

2.2.3.4 **MET Quality Assurance**

A regional guide is being prepared containing MET procedures and work instructions, the risk assessment, and the inter-relationship between MET and the other air navigation areas, based on ISO standard 9000: 2008 and ICAO/WMO Doc 9873.

2.2.4 **Aeronautical Information (AIS)**

2.2.4.1 **AIS-MAP Quality Management System**

A seminar/workshop on AIS-MAP Quality Management will be conducted in July 2009.

2.2.4.2 **WGS-84 Implementation**

a) Continuity has been given to the task of implementing WGS-84 for en-route, terminal areas, control zones, and aerodromes.
b) The harmonisation of geographical coordinates in flight information region boundaries continues.

2.2.4.3 **Transition from AIS to AIM – e-TOD Implementation**

a) States are encouraged to provide a training programme on the geographical information system (GIS), databases, and electronic terrain and obstacle data (e-TOD).
b) A seminar on e-TOD was held in 2007 and another one has been scheduled for the second semester of 2009 or first semester of 2010 in the CAR Region.

2.2.4.4 **Transition from AIS to AIM – AIXM-AICM Implementation**

A CAR-SAM AIXM seminar was conducted in 2007, and another AIXM seminar has been scheduled for May 2009 in Tegucigalpa, Honduras.

2.2.4.5 **NOTAM Contingency Plan**

The meetings carried out by the GREPECAS AIM/SG are facilitating coordination and relevant arrangements for the harmonisation of NOTAM contingency plans amongst CAR and SAM States.

2.2.5 **Search and Rescue** (SAR)

2.2.5.1 **Letters of Operational Agreement on Search and Rescue (SAR)**

a) Satisfactory results have been obtained in terms of SAR agreements.
b) CAR-SAM SAR meeting in May 2009.

2.2.5.2 **Search and Rescue Drill**

Two SAR drills have been conducted in the SAM Region.

2.3 The Meeting endorsed the activities carried out and scheduled in the Region, and highlighted the need to continue displaying efforts to migrate to the new MET products. In turn, the Chilean Administration reported on the volcano watch agreements signed, and offered to host the SIGMET and OPMET seminars planned by the Regional Office. The Meeting acknowledged the offer and agreed to coordinate with the Regional Office in due time.

2.4 Upon examining the conclusions formulated by the RAAC meetings within the PBN implementation framework, RAAC Conclusion 10/6, Gradual Implementation of GNSS Technology, was reviewed. The Meeting was of the opinion that this conclusion should be reformulated, and approved the following Conclusion:

CONCLUSION 11/1 GRADUAL IMPLEMENTATION OF GNSS TECHNOLOGY

That the SAM States gradually implement GNSS technology in keeping with regional PBN implementation programmes and their respective national plan.

United States PBN Initiatives

2.5 The Meeting noted that the United States Federal Aviation Administration (FAA) has assigned high priority to Performance-Based Navigation (PBN), which was a foundational programme for the U.S. Next Generation Air Transportation System (NextGen). The international aviation community has widely recognised the benefits that can be derived from PBN in terms of safety, efficiency, capacity and other benefits.

2.6 The Meeting also took note of a series of global activities concerning PBN harmonisation and education carried out primarily within the framework of various ICAO fora, which have led the FAA to join a number of partners from the South American Region and beyond for the implementation of PBN. These efforts have resulted in tangible achievements in terms of safety, access, and efficiency.

2.7 It was recognised that the ICAO Caribbean and South American (CAR/SAM) Regions have been at the forefront of ICAO PBN strategic planning, and of the activities to advance PBN readiness in its Member States.

2.8 The FAA has participated as an observer at the ICAO SAM Implementation Group (SAM/IG), where specific PBN implementation activities have been undertaken. The ICAO SAM Model PBN Implementation Plans (for en-route, terminal, and approach operations) have been shared by ICAO Headquarters with other ICAO Regions as examples to follow. The SAM/IG has started a programme for the development of model advisory circulars intended to provide SAM States with sample navigation specifications of the ICAO PBN Manual for their inclusion in national regulations. ICAO Headquarters is also sharing the model advisory circulars developed in the SAM Region as guidance material for other Regions.

2.9 It was also noted that the FAA had assisted with the implementation of RNP approach procedures in Quito, Ecuador, and had assisted various States of the Region by providing courses on PANS/OPS procedure design, seminars, and other PBN-related activities.

2.10 While potential benefits are substantial, the Meeting felt that there were still significant challenges for the continued implementation of PBN. A collaborative decision-making process and coordination among the aviation regulator, the operator, and the air navigation service provider was essential to successful PBN implementation, as was for the representatives of each technical area to have the required knowledge. State regulator personnel should also receive adequate training in order to assess and, as appropriate, approve the various PBN operations. Similar training should be provided to procedure design and flight validation personnel so as to ensure that PBN procedures are designed in a safe manner and have been duly validated in flight prior to their publication and operational use.

2.11 In view of the above, the Meeting considered that the ICAO South American Regional Office should continue promoting activities to further the development of performance-based navigation, including training seminars on operational approval and flight validation.

National ATM Operational Concept of Brazil

2.12 The Meeting noted that, given the need to develop a strategic planning document for the gradual and coordinated introduction of the Global ATM Operational Concept, Brazil had developed the National ATM Operational Concept in response to GREPECAS Conclusion 15/38, based primarily on the Global Plan Initiatives, as well as on the existing regional planning documents, such as the PBN Roadmap, and the ATFM Operational Concept. Initially, the concept would draw from available procedures, processes and capabilities, and, in the medium term, it would incorporate emerging procedures, processes and capabilities. Implementation was expected to be completed in three phases: Phase 1 – short term, up to 2010; Phase 2 – medium term, from 2011 to 2015; and Phase 3 – long term, from 2016 to 2020.

2.13 The Meeting was also informed about the main PBN-related implementation projects being implemented by Brazil, changes in automated systems, implementation of Phase 2 of the decision-support systems of the Air Navigation Management Centre (Centro de Gestión de la Navegación Aérea - CGNA), implementation of the AMHS system and GBAS earth stations.

2.14 Based on the above, the Meeting agreed on the need to update the regional planning documentation based on the Global ATM Operational Concept and the Global Air Navigation Plan, and requested the ICAO South American Regional Office to take the relevant action to continue with the development of the ATM Operational Concept Transition Plan in the South American Region, which was initially presented to the ATM/CNS Subgroup.

Studies and trials for the implementation of GBAS systems in Chile

2.15 The Meeting took note of the final results of RLA/00/09 Project and its impact on the implementation of GNSS augmentation systems in the CAR/SAM Regions, and of the fact that the tests carried out to provide a (mathematical) model to infer the delay caused by the ionosphere and troposphere had confirmed that an SBAS system to achieve precision approaches could not be used in the Southern hemisphere, at least at a reasonable cost, and only non-precision approaches could be achieved, based on the Availability decision model. In this sense, Chile had joined the GGBAS during the seventh meeting of the GBAS Task Force held in Rio, Brazil, and, through the DECEA of Brazil, had become acquainted with the progress made by Brazil in the implementation of its system.

2.16 The special characteristics of a GBAS system would enable the development of procedures for simultaneous operation of both runways of the Comodoro Arturo Merino Benítez airport of Santiago, thus increasing substantially the capacity of the airport. It would also increase the availability of operations when visibility conditions restricted the use of the airport due to fog.

2.17 In addition to the main airport of the country, it was expected that, in a second stage, GBAS systems would be implemented in 5 more airports and 6 more aerodromes that showed favourable conditions for this type of technology or that simply did not accept procedures based on traditional navigation aids. The Meeting took note of a series of advantages contemplated by the aeronautical authority for the establishment of a ground-based augmentation system (GBAS), as well as of the national implementation plan that started in February 2009 and was scheduled to be completed at the Santiago airport in 2012 and at national level in 2020.

Air Navigation Plan of Colombia

2.18 The Meeting took note of the information provided by Colombia regarding its 2010-2019 air navigation plan, document prepared by the UAEAC to define the strategic planning axis. The document had three volumes, the first referring to operational requirements in the Colombian airspace. Volume two contained CNS facilities to support operational requirements, and Volume three focused on regulations, presenting strategies to address the provisions of the air navigation plan on the gradual migration of the users of the Colombian airspace to an integrated air traffic management. This document can be seen in www.aerocivil.gov.co.

b) Review of the Implementation of Project RLA/06/901

2.19 The Meeting recalled that the ninth Meeting of Civil Aviation Authorities of the South American Region (RAAC/9), held in Santiago, Chile, on 18-20 April 2005, reviewed the results of the Eleventh Air Navigation Conference (AN-Conf/11) and the global air traffic management (ATM) operational concept. In response to these results of the ANC Conf/1, the RAAC/9 meeting formulated Conclusion 9/8 - *Regional Technical Cooperation Project to Guide the Implementation of a Regional ATM System, taking into account the ATM Operational Concept and the corresponding CNS Support*, requesting ICAO to prepare and circulate a technical cooperation project document to assist in the implementation of CNS/ATM systems and in the evolution to the global ATM.

2.20 Project RLA/06/901 began its activities in early 2008 with the participation of the following States: Argentina, Bolivia, Brazil, Chile, Panama, Paraguay, Peru, Uruguay, and Venezuela. The project annual budget was USD 250,000.00; therefore, with 9 States participating, annual contributions by each State were USD 27,778.00. The project would last five years; thus, it was estimated that it would conclude its activities on 31 December 2012.

2.21 Project RLA/06/901, whose objective was to support the implementation of the ATM operational concept in the SAM Region, was focused on the execution of the following implementation programmes: the implementation of performance-based navigation (PBN), air traffic flow management (ATFM), the introduction of CNS improvements for en-route and terminal area operations, the operational implementation and integration of automated air traffic management systems in the SAM Region, activities related to the safety programme (SSP), the safety management system (SMS), activities concerning institutional aspects, activities concerning airport, meteorological and aeronautical information aspects.

2.22 The meetings of the South American Implementation Group (SAM/IG) were the main tool that project RLA/06/901 had for the planning and follow-up of the aforementioned implementation programmes.

2.23 With the assistance of project RLA/06/901, the States of the Region would be able to plan and implement various initiatives of the global air navigation plan in a coordinated and homogeneous manner, and exchange experiences, information and knowledge through meetings, seminars, and other training events, with a view to implementing a safe, integrated, interoperable, and cost-efficient regional ATM system within a global safety and interoperability framework that met the needs of international civil aviation.

2.24 Panama informed about its experience with the implementation of standard arrivals and departures (STARs and SIDs) at its airports, through a programme supported by Boeing. Once again, it offered to assist other States of the Region in this regard. In turn, Brazil offered to cooperate with those States that deemed it appropriate, and offered to conduct an ATFM course during the first quarter of 2010 for personnel responsible for ATFM planning and implementation in the States of the Region. The Meeting acknowledged these offers, which reaffirmed the high level of cooperation on air navigation matters.

c) **Reduction or elimination of deficiencies identified in the provision of air navigation services**

2.25 The Meeting examined the process for resolving air navigation deficiencies, which is carried out based on the uniform methodology approved by the ICAO Council for the identification, assessment and reporting of these deficiencies. It was noted that current deficiencies are recorded in the GANDD database, as an on-line tool for addressing them.

2.26 It was noted that, as a result of the ASB meetings, whose results were reviewed at GREPECAS/14 and GREPECAS/15 meetings, progress had been made regarding a better way of reporting to ASB and GREPECAS, improvement of procedures for accessing the GANDD, designation of national coordinators in each State to liaise with the Regional Offices for the updating of deficiencies, and the formulation of action plans for their resolution. Likewise, training material had been developed for the States, which was available on-line, for handling the GANDD web application.

2.27 It was also noted that GREPECAS/15 had approved the use of the risk analysis model employed in the ICAO SMS courses for determining U and A priorities and, consequently, B deficiencies. To this end, it was stated that the Secretariat had prepared guidance material to supplement the aforementioned uniform methodology.

2.28 The Meeting was informed of the postponement of the extraordinary ASB meeting (ASB/10) that the GREPECAS/15 meeting had considered necessary to hold in April 2009 (GREPECAS Conclusion 15/47) to examine U deficiencies, taking into account the risk analysis to be presented by IATA and IFALPA on such deficiencies. In this sense, it was noted that IATA/IFALPA had presented a risk analysis using the SMS risk analysis model for the 43 U deficiencies of the SAM Region, but that ICAO had yet to have the risk analysis of all SAM States. The Meeting agreed that progress should be made on the reclassification of these deficiencies, in order to prepare the material for the next ASB meeting. In this sense, the following Conclusion was adopted, which replace RAAC/10 Conclusion 10/7:

CONCLUSION 11/2 RECLASSIFICATION OF "U" PRIORITY DEFICIENCIES

That ICAO, in coordination with the States, takes the necessary actions to complete the reclassification of "U" deficiencies, in order to present this information at the next ASB meeting.

2.29 Finally, the Meeting examined information available in the GANDD regarding the current status of deficiencies in all of the areas, and also other information regarding the number of deficiencies that had been corrected. Note was taken that there were currently 43 U, 206 A and 172 B deficiencies in the Region, totaling 421. **Appendix A** to this part of the Report presents a table containing current deficiencies, by State and by area.

d) Environmental Development

2.30 The Meeting recognised that, although the contribution of civil aviation to the environmental impact was relatively small, its expected growth of 5% a year for the following 25 years continued to speak in favour of the mitigation of aircraft engine emissions.

2.31 The Meeting recalled that the last two meetings of Directors of Civil Aviation had taken note of the concern of ICAO and of the measures it was taking to mitigate the environmental impact of aviation, which were unanimously endorsed, and agreed that States should consider an approach based on the traditional strengths of aviation in terms of technological innovation, to address increased aviation emissions in the long-term. The Meeting also recalled that the 36th General Assembly of ICAO had requested the Council to encourage contracting States to improve air traffic efficiency, to report progress in this area, and to expedite the development and implementation of routings and procedures resulting in efficient fuel consumption in order to reduce aviation emissions.

2.32 Pursuant to the conclusions of the fourth meeting of the ALLPIRG Advisory Group (ALLPIRG/4) concerning environmental benefits, the States and GREPECAS had supported the efforts of ICAO/CAEP to expand the methodology for quantifying the environmental benefits of CNS/ATM systems in each Region, through the collection of data. Likewise, GREPECAS had decided to monitor the implementation of air navigation facilities, taking into account environmental issues.

2.33 In this sense, SAM States have been implementing new RNAV routes since 2001, thus contributing to the reduction of fuel consumption and, consequently, of CO2 emissions to the atmosphere.

2.34 The Region also deemed it advisable to consider a more in-depth improvement of the SAM route network through a feasibility study for the development of an ATS route network that responded to current operational requirements while reducing the use of fuel and associated gas emissions. It was recognised that the implementation of RNAV-5, and RNAV and RNP procedures in the TMAs and airports of the SAM Region, the optimisation of the ATS route network, and the implementation of air traffic flow management, would all address the ICAO Strategic Objective C concerning Environmental Protection. This strategic objective had been incorporated into project RLA/06/901 to serve as a basis for the development and implementation of the regional ATM Operational Concept.

2.35 Since the beginning of the implementation programme, this network route improvement process in the Region had achieved a reduction of approximately 134,460 tons of CO2 emissions, being this an absolutely conservative figure. **Appendix B** graphically shows the emission reduction in the flows of the SAM Region.

2.36 In addition, the South Atlantic airspace route system (EUR/SAM corridor) was restructured in 2007, establishing one-way operations in ATS routes UN741 and UN866. This restructuring has improved traffic distribution, and has enabled the assignment of flight levels to aircraft operating in the corridor.

2.37 After nine months of implementation of the unidirectional system, a study showed clearly positive results, with average CO2 emissions reduced by 5,399 tons per year, with a 7% traffic growth. With an optimistic 10% growth, average emissions would be reduced by 9,826 tons. **Appendix C** shows a graphic prepared by the South Atlantic Monitoring Agencies (SATMA) with estimates up to 2015.

2.38 It should be added that this goal of reducing the negative environmental effects of aviation has been achieved without taking into account the joint implementation of RVSM in the NAM, CAR and SAM Regions in January 2005.

2.39 Within this context, the Meeting agreed that SAM States were really committed with the environment. Nevertheless, it agreed on the need for SAM States to strengthen their commitment to the implementation of environmental improvements by increasing the efficiency of air operations through new routes, terminal area procedures, and surface movements, in order to reduce the environmental impact of aircraft engine emissions; and establish environmental policies that promote environmental sustainability in the development of the aeronautical system. The Meeting felt that this would be achieved, among other things, by providing full support to the new ATS routes network optimisation programme and to the ATM improvement programmes being undertaken in the Region.

The Santiago Agreement

2.40 Chile informed the Meeting about the Santiago Declaration: Environment and Aviation. This is a statement by the industry, which includes LACAC, IATA, and ICAO, recognising that these organisations are part of the solution concerning the environmental impact of aviation, and expressing the need to grow and become an industry as environmentally efficient as possible. Accordingly, the States that had not done so yet were invited to adhere to, and foster this declaration.

Next Generation Air Transportation System (NextGen) plan

2.41 To meet environmental impact and the challenges that aviation growth poses in an effective manner, the FAA has established a well-structured and long-term approach through the NextGen plan. The Meeting noted that the purpose of this plan was to achieve environmental protection that allowed sustained aviation growth. The challenge was to achieve a balance between the environmental impact of aviation and other societal objectives, both domestically and internationally. To this end, a systemic, comprehensive approach had been put in place. The Meeting noted that the FAA was improving scientific understanding and emission modeling capabilities. It was also accelerating the implementation of operational improvements to air traffic management to reduce fuel burn. Furthermore, the FAA was taking steps to hasten the development of promising environmental improvements in aircraft technology and was developing alternate fuels for aviation that improved the emission performance of aviation at both the local and global level. Finally, the Meeting noted that the appropriate policy approaches, including market-based measures, could aid in addressing the problem of aviation emission growth.

2.42 The Meeting agreed that only through international cooperation could the environmental impact of aviation be addressed more effectively. ICAO was responsible for global standards. It offered the best forum to deal with the environmental issues of aviation. Although it had to guide 190 countries to consensus decisions, it had achieved a significant number of environmental improvements. Over the last ten years, it has fostered the adoption by the international aviation community of environmental goals related to noise, air quality and climate change; a new noise standard, two increases in NOx stringency for engines; guidance on operational measures to reduce fuel burn; and guidance for States that wish to adopt emissions trading.

European Directive No. 2008/101 on the inclusion of aviation in the greenhouse gas emission trading scheme

2.43 The Meeting recalled that European Directive Nº 2003/87, dated 13 October, 2003, established a regime of greenhouse gas emissions trading within the territory of the community, in order to encourage reductions of these emissions in an efficient and inexpensive way. Initially, this Directive did not include air transport.

2.44 In its communication dated 27 September 2005 to the European Parliament and European Council, The European Commission outlined a common strategy to reduce aviation impact on the environment. This strategy contemplated the inclusion of air transport in a greenhouse gas emissions trading scheme. In December 2005, the Council expressed its opinion in favour of including air transport in said scheme and requested the Commission to prepare a legal proposal. Subsequently, on 13 November, 2007, the European Parliament also expressed its position in favour of this inclusion. On 18 April 2008, both the Council and the Parliament arrived at a common position.

2.45 Recently, and after much debate and opposition, the European Union has published European Parliament and Council Directive 2008/101 dated 19 November 2008, "*whereby Directive 2003/87/EC is modified to include aviation activities in the greenhouse gas emissions trading scheme* (Directive)".

2.46 The purpose of the Directive was to reduce the impact on climate change that could be attributable to aviation. Thus, as of 1 January 2012, all flights to/from any airport located in the territory of any member of the European Union will be included within the greenhouse gas emission trading regime. In order to avoid distortions, this measure will include domestic, international, regional, and long-haul flights, with some exceptions.

2.47 The Meeting noted that IATA was fully committed to the mitigation of the environmental impact of air transport, and continued to advocate a single universal—rather than regional--greenhouse gas emission trading scheme, and requested the States of the Region to adopt a common position in order to reduce the operational and economic effects of such a measure.

2.48 The Meeting took note of the information provided by the President of the ICAO Council regarding the establishment of the ICAO International Group on Aviation and Climate Change (GIACC) to develop and recommend to the Council an action programme and a common strategy consistent with Appendix K of Resolution A36-22. The Meeting was also informed about the High-Level Conference to be held on 7-9 October 2009 in Montreal, which would review the report of the GIACC.

2.49 Likewise, the Meeting was apprised of the Conference of the Parties of the United Nations Framework Convention on Climate Change foreseen for December 2009, which would review a new protocol to replace the Kyoto Protocol that would end in 2012. In this sense, the civil aviation authorities were invited through the Meeting to establish the relevant national mechanisms with the entities responsible for environmental matters in order to arrive at a common position on ICAO's leadership in the reduction of engine emissions and their environmental impact.

2.50 The Meeting supported this initiative and considered that the ICAO NACC and SAM Regional Offices, in coordination with LACAC, should adopt a common position on this topic.

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ARG Argentina										
AGA 20 SAM	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	NOV/ 2000	IATA/Letter sent to the President of ORSNA in November 2000 Fax 286/02 dated 30 OCT 2002 from Argentina	A	To provide edge illumination in taxiway H and to improve the letter signs for information. ACTION TAKEN: The Administration is preparing a Corrective Action Plan. A requirement was formulated trough the Regulatory Agency (ORSNA) to the Concesionaire in order to present a Corrective Action Plan "PENDING ACTION PLAN" ACTION PLAN: Included in the rehabilitation work of all the taxiways (AGA/AOP/SG/4 Meeting, Mexico, 15-18 NOV 04)	Argentina	MAR/ 2005	
AGA 142 SAM	Physical characteristics (Doc 8733, Vol. II, FASID)	Argentina/BUENOS AYRES/Ezeiza Aerodrome	RWY 11/29 length is 3300 m. The Regional ANP recommends 3700 m	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Inform the SAM Office when the remaining 400 m will be constructed "PENDING ACTION PLAN" COMMENTS: Information from Argentina indicates that the revised Master Plan considers rwy length of 3300 m, which is adequate for the operation of in service aircraft (AGA/AOP/SG/4, Mexico, 15-18 NOV 04 requested Argentina to solicit the SAM Office to prepare Amendment to ANP)	Argentina		
AGA 144 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/BUENOS AYRES/San Fernando Aerodrome	No PAPIs in RWYs 05 y 23, as recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide PAPIs for RWYs 05 y 23 and/or inform the SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Included in the Airport Construction Plan for JUN 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	JUN/ 2006	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 145 SAM	Rescue and Fire Fighting Service (Annex 14, Vol. I, Ch. 9.2 and Doc 8733, Vol. II, FASID)	Argentina/CATARATAS DEL IGUAZU/My. Carlos Eduardo Krause Aerodrome	RFF is currently Category 6. The Regional ANP requires Category 9	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	A	Upgrade the RFF to Category 9, as recommended by the Regional ANP and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Included in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	DEC/ 2005	
AGA 146 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/CATARATAS DEL IGUAZU/My. Carlos Eduardo Krause Aerodrome	No PAPIs in RWYs 13 and 31, as recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPIs for RWYs 13 and 31 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Included in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	DEC/ 2005	
AGA 148 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/COMODORO RIVADAVIA/General Moscón Aerodrome	RFF is currently Category 6. The Regional ANP requires Category 7	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide category 7, as it is recommended by the Regional ANP and/or inform the ICAO SAM Regional Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled to be implemented in DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	DEC/ 2005	
AGA 150 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/COMODORO RIVADAVIA/General Moscón Aerodrome	No precision approach Category I lighting system at RWY 25, as recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system at RWY 25 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: It is scheduled in the Airport Construction Plan for DEC 2007 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	DEC/ 2007	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 153 SAM	Physical characteristics (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 3.8)	Argentina/CORDOBA/Ing. Aer. Taravella Aerodrome	There is no TWY parallel to RWY 18, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Construct a parallel TWY to RWY 18 and/or inform to the ICAO SAM Office when it will be built "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	DEC/ 2006	
AGA 154 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/CORDOBA/Ing. Aer. Taravella Aerodrome	There is no PAPI at RWY 18, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPI at RWY 18 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled to be done in DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	DEC/ 2005	
AGA 160 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/JUJUY/Gobernador Guzmán Aerodrome	The RFF is currently Category 4. The Regional ANP requires Category 7	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RFF category 7 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: CAT 6, nowadays. It will be CAT 7 in DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	
AGA 162 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/JUJUY/Gobernador Guzmán Aerodrome	No PAPI at RWY 15, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPI at RWY 15 and/or inform to ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	
AGA 164 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/MAR DEL PLATA/Gral. B. Colina Aerodrome	The RFF is currently Category 6. The Regional ANP recommends Category 7	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provid RFF category 7 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2005/2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 165 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/MAR DEL PLATA/Gral. B. Colina Aerodrome	No precision approach Category I lighting system at RWY 13, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provid precision approach Category I lighting system at RWY 13 and/or inform the ICAO SAM office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 167 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/MENDOZA/El Plumerillo Aerodrome	No simple approach lighting system at RWY 18, as recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide simple approach lighting system at RWY 18 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	
AGA 168 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/MENDOZA/El Plumerillo Aerodrome	No precision approach Category I lighting system at RWY 36, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provid precision approach Category lighting system at RWY 36 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 170 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/NEUQUEN/Presidente Perón Aerodrome	The RFF currently is Category 4. The Regional ANP requires Category 7	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RFF Category 7and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Nowadays, CAT 6. Scheduled CAT 7 in the Airport Equipment Plan for DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 171 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/NEUQUEN/Presidente Perón	No precision approach Category I lighting system at RWY 08, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system at RWY 08 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	
AGA 179 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/RESISTENCIA/Resistencia Aerodrome	The RFF is currently Category 5. The Regional ANP recommends Category 9	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RFF Category 9 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Nowadays, CAT 7. Scheduled CAT 9 in the Airport Equipment Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 180 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/RESISTENCIA/Resistencia Aerodrome	No PAPIs at RWYs 03 and 21, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPIs at RWYs 03 and 21 and inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: RWY 21 scheduled in the Airport Equipment Plan for DEC 2005. RWY 03, Argentina will solicit its elimination from the ANP (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 181 SAM	Physical characteristics (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 3.8	Argentina/RESISTENCIA/Resistencia Aerodrome	No Parallel TWY to RWY 21, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Construct parallel TWY to RWY 21 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" COMMENTS: Argentina will require to eliminate this requirement from the ANP (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 182 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/RESISTENCIA/Resistencia Aerodrome	No precision approach Category I lighting system at RWY 21, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting sistem at RWY 21 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 184 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/RÍO GALLEGOS/Piloto Civil N. Fernández Aerodrome	The RFFis currently Category 7. The Regional ANP recommends Category 9	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RFF Category 9 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Equipments Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 187 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/RÍO GALLEGOS/Piloto Civil N. Fernández Aerodrome	No precision approach Category I lighting system at RWY 25, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system at RWY 25 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Under verification. Scheduled for DEC 2004 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2004	
AGA 196 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/ROSARIO/Rosario Aerodrome	The RFF is currently Category 6. The Regional ANP recommends Category 9	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RFF Category 9 and/or inform the ICAO SAM office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Equipments Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 199 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/ROSARIO/Rosario Aerodrome	No precision approach Category I lighting system at RWY 19, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system at RWY 19 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 201 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/SALTA/Salta Aerodrome	The RFF is currently Category 4. The Regional ANP recommends Category 7	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RFF Category 7 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Nowadays, CAT 6. Scheduled CAT 7 in the Airport Equipment Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 202 SAM	Physical characteristics (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 3.8)	Argentina/SALTA/Salta Aerodrome	No parallel TWY to RWY 01, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Construct parallel TWY to RWY 01 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2007 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2007	
AGA 208 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/SAN CARLOS DE BARILOCHE/San Carlos de Bariloche Aerodrome	No PAPI at RWY 11, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPI at RWY 11 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 209 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/SAN CARLOS DE BARILOCHE/San Carlos de Bariloche Aerodrome	No precision approach Category I ighting system at RWY 11, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system for RWY 11 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled for RWY 29 in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 216 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/USHUAIA/Malvinas Argentinas Aerodrome	No precision approach Category I lighting system at RWY 25, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system at RWY 25 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Argentina		
AGA 221 SAM	RFF (Annex 14, Vol. I, Ch. 9.2)	Argentina/BUENOS AYRES/Ezeiza/Min. Pistarini Int´l Airport	The fire station is not well located in relation to both RWYs. The response time obtained during the last exercise was 2´45´´	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Relocate fire station in order to reduce the response time to less than 2 min, in order to comply with the ICAO Recommendation 9.2.22 of Annex 14, Vol. I "PENDING ACTION PLAN" ACTION PLAN: Scheduled the construction of a satelite RFF for DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ARG Argentina										
AIS 15 SAM	ICAO Annex 4; Annex 15, Para. 3.6.4.1 and 3.6.4.2. WGS-84.Geodetic System	Argentina	Lack of total implementation of the WGS-84 system, mainly concerning requirements as the publication of the geoid undulation as it is required.		SAM RO records.	A	# Action Plan (2006) indicated that relevant action is being taken on the matter. Implementation 70%	Indicated State		Completion date: TBD
AIS 35 SAM	Annex 15; 3.6.1 English language	Argentina	Requirement to use English for plain language texts in AIS publications		SAM RO Records.	U	1. Action Plan (2006) indicated that relevant action is being taken on the matter. NOTAM impl. 100%; AIP 30%.	Indicated State.	DEC/ 2009	2008: Requirement of English language experts translator personnel requirement, in order to comply with deadlines.
AIS 60 SAM	Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Argentina	Need for production of this serie of ICAO chart under the WGS-84 system to satisfy the lack of production of the WAC aeronautical chart.		SAM Office records.	B	It is indicated in action plan (2005) that implementation of this requirement is under progress. 20% advance.	Indicated State.	DEC/ 2013	2008: As expressed in the last action plan, the implementation of this requirement is in progress. An analysis of distribution of sheets was made, and the results were that in order to cover in chart scale 1:500.000 Argentina needs 40 sheets, two were produced and the third one is in advanced phase. Percentage made 6%.
AIS 65 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Argentina	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	1. # It is indicated in action plan (2006) that this requirement has been satisfied as required. 2. Relief countours lines in blacK. 80% of compliance.	Indicated State		
AIS 95 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Argentina	Need for the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		SAM OfficeRecords.	A	Action Plan (2006) 90% implemented. Geoidal undulation data published in the AIP for all airports.	Indicated State	NOV/ 2008	In AMD 03/08 it is expected that this data will be included in aerodrome/helicopter ICAO Type charts.

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AIS 162 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Argentina	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prapared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	It is indicated in the action Plan (2006) that relevant actions on the matter, are being taken as required. Internal auditories are carried out at the AIS.	Indicated State		
AIS 178 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Argentina	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	1. # implementation Plan (2006) indicated that relevant action is being taken on the matter. 2.Quality assurance system required is under development.	Indicated States	DEC/ 2010	2008: In the current organization of the AIS Department, implemented in February 2008, the AIS Quailty Management Division was created, which first objectives were: 1) implement the AIS procedural manual (completed), 2) develop de AIS quality manual (in process, developed to 10%), and 3) implement the AIS quality management system (in initial planning and conceptual stage).
AIS 219 SAM	CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Argentina	Requirement for implementation of automated system at the AIS services, in agreement with the indicated in the CAR/SAM Air Navigation Plan.		Records SAM Office.	A	1. # Action Plan (2006) indicated that relevant proposed system is under development.	Indicated State	DEC/ 2012	2008: To date, the automation date of aircraft movement table, which data base enables to supervise information on pilots, aircraft and aerodromes as part of the automation required.

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM FIELD IN THE SAM REGION

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ARG Argentina										
ATM 1 SAM	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Argentina	The proficiency in the English language of some ATC units could be a contributory factor for the occurrence of incidents and/or aeronautical accidents (Annex 1). The level specified in rquirements related to language proficiency in the English language will be a requirement as of 05 March 2011.	OCT/ 1995	GREPECAS/5 Reporting of compliance through Attachment C to communication AN/12.44.6-07/68.	U	0. Performance in the English language of some ATC units could be a contributory factor for the occurrence of incidents and/or aeronautical accidents (Annex 1). For 2009-2010 it is expected to obtain level 4 of ICAO. 1. During the mission of 2006 note was taken on the English proficiency programme in ATS (PRONACEII) implemented. DHA habilitates personnel and establishes the initial and recurrent evaluation system. The Regiones Aéreas evaluate locally and supervise personnel. DTA coordinates periodical evaluation.	CRA Argentina	MAR/ 2011	2008: On 17 May 2007, an agreement was signed between the Ministry of Defence and the University of Buenos Aires, School of Philosophy and Humanities, so as to implement, develop, monitor and evaluate training in the English language (ROGER). This agreement complement regulaton No. 19/05 (PRONACEII). 2007: An action plan with measures to mitigate the risk, as established in ICAO Assembly Resolution A36-11.

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS FIELD IN THE SAM REGION

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ARG Argentina										
CNS 11 SAM	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.	SEP/ 1994	GREPECAS/4. IATA Report.	U	Total renewal of the HF equipments in Ezeiza (October 1999). The HF transmitter and receiver field antenna repaired on October 1999. FA Atlantic circuit, links verified 86,84%. 1) New position was incorporated for the FA Atlantico. 2) Operational extension of ACC Ezeiza and TMA Baires. 3) Incorporation of means of communications between the aeronautical station and the remote equipment, obtaining the noise suppression in aeronautical station of the ACC. 4) It is foreseen the implementation of administrative necessary coordinations to implement and additional HF receiver equipment , increasing the communication coverage of distint HF frequencies in the Oceanic EZE FIR, on March 2009. 5)Admnistrative arrangements for the implementation of an ADS/CPDLC service in Oceanic EZE FIR it is expected on September 2009.	Argentina CAA		Installation of a module in the Ezeiza ACC that permit the selection of more than one HF frequency.

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ARG Argentina										
MET 53 SAM	Notify the RVR for CAT 1 operations (Annex 3, Part I, Chapter 4, Rec. 4.6.3.2)	Argentina / Aeronautical meteorological stations	The RVR of SAEZ, SACO, SAZM, SARE and SAME have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2007	
MET 76 SAM	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2]	Argentina / Aeronautical meteorological stations	The RVR of SAZS, SARI y SAWH have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2008	Waiting for the assignment of the corresponding financial resources.
MET 77 SAM	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2]	Argentina / Aeronautical meteorological stations	The RVR of SASA, SAZN SARP have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2009	Waiting for the assignment of the corresponding financial resources.
MET 78 SAM	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2]	Argentina / Aeronautical meteorological stations	The RVR of SASJ, SAWG, SANT have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2010	Waiting for the assignment of the corresponding financial resources.
MET 79 SAM	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2]	Argentina / Aeronautical meteorological stations	The RVR of SAWE, SAVC, SARF have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2011	Waiting for the assignment of the corresponding financial resources.

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
BOL Bolivia										
AGA 36 SAM	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 Planned for June 2003, fax NAV/AER/702/02 from Bolivia	B	Improve RFF time of response to 2 minutes. ACTION PLAN: It was required to the company Rural Metro to cut down the response time to 2 min during the following tests to be carried out (Doc DGAC-0-1-1050, NA 328/AGA 095/04, 14 JUN 2004)	Bolivia/SABSA	JUL/ 2004	
AGA 37 SAM	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 Planned para March 2003, fax NAV/AER/702/02 from Bolivia	A	Install lighting system on church towers/buildingss. ACTION TAKEN: DGAC has presented these requirements to the City Hall of El Alto in order to install the obstacle lighting system.	Bolivia/SABSA	MAR/ 2003	
AGA 278 SAM	Regional ANP (Doc 8733, FASID CAR/SAM-AOP)	BOLIVIA/SLCB - COCHABAMBA/Jorge Wilserman	There is no precision approach lighting system for RWY 32	MAR/ 2004	ICAO Regular Mission (12/13 AUG 2003 - Recommended Action AGA/04 of its respective Report)	A	Instal precision approach lighting system for RWY 32 "PENDING ACTION PLAN" ACTION PLAN: SABSA will install facility in DEC 2004 (Doc DGAC-0-1-1145/NA370/AGA101/04-30JUN2004). SABSA contracted the Tec. Coop. from ICAO. The company THALES was hired and it will be implemented in July 2005 (DGAC-0-1-2013, NA 594/AGA 165/04, 06 OCT 2004)	DGAC/SABSA	JUL/ 2005	

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
BOL Bolivia										
AIS 7 SAM	ICAO Annex 15, Para. 3.4.4.1 WGS-84.Geodetic System	Bolivia	Need to comply with effective and total implementation of the WGS-84.		SAM RO Records..	U	Action Plan (2006) 90% implemented February 2009 Bolivia informs on the following action plan: a) APP Procedures La Paz, Cochabamba and Viru Viru June 2009. b) Rest of national airports December 2009. With these actions, it is foreseen to comply with 100% of WGS-84 implementation in Bolivia.	Indicated State	DEC/ 2008	
AIS 36 SAM	Annex 15; 3.6.1 English language	Bolivia	Requirement to use English for plain language texts in AIS publications		SAM RO Records..	A	Action Plan (2006) AIS staff is under training 20% implemented	Indicated State.		
AIS 46 SAM	ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Bolivia	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action Plan (2006)	Indicated State.		
AIS 52 SAM	Annex 4, 17; Cap. 17.1 VFR aeronautical chart (Scale, 1:500,000)	Bolivia	Need for production of this serie of ICAO chart under the WGS-84 system to satisfy the lack of production of the WAC aeronautical chart.		SAM Office records.	B	Action Plan (2006)	Indicated State.		
AIS 66 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Bolivia	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	Action Plan (2006) 20% implemented	Indicated State		

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

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1	2	3	4	5	6	7	8	9	10	11
AIS 76 SAM	ICAO Annex 4, Chapter 3. Aerodrome Obstacle Chart - ICAO, Type A.	Bolivia	Need for effective production of Aerodrome Obstacle Chart - ICAO, Type A., concerning the following airport: La Paz/El Alto, Tarija, Puerto Suarez, Viru Viri y Yacuiba.		SAM Office records.	A	I action Plan (2006) 30% implemented	Indicated State		
AIS 96 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Bolivia	Need for the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		SAM OfficeRecords.	A	Action Plan (2006) 40% implemented	Indicated State		
AIS 108 SAM	ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 26. Pre-flight Information Bulletins (PIB)	Bolivia	Need for effective implementation in the provision of pre-flight bulletins (PIB) in all the designated aerodromes as it is indicated in FASID Table AIS 1; and maily with respect to the provision of users with an automated system integrating PIB/MET/FPL products.		SAM Office records.	A	Action Plan (2006) 90% implemented	Indicated State		
AIS 163 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Bolivia	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and ruels are being prapared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	I action Plan (2006) working are being carried out on the matter.	Indicated State		
AIS 179 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Bolivia	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action Plan (2006).	Indicated States		
AIS 196 SAM	Annex 15, Cap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Bolivia	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action Plan (2006) 80% implemented	Indicated State		

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

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1	2	3	4	5	6	7	8	9	10	11
AIS 220 SAM	CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Bolivia	Requirement for implementation of automated system at the AIS services, in agreement with the indicated in the CAR/SAM Air Navigation Plan..		Records SAM Office.	A	Action Plan (2006) 10% implemented	Indicated State		
BOL Bolivia										
MET 30 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chapter 2, Standard 2.1.5)	Bolivia / Aerodrome meteorological offices and meteorological watch office (MWO) of La Paz	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49. MET Technical personnel is complying functions of professional meteorologists.	OCT/ 2006	a) Carry out a review the funcions and training of the aeronautical meteorologists; and b) plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U	They have sent MET personnel to get trained in Argentina. These efforts will continue.	AASANA		a) Personnel licenses for aeronautical meteorology will be applied. b) Courses for meteorological forecasters are being scheduled.
MET 41 SAM	Notify the RVR for CAT 1 operations [(Annex 3, Chapter 4, para. 4.7.4 a)]	Bolivia / Aeronautical meteorological stations.	RVRs SLCB, SLVR and SLTR have not been implemented or are not operational.	OCT/ 2006	Plan the acquisition or repair of the RVRs.	A		AASANA	2010	
MET 87 SAM	Routine observations and reports (Annex 3, Chap. 8, Standard 4.3.2 a.)	Bolivia / all the aerodromes	Do note prepare MET REPORT.	OCT/ 2006	Standard implementation.	A		AASANA		
MET 88 SAM	Special observations and reports (Annex 3, Chap. 4, Standard 4.4.2 a.).	Bolivia / all the aerodromes	SPECIAL is not prepared.	OCT/ 2006	Standard implementation.	A		AASANA		
MET 89 SAM	Aeronautical Climatological information (Annex 3, Chap. 8, Standard 8.1.1)	Bolivia / all the aerodromes.	Aerodrome climatologial tables are not prepared.	OCT/ 2008	Standard implementation.	B		AASANA		

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BRA Brasil										
AGA 137 SAM	Visual aids (Annex 14, Vol. I, Chap. 3, 9, Doc 9737 Part 8, Doc 9476, Doc 9157)	Brasil, SAO PAULO/Guarulhos	Apron congested for the type of aircraft proposed	MAY/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	B	Adequate/manage apron for accommodate number of aircraft "PENDING ACTION PLAN" ACTION PLAN: Terminals expansion is underway. The positions will be gradually open until NOV 2005. Expansion of the apron/RWYs/TWYs to be started in DEC 2004 with duration of 30 months (Letter 767/CERNAI-ANA, dated 31 AUG 2004, Of. No. 121/SIE/11975/ DAC, dated 24 AUG 2004 and OF No. 9616/DO-DOGP/2004/INFRAERO, dated 04 AUG 2004	INFRAERO/Brazil	JUN/ 2007	
AGA 470 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Campo Grande Int´l	ANP requires RFF CAT 8. It is CAT 7	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/01 of its respective Report)	A	Upgrade RFF to CAT 8	BRAZIL/ANAC/INFRAERO		
AGA 471 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Corumbá Int´l	There is no PAPI for RWY 09	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/02 of its respective Report)	B	Install PAPI for RWY 09	BRAZIL/ANAC/INFRAERO		
AGA 472 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Afonso Pena Int´l	ANP requires PA3 type for RWY 15. It PA2	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/03 of its respective Report)	B	Upgrade Pista 15 to PA3	BRAZIL/ANAC/INFRAERO		
AGA 473 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Afonso Pena Int´l	There is no simple approach lighting system for RWY 33	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/04 of its respective Report)	B	Install simple approach lighting system for RWY 33	BRAZIL/ANAC/INFRAERO		
AGA 474 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Pinto Martins Int´l	There is no precision approach lighting system for RWY 13	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/05 of its respective Report)	B	Install precision approach lighting system for RWY 13	BRAZIL/ANAC/INFRAERO		
AGA 475 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Augusto Severo Int´l	There is no precision approach lighting system for RWY 16L	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/06 of its respective Report)	B	Install precision approach lighting system for RWY 16L	BRAZIL/ANAC/INFRAERO		
AGA 476 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Pontapora Int´l	ANP requires RFF CAT 6. It is CAT 2	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/07 of its respective Report)	U	Upgrade RFF to CAT 6	BRAZIL/ANAC/INFRAERO		

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AGA 477 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Guararapes Int´l	There is no precision approach lighting system for RWY 18	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/08 of its respective Report)	B	Install precision approach lighting system for RWY 18	BRAZIL/ANAC/INFRAERO		
AGA 478 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Rio de Janeiro Int´l	There is no runway centre line lighting for RWY 15 as required by the ANP	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/09 of its respective Report)	B	Install runway centre line lighting for RWY 15 or request amendment to the ANP	BRAZIL/ANAC/INFRAERO		
AGA 479 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Rio de Janeiro Int´l	There is no runway touchdown zone lighting for RWY 15 as required by the ANP	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/10 of its respective Report)	B	Install runway touchdown zone lighting for RWY 15 or request amendment to the ANP	BRAZIL/ANAC/INFRAERO		
AGA 480 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Rio de Janeiro Int´l	There is no taxiway centre line lighting for RWY 15 as required the ANP	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/11 of its respective Report)	B	Install taxiway centre line lighting for RWY 15 or request amendment to the ANP	BRAZIL/ANAC/INFRAERO		
AGA 481 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Rio de Janeiro Int´l	There is no stop bars to RWY 15 as required by the ANP	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/12 of its respective Report)	B	Install stop bars to RWY 15 or request amendment to the ANP	BRAZIL/ANAC/INFRAERO		
AGA 482 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Deputado Luis Eduardo Magalhaes Int´l	There is no precision approach lighting system for RWY 10	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/13 of its respective Report)	B	Install precision approach lighting system for RWY 10	BRAZIL/ANAC/INFRAERO		
AGA 483 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Santarém Int´l	There is no TWY for RWY 10 as required by the ANP	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/14 of its respective Report)	B	Construct TWY for RWY 10	BRAZIL/ANAC/INFRAERO		
AGA 484 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Santarém Int´l	There is no precision approach lighting system for RWY 10	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/15 of its respective Report)	B	Install precision approach lighting system for RWY 10	BRAZIL/ANAC/INFRAERO		
AGA 485 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Santarém Int´l	There is no taxiway edge lighting for RWY 10	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/16 of its respective Report)	B	Install taxiway edge lighting for RWY 10	BRAZIL/ANAC/INFRAERO		
AGA 486 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Santarém Int´l	There is no TWY centre line marking for RWY 10	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/17 of its respective Report)	B	Paint TWY centre line marking for RWY 10	BRAZIL/ANAC/INFRAERO		
AGA 487 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Santarém Int´l	There is no TWY holding position marking for RWY 10	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/18 of its respective Report)	B	Paint TWY holding position marking for RWY 10	BRAZIL/ANAC/INFRAERO		
AGA 488 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Santarém Int´l	There is no PAPI for RWY 28	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/19 of its respective Report)	B	Install PAPI for RWY 28	BRAZIL/ANAC/INFRAERO		

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1	2	3	4	5	6	7	8	9	10	11
AGA 489 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Marechal Cunha Machado Int´l	ANP requires RFF CAT 8. It is CAT 7	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/20 of its respective Report)	B	Update RFF to CAT 8	BRAZIL/ANAC/INFRAERO		
AGA 490 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Marechal Cunha Machado Int´l	There is no precision approach lighting system for RWY 06	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/21 of its respective Report)	B	Install precision approach lighting system for RWY 06	BRAZIL/ANAC/INFRAERO		
AGA 491 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Marechal Cunha Machado Int´l	There is no PAPI for RWY 24	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/22 of its respective Report)	B	Install PAPI for RWY 24	BRAZIL/ANAC/INFRAERO		
AGA 492 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Rubem Berta Int´l	ANP requires RFF CAT 3. It is CAT 1	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/23 of its respective Report)	U	Update RFF to CAT 3	BRAZIL/ANAC/INFRAERO		
AGA 493 SAM	Annex 14, Vol. I, Ch. 9; Doc 9137-AN/898, Parts 3 & 8	BRAZIL/ANAC/INFRAERO/Rio de Janeiro Int´l	High vegetation on the RWY and TWY strips	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/24 of its respective Report)	U	Cut and Keep vegetation at adequate height	BRAZIL/ANAC/INFRAERO		
AGA 494 SAM	Annex 14, Vol. I, Ch. 9	BRAZIL/ANAC/INFRAERO/Rio de Janeiro Int´l	The reserve supply of complementary agent was below 200 %	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/25 of its respective Report)	U	Mantain the 200 % minimum supply of complementary agent	BRAZIL/ANAC/INFRAERO		

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BRA Brasil										
AIS 2 SAM	ICAO Annex 15, Chapter 4; [Appendix 1, ENR 6 and AD 2.24]. Restructured AIP	Brazil	Need to issue the AIP document under a restructured format. [It is required that Enroute chart be included in AIP/ENR 6 section; and that all aeronautical charts related with the international airports, be also included in section AIP/AD 2.24.		SAM Office records.	U	Action Plan (2004) not indicated what action is being taken on the matter.	Indicated State		
AIS 61 SAM	Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Brazil/Brasil	Need for production of this serie of ICAO chart under the WGS-84 system to satisfy the lack of production of the WAC aeronautical chart.		SAM Office records.	B	# iIt is indicated in action plan (2005), Implementation is in progress.	Indicated State.		
AIS 67 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Brazil	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	# It is indicated in action plan (2004) that required actions should be taken.	Indicated State		
AIS 97 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Brazil	Need for the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		SAM OfficeRecords.	A	# In action plan (2004) it is indicated that measures should be taken as required.	Indicated State		
AIS 100 SAM	ICAO Annex 4, Chapter 7;Par. 7.6.2 Enroute Navigation Charts - ICAO.	Brazil/Brasil	Need to include the Area Minimun Altitude (AMA) in the ICAO Enroute Charts - ICAO .		SAM Office records	A	1. Need to include AMA in ICAO en-route charts. # Action plan is required.	Indicated State		
AIS 149 SAM	Annex 15, Para. 5.2.13.3. NOTAM Summary	Brazil	Need to effective comply with the international distribution of monthly printed plain-language list of NOTAM valid.		SAM Office records.	A	Action Plan (2004).	Indicated State		

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AIS 158 SAM	ICAO Annex 4; Annex 15, Para. 3.6.4.1 and 3.6.4.2. WGS-84 system	Brasil	Lack of total implementation of the WGS-84 system, mainly concerning requirements as the survey of all required obstacles data, coordination of the geographical coordinates at the boundaries of common FIRs, and the publication of the geoid undulation as it is required.		SAM RO records.	A	1.Action Plan (2004) 2. Survey for obstruction data finished WGS-84 coordinates at the FIR coordinated with adjacent States Remain lack of publication on geoid undulation	Indicated State		
AIS 164 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Brazil	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prapared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action Plan 2004. Ongoing	Indicated State		
AIS 180 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Brazil	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action Plan (2004). Ongoing	Indicated States		
BRA Brasil										
CNS 19 SAM	Radio Navigation Service Plan. Table CNS 3. VOR/DME	Brazil, Corumba	This VOR/DME is not implemented	MAY/ 1989	This VOR would support air navigation along the air routes UA300 and UA304. Currently, an NDB is operating at the significant point	A	VOR/DME will be not installed . They asked to remove it fromTable CNS 3 of FASID	Brazil		It will be not implemented
CNS 23 SAM	Radio Navigation Service Plan. Table CNS 3. VOR/DME	Brazil, Ilheus	This VOR/DME is not implemented	MAY/ 1989	This facility, recommended for en route navigation, would support the air route UA314. Currently, an NDB is operating at the significant point	B	VOR/DME will be not installed . Brazil asked to remove it fromTable CNS 3 of FASID	Brazil		It willbe not implemented
BRA Brasil										
MET 74 SAM	Notify the RVR for CAR III operations [Annex 3, Chapter 4, Standards: 4.6.3.1 and 4.6.3.4 c)]	Runway visual range	The RVR of SBBR and SBCG have not been implemented	NOV/ 2005	Plan RVR acquisition	A	The RVR SBBR has already been implemented in 2005. The RVR SBCG was acquired and the process of installation is foreseen for 2007.	DECEA	2007	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
CHL Chile										
AGA 229 SAM	Surface characteristics/Friction (Annex 14, Vol. I, Ch. 2, 3, and 9, Doc 9137-AN/898, Parts 2, 8 and 9)	Chile/SANTIAGO/Arturo Merino Benítez Int´l Airport	Excess of rubber at RWY surface and pavement is great process of deterioration	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Remove excess of ruber from RWY surface. The water pressure applications must be adjusted to the pavament´s deterioration condition in order not to intensify it "ACTION PLAN": Removal of RWY rubber built-up will be done in July 2003 (DGAC Letter, 17 JUN 2003). Rubber removed in SEP 2003. The RWY will receive an AC overlay in 2005, after the construction of the new RWY (Doc No. 04/3/605/2863, 15 JUN 2004).	Chile	JUL/ 2005	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
CHL Chile										
AIS 1 SAM	ICAO Annex 15, Chapter 4; [Appendix 1, ENR 6 and AD 2.24]. Restructured AIP AIP English version	Chile	Need to issue the AIP document under a restructured format. [It is required that Enroute chart be included in AIP/ENR 6 section; and that all aeronautical charts related with the international airports, be also included in section AIP/AD 2.24.		SAM Office records.	A	Implementation Plan (2006) AIP English version 25%	Indicated State		
AIS 17 SAM	ICAO Annex 4; Annex 15, Para. 3.6.4.1 and 3.6.4.2. WGS-84.Geodetic System	Chile	Lack of total implementation of the WGS-84 system, mainly concerning requirements as the publication of the geoid undulation as it is required.		SAM RO records.	A	Implementation Plan (2006) Geoid undulation data are notyet issued	Indicated State		
AIS 47 SAM	ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Chile	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action Plan (2006)	Indicated State.		
AIS 62 SAM	Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Chile	Need for production of this serie of ICAO chart under the WGS-84 system to satisfy the lack of production of the WAC aeronautical chart.		SAM Office records.	B	Action plan (2006) WGS-84 System applied in 30%	Indicated State.		
AIS 68 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Chile	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	In action plan (2006) it is indicated that topographic is not shown in this chart, and that difference is indicated.	Indicated State		
AIS 101 SAM	ICAO Annex 4, Chapter 7;Par. 7.6.2 Enroute Navigation Charts - ICAO.	Chile	Need to include the Area Minimun Altitude (AMA) in the ICAO Enroute Charts - ICAO .		SAM Office records	A	# It is indicated in action plan (2006) that no AMA data is included in this chart, and that difference will be issued.	Indicated State		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AIS 131 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Chile	Requirement to effectively satisfy the specification on the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	It is indicated in Action Plan (2006) that difference with respect to the ICAO Annex 4 has been reprted.	Indicated State		
AIS 152 SAM	Annex 15, Para. 5.2.2.1. Use of English languaje in NOTAM.	Chile	Need of use of English languaje for those parts of the NOTAM requiring text in plain languaje (Appendix 6, 8 Item E).		SAM Office records.	A	The implementation Plan (2006) 25% implemented	Indicated State		
AIS 154 SAM	Annex 15, Para. 5.2.13.3. NOTAM Summary	Chile	Need to effective comply with the international distribution of monthly printed plain-language list of NOTAM valid.		SAM Office records.	A	The implementation Plan (2006) Not applicable	Indicated State		
AIS 165 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Chile	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prapared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action Plan 2006. 50% implemented	Indicated State		
AIS 181 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Chile	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action Plan 2006.	Indicated States		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
COL Colombia										
AGA 39 SAM	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	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Level (construct) runway strip at 18 end "PENDING ACTION PLAN"	Colombia		
AGA 40 SAM	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	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Enlarge RWY strip at TDZ of 36 end "PENDING ACTION PLAN"	Colombia		
AGA 41 SAM	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	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Remove the natural terrain elevation "PENDING ACTION PLAN"	Colombia		
AGA 42 SAM	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	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Level the RESA area at 18 end or reduce declared distances "PENDING ACTION PLAN"	Colombia		
AGA 43 SAM	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	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	A	Reduce declared distances "PENDING ACTION PLAN"	Colombia		
AGA 44 SAM	RVR (Doc 8733, Vol. II, FASID)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	RVR at both RWY ends are out of service	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	A	Fix thr RVRs at both RWY ends "PENDING ACTION PLAN" ACTION PLAN: In process of acquisition through ICAO (Doc 1003-003H4, 26 JAN 2004, UAEAC, Colombia) Contract underway (Doc 1010-P-291-05, 22 APR 2004, UEAC, Colombia) - to be finished in June 2005	Colombia	JUN/ 2005	
AGA 45 SAM	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)	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Install a frangible structure for the RVR at TDZ of 18 end "PENDING ACTION PLAN" ACTION PLAN: In process of acquisition through ICAO (Doc 1003-003H4, 26 JAN 2004, UAEAC, Colombia) Contract underway (Doc 1010-P-291-05, 22 APR 2004, UEAC, Colombia) - to be finished in June 2005	Colombia	JUN/ 2005	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 47 SAM	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)	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Level the runway strip near the touch down zone of 13R end "PENDING ACTION PLAN" ACTION PLAN: Scheduled for MAR 2005 (AEROCIVIL 2002-1272, 23 NOV 2004)	Colombia	MAR/ 2005	
AGA 48 SAM	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)	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Level the RESA area "PENDING ACTION PLAN"	Colombia		
AGA 49 SAM	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	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Construct RESA at 13L end (North RWY). Level the natural terrain "PENDING ACTION PLAN"	Colombia		
AGA 50 SAM	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)	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Install a frangible structure for the RVR at TDZ of 13R end "PENDING ACTION PLAN" ACTION PLAN: The structure of the RVR in RWY 13R will be changed (Doc 1003-003H4, 26 JAN 2004, UAEAC, Colombia)	Colombia	NOV/ 2004	
AGA 53 SAM	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)	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Install a frangible structure for the RVR at TDZ of 13L end "PENDING ACTION PLAN" ACTION PLAN: The structure of the RVR in RWY 13L will be changed (Doc 1003-003H4, 26 JAN 2004, UAEAC, Colombia)	Colombia	NOV/ 2004	
AGA 58 SAM	Stopway zone (Annex 14, Vol. I, Chap. 9)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	No paved stopway zone at 31R end (North RWY)	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Construct stopway zone "PENDING ACTION PLAN"	Colombia		
AGA 109 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Colombia, RIO NEGRO/José María Cordova	Undulated TDZ of RWY 36	MAY/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	A	Eliminate excess of undulation at TDZ of RWY 36 "PENDING ACTION PLAN"	Colombia		
AGA 112 SAM	RWY strip (Annex 14, Vol. I, Chap. 3)	Colombia, LETICIA/Alfredo Vasquez Cobo	Very uneven RWY strip with garbage and weed grown	MAY/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	B	Clean and level the RWY strip. Remove the weeds "PENDING ACTION PLAN"	Colombia		

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

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 123 SAM	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/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	A	Provide rescue boat "PENDING ACTION PLAN" ACTION PLAN: There are 2 rescue boats. There is a proposal to remotorize the boats (Doc 1003-003H4, 26 JAN 2004, UAEAC, Colombia)	Colombia	AUG/ 2005	
AGA 124 SAM	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/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	B	Reallocate airport fire station "PENDING ACTION PLAN" ACTION PLAN: A new fire station will be constructed near the TWR. The design and budget are ready (Doc 1003-003H4, 26 JAN 2004, UAEAC, Colombia)	Colombia	DEC/ 2004	
AGA 287 SAM	Regional ANP (Doc 8733, FASID CAR/SAM - AOP)	COLOMBIA/CARTAGENA/Rafael Nuñez	There is no TWY for End 36	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action (AGA/03 of its respective Report)	B	Construct TWY for End 36 "PENDING ACTION PLAN"	COLOMBIA/ AEROCIVIL		
AGA 289 SAM	Regional ANP (Doc 8733, FASID CAR/SAM - AOP)	COLOMBIA/LETICIA/ Alfredo Vásquez Cobo	RWY 02/20 is only 1880 m long	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/05 of its respective Report)	B	Expand RWY 02/20 to 2400 m as it is recommende by the ANP "PENDING ACTION PLAN"	COLOMBIA/ AEROCIVIL		
AGA 294 SAM	Airport Services (Annex 14, Vol. I, Ch. 9 & Doc 9137-AN/898, Parts 8 & 9)	COLOMBIA/AEROCIVIL	The int´l airport inspections are carried out once a day	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/10 of its respective Report)	B	Comply with the minimum recommendations for int´l airport daily inspections "PENDING ACTION PLAN"	COLOMBIA/ AEROCIVIL		
AGA 295 SAM	Airport Services (Annex 14, Vol. I, Ch. 9)	COLOMBIA/SANTAFÉ DE BOGOTÁ/Eldorado	Accumulated water in the drainage system (bird attraction) due to the accumulation of soil and vegetation	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/13 of its respective Report)	B	Continuously, maintain and clean the drainage system "PENDING ACTION PLAN"	COLOMBIA/ AEROCIVIL		
AGA 296 SAM	Airport Services (Annex 14, Vol. I, Ch. 9)	COLOMBIA/SANTAFÉ DE BOGOTÁ/Eldorado	Very large pavement depression observed at, approximately, 120 m from the RWY 13R threshold	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/14 of its respective Report)	A	Develop studies for evaluating the extension of the depression and its amplitud. Identify causes of the depression and possible solutions. Correct the problem "PENDING ACTION PLAN" ACTION PLAN: It will be corrected from 01-27 MAR 2005 (AEROCIVIL 2002-1272, 23 NOV 2004)	COLOMBIA/ AEROCIVIL	MAR/ 2005	

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

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1	2	3	4	5	6	7	8	9	10	11
AGA 297 SAM	RWY Strip (Annex 14, Vol. I, Ch. 3)	COLOMBIA/SANTAFÉ DE BOGOTÁ/Eldorado	Big Depression near End 13L and other small depressions on RWY strip	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/15 of its respective Report)	B	Level all the RWY strip areas "PENDING ACTION PLAN"	COLOMBIA/ AEROCIVIL		
AGA 298 SAM	RWY Strip/Equipment and Installations (Annex 14, Vol. I, Chs. 3 & 8)	COLOMBIA/SANTAFÉ DE BOGOTÁ/Eldorado	There are concrete boxes for cables and rigid bases for PAPIs, approximately 20 cm above the ground level.	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/16 of its respective Report	A	Correct these problems in order to have the concrete boxes for cables and the rigid bases for PAPIs at the ground level "PENDING ACTION PLAN"	COLOMBIA/ AEROCIVIL		
AGA 299 SAM	Emergency Plans (Annex 14, Vol. I, Ch. 8 & Doc 9137-AN/898, Part 7)	COLOMBIA/SANTAFÉ DE BOGOTÁ/Eldorado	The Emergency Operations Centre is not well located. It does not allow a clear view of the movement area and isolated aircraft parking position. Several people in the room can start the phone calls in case of emergency	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/18 of its respective Report)	B	Clearly define who is in charge to trigger the phone calls in the Emergency Operations Centre. A room should be prepared for the COE and only the person on duty, responsible for triggering the phone calls should stay there. The phone number should be big and fixed in front of the operator. A good location should be provided for the COE in order to comply with the ICAO documents requirements "PENDING ACTION PLAN"	COLOMBIA/ AEROCIVIL		
AGA 300 SAM	Obstacles (Annex 14, Vol. I, Ch. 4)	COLOMBIA/SANTAFÉ DE BOGOTÁ/Eldorado	There are trees at, approximately, 30 m from the RWY strip edge	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/19 of its respective Report)	B	Require the monitoring and control of the heights of these trees in order to avoid their interference on the inner transitional surface (If necessary, they must be cut and kept at adequate height) "PENDING ACTION PLAN"	COLOMBIA/ AEROCIVIL		
AGA 448 SAM	Annex 14, Vol. I, Ch. 9	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int´l Airport	Emergency operations center not well structured	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/01 of its respective Report)	U	Emergency operations center and emergency plan are not well structured. "PENDING ACTION PLAN"	AEROCIVIL/ BOGOTA/El Dorado Int´l Airport		Reclassified in 01FEB08 as deficiency "A" according to the GANDD new procedure (GREPECAS fast track)
AGA 449 SAM	Annex 14, Vol. I, Ch. 5	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int´l Airport	Apron horizontal signaling is faded	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/02 of its respective Report)	A	Repaint apron horizontal signaling	AEROCIVIL/ BOGOTA/El Dorado Int´l Airport	2006	

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

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AGA 450 SAM	Annex 14, Vol. I, Ch. 5	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int´l Airport	Señalización vertical de las plataformas/pistas/calles de rodaje necesita ser corregida/ actualizada	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/03 of its respective Report)	A	Update/Complement/ Install vertical signs in aprons/ taxiways/runways	AEROCIVIL/ BOGOTA/El Dorado Int´l Airport	JUL/ 2006	
AGA 451 SAM	Annex 14, Vol. I, Ch. 3, Parag. 3.2.4	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int´l Airport	Unevenness between taxiways/runways with shoulders	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/04 of its respective Report)	A	Eliminate unevenness between taxiways /runways and shoulders	AEROCIVIL/ BOGOTA/El Dorado Int´l Airport	2006	
AGA 452 SAM	Annex 14, Vol. I, Ch. 3, Par. 3.4.3	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int´l Airport	Grass in the runway strips is cut only in the first 75 m from the runway centerline	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/05 of its respective Report)	B	Cut the grass in the entire runway strip (150 m at each side of the runway centerline)	AEROCIVIL/ BOGOTA/El Dorado Int´l Airport	2006	
AGA 453 SAM	Annex 14, Vol. I, Ch. 9	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int´l Airport	Internal access road need maintenance and construction/ reconstruction in some parts	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/06 of its respective Report)	A	Maintain and construct/ reconstruct internal access road	AEROCIVIL/ BOGOTA/El Dorado Int´l Airport	2006	
AGA 454 SAM	Annex 14, Vol. I, Ch. 3	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int´l Airport	Depression between threshold and threshold lights (ends of RWY 13L/31R	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/07 of its respective Report)	U	Eliminate depression between threshold and threshold lights. "PENDING ACTION PLAN"	AEROCIVIL/ BOGOTA/El Dorado Int´l Airport		Reclassified in 01FEB08 as deficiency "A" according to the GANDD new procedure (GREPECAS fast track)
AGA 457 SAM	Annex 14, Vol. I, Ch. 4	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int´l Airport	Trees entering the takeoff/ landing approach surfaces	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/10 of its respective Report)	A	Cut trees	AEROCIVIL/ BOGOTA/El Dorado Int´l Airport	MAR/ 2006	
AGA 458 SAM	Annex 14, Vol. I, Ch. 3	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int´l Airport	Rubber built up in excess at touchdown zone of end 13R of RWY 13R/31L	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/11 of its respective Report)	A	Measure friction coefficient and remove excess of rubber buit up ACTION PLAN: Submited to concessionaire (Doc 1010-P-1113.05, 19 Dec 05)	AEROCIVIL/ BOGOTA/El Dorado Int´l Airport		

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

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1	2	3	4	5	6	7	8	9	10	11
COL Colombia										
AIS 8 SAM	ICAO Annex 15, Para. 3.4.4. 1 y 3.4.4. 2. WGS-84.Geodetic System	Colombia	Need to complete the implementation of the WGS-84 system, mainly with respect to the publication of the geoid undulation as it is required.		SAM RO Records..	A	Action Plan (2006) relevant action is being taken on the matter 90% implemented	Indicated State		
AIS 18 SAM	ICAO Annex 4. WGS-84.Geodetic System	Colombia.	Need for production of all required aeronautical charts under the WGS-84 systemmainly the aerodrome/heliport charts with the geoid undulation as it is required..		SAM RO records.	A	Action Plan (2006) action is being taken on the matter 70% implemented	Indicated State		
AIS 28 SAM	ICAO Annex 15, Chapter 6; ANP (Doc. 8733) Par. 46 - 49. Sistema AIRAC.	Colombia	Need for an effective implementation of AIRAC requirements.		SAM RO Records.	A	# Implementation Plan (2004) indicated that relevant action is being taken on the matter.	Indicated State		
AIS 37 SAM	Annex 15; 3.6.1 English language	Colombia	Requirement to use English for plain language texts in AIS publications		SAM RO Records..	A	Action Plan (2006) action is being taken on the matter 40% implemented	Indicated State.		
AIS 48 SAM	ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Colombia	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action plan (2006) that adquisition of a digital cartography and geographic information systems should be adquired.	Indicated State.		
AIS 53 SAM	Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Colombia	Need for production of this serie of ICAO chart under the WGS-84 system to satisfy the lack of production of the WAC aeronautical chart.		SAM Office records.	B	Action plan (2006) that adquisition of a digital cartography and geographic information systems should be adquired.	Indicated State.		
AIS 69 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Colombia	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	Action plan (2006) that adquisition of a digital cartography and geographic information systems should be adquired.	Indicated State		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AIS 99 SAM	ICAO Annex 4, Chapter 7;Par. 7.6.2 Enroute Navigation Charts - ICAO.	Colombia	Need to include the Area Minimun Altitude (AMA) in the ICAO Enroute Charts - ICAO .		SAM Office records	A	Action plan (2006).	Indicated State		
AIS 110 SAM	ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 26 Pre-flight Information Bulletins (PIB).	Colombia	Need for effective implementation in the provision of pre-flight bulletins (PIB) in all the designated aerodromes as it is indicated in FASID Table AIS 1; and maily with respect to the provision of users with an automated system integrating PIB/MET/FPL products.		SAM Office records.	A	Action Plan (2006) action is being taken on the matter.	Indicated State		
AIS 126 SAM	Annex 15, Chap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Colombia	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action Plan (2006 action is being taken on the matter. 20% implemented	Indicated State		
AIS 132 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Colombia	Requirement to effectively satisfy the specification on the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	Action Plan (2006) 20% implemented.	Indicated State		
AIS 147 SAM	Annex 15, Para. 5.2.2.1. Use of English languaje in NOTAM.	Colombia	Need of use of English languaje for those parts of the NOTAM requiring text in plain languaje (Appendix 6, 8 Item E).		SAM Office records.	A	Action Plan (2006) action is being taken on the matter. 40% implemented	Indicated State		
AIS 166 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Colombia	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prapared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action Plan 2006. 30% implemented	Indicated State		
AIS 182 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Colombia	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action Plan (2006) action is being taken on the matter.	Indicated States		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM FIELD IN THE SAM REGION

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
COL Colombia										
ATM 1 SAM	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		IFALPA (EC 2/28 referes)	A	Adopt and implement an airport maintenance programme "PENDING ACTION PLAN"	Colombia		
ATM 286 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	COLOMBIA/BARRANQUILLA/Ernesto Cortissoz	There is no RWY stripe marking	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/02 of its respective Report)	B	Paint RWY stripe "PENDING ACTION PLAN"	COLOMBIA/ AEROCIVIL		
COL Colombia										
MET 32 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chapter 2, Standard 2.1.5)	Colombia / Aerodrome meteorological offices and meteorological watch office (MWO) of Bogotá	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49, MET Class IV personnel is carrying out functions of MET Class II personnel.	JUN/ 1996	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U	In consultancy process, through TDA; through which alternatives for the solution to this problem are expected.	UAEAC		
MET 42 SAM	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2]	Colombia / Aerodrome meteorological stations	RVRs SKBQ, SKCG and SKLT have not been implemented or are not operational.	JUN/ 1996	Plan the acquisition or repairment of the SKLT RVR.	A	SKBQ RVR in repairment process; SKCG RVR will be acquired; SKRG RVR in repairment process. CORRECTED	UAEAC	2007	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ECU Ecuador										
AGA 126 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Ecuador, QUITO/Mariscal Sucre	RWY poor braking action	MAY/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	A	Evaluate the causes of poor brake action/Eliminate the cause "PENDING ACTION PLAN"	Ecuador		
AGA 305 SAM	Bird Strike (Annex 14, Vol. I, Ch. 9, Enmienda 5)	ECUADOR/DAC	There is no National Bird Strike Committee	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/04 of its respective Report)	A	Create and implement the National Bird Strike Prevention Committee and the Airport Coordinate Committees "PENDING ACTION PLAN" ACTION PLAN: Quito Airport has Airport Coordinating Committee. The National Committee will be implemented in 2006 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/DAC	2006	
AGA 307 SAM	Regional ANP (Doc 8733, FASID CAR/SAM - AOP)	ECUADOR/GUAYAQUIL/Simón Bolívar	There is no precision approach lighting system, Category I for RWY 21	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/06 of its respective Report)	B	Install the precision approach lighting system, Category I for RWY 21 "PENDING ACTION PLAN" ACTION PLAN: There is an operation transition from Guayaquil Foundation and the new concessionaire, TAGSA. DGAC will require the system installation for further aerodrome certification (Doc DGAC-j-025-04, 25 JUN 2004). Airport started studies to construct a tunel at Benjamin Rosales Ave., which crosses near End 2; the RWY will be extended and visual aids will be implemented in 2007-2008 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/DAC		
AGA 310 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	ECUADOR/LATACUNGA/Cotopaxi	There is no PAPI for RWY 36, as indicates the Regional ANP	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/09 of its respective Report)	B	Install the PAPI for RWY 36 "PENDING ACTION PLAN" ACTION PLAN: DGAC will carry out studies and project for implementing the PAPI system in 2004 (Doc DGAC-j-025-04, 25 JUN 2004).	ECUADOR/DAC	2004	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 312 SAM	Master Planning (Doc 9184-AN/902, Part 1)	ECUADOR/DAC/Manta	Manta Int´l Airport does not have updated Master Plan	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/12 of its respective Report)	B	Develop/Update Manta Int´l Airport Master Plan "PENDING ACTION PLAN"	ECUADOR/DAC		
AGA 317 SAM	TWY Strip/shoulders(Annex 14, Vol. I, Ch. 3 & Doc 9157-AN/901, Part 1)	ECUADOR/DAC/CORPAQ/QUIPORT/Quito/Mariscal Sucre	TWY strip and shoulder, respectively, 30 m and 3.5 m wide. The aerodrome reference code es 4E	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/17 of its respective Report)	B	Extend the TWY shoulder to 10.5 m wide and publish the limitation of the strip width in the AIP-Ecuador "PENDING ACTION PLAN" ACTION PLAN: DGAC asked QUIPORT to enlarge the TWY strip where physical conditions allow it. The phyical limitation will be published in the Aerodrome Manual and in the AIP-Ecuador. In addition, a study is underway for using a traffic light system for controlling ground vehicules during wide body aircraft operation like B-767 (Doc DGAC-j-025-04, 25 JUN 2004). Quiport (operator) is working the final details to correct this deficiency until January 2006 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/DAC/CORPAQ/QUIPORT	JAN/ 2006	
AGA 318 SAM	Physical Characteristics (Annex 14, Vol. I, Ch. 3)	ECUADOR/DAC/CORPAQ/QUIPORT/Quito/Mariscal Sucre	The distance between the TWY centre line and the RWY centreline is 104 m. For aerodrome reference code 4E, the minimum required is 182.5 m	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/18 of its respective Report)	A	DAC should publish this limitation in the AIP-Ecuador "PENDING ACTION PLAN" ACTION PLAN: DGAC will publish this information in the AIP-Ecuador as soon as QUIPORT carry out a physical characteristics study (Doc DGAC-j-025-04, 25 JUN 2004).	ECUADOR/DAC		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 320 SAM	RWY Strip (Annex 14, Vol. I, Ch. 3)	ECUADOR/DAC/CORPAQ/QUIPORT/Quito/Mariscal Sucre	The RWY strip is less than 75 m wide in some areas near End 17	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/20 of its respective Report)	B	DAC should provide the publication of this limitation in the AIP-Ecuador "PENDING ACTION PLAN" ACTION PLAN: DGAC will publish this informaion in the AIP-Ecuador as soon as the operator (QUIPORT) finish the physical characteristics studies (Doc DGAC-j-025-04, 25 JUN 2004).	ECUADOR/DAC	JAN/ 2006	
AGA 322 SAM	RESA (Annex 14, Vol. I, Ch. 3)	ECUADOR/DAC/CORPAQ/QUIPORT/Quito/Mariscal Sucre	There are no stopways and RESA at both RWY ends. After the RWY threshold of End 35, tehre is an extention of 167 m of available terrain until the fence	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/22 of its respective Report)	A	DAC should provide the construction of RESA at both RWY ends. The provision of stopway zones is also suggested "PENDING ACTION PLAN" ACTION PLAN: The earth fill and levelling were already started for RWY 17 (Doc DGAC-j-025-04, 25 JUN 2004). Quiport is working to finalize by February 2006 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/DAC/CORPAQ/QUIPORT	AUG/ 2004	
AGA 326 SAM	Bird Hazards (Annex 14, Vol. I, Ch. 9/Amendment 5 & Doc 9137-AN/898, Part 3)	ECUADOR/DAC/GUAYAQUIL/Simón Bolívar	There is no National Bird Hazard Committee	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/26 of its respective Report	A	DAC should create a National Bird Hazard Committee "PENDING ACTION PLAN" ACTION PLAN: The Committee will be implemented in JAN 06 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/DAC	JAN/ 2006	
AGA 329 SAM	Bird Hazards (Annex 14, Vol. I, Ch. 9, Doc 9137-AN/898, Part 3 & Doc 9184-AN/902, Part 1)	ECUADOR/GUAYAQUIL/Simón Bolívar	Some solid residues are delivered to the network of the served water of Guayaquil.	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/29 of its respective Report)	B	Implement adecuate process for collect the solid residues of the airport "PENDING ACTION PLAN" ACTION PLAN: New terminal with these facilities will start working in 27 JUL 06 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/GUAYAQUIL	JUL/ 2006	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 330 SAM	Emergency (Annex 14, Vol. I, Ch. 9)	ECUADOR/GUAYAQUIL/Simón Bolívar	No disbled aircraft removal plan	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/31 of its respective Report)	B	DAC should develop/implement a disabled aircraft removal plan "PENDING ACTION PLAN" ACTION PLAN: Agreement in process with local company (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/DAC	JUL/ 2006	
AGA 331 SAM	TWY Strip (Annex 14, Vol. I, Ch. 3)	ECUADOR/DAC/GUAYAQUIL/Simón Bolívar	There are two open drainage canals parallel to the parallel TWY to End 21, located respectively 14 m and 27 m from the edge of the TWY shoulder. The aerodrome reference code is 4E. There is water accumulated in these canals as well as in two concrete tubes that cross under the TWYs due to soil accumutated on their bottom. Birds are attracted and many of them fly over the RWY birds	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Actions AGA/32 and AGA/33 of its respective Report)	B	Clean the drainage systems, close canals or relocate them out of the TWY strip. Develop/adopt procedures for maintaining the birds out of the airport "PENDING ACTION PLAN"	ECUADOR/DAC		
AGA 336 SAM	Emergency Access Road/Maintenance (Annex 14, Vol. I, Ch. 3, 8 & 9 & Doc 9137-AN/898, Part 8)	ECUADOR/DAC/GUAYAQUIL/Simón Bolívar	The emergency access road is in bad conditions and it is located 20 m from the RWY edges in some areas of the aerodrome (RWY right side, direction End 03 to End 21)	MAY/ 2003	ICAO Regular Mission (12-14 May 2003, Recommended Action AGA/38 of its respective Report)	B	Relocate and improve emergency access road "PENDING ACTION PLAN" ACTION PLAN: Construction is underway by the operator (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/DAC	MAY/ 2006	
AGA 339 SAM	TWY Shoulders (Annex 14, Vol. I, Ch. 3)	ECUADOR/DAC/GUAYAQUIL/Simón Bolívar	The TWY shoulder is only 7 m wide. The aerodrome reference code is 4E	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/41 of its respective Report)	B	Extend the TWY shoulders to 10.5 m wide "PENDING ACTION PLAN"	ECUADOR/DAC		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ECU Ecuador										
AIS 49 SAM	ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Ecuador	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action plan 2006. Only the VFR chart (Scale, 1:500,000) is produced to cover the national territory and jurisdictional waters. WAC, 50% implemented	Indicated State.		
AIS 133 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Ecuador	Requirement to effectively satisfy the specification on the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	Action plan 2006 80% implemented	Indicated State		
AIS 135 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrument Approach Charts - OACI.	Ecuador	Need to include the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of instrument approach charts - OACI.		Records SAM Office.	A	Action plan 2006 90% implemented	Indicated State		
AIS 156 SAM	Annex 15, Para. 5.2.2.1. Use of English languaje in NOTAM.	Ecuador	Need of use of English languaje for those parts of the NOTAM requiring text in plain languaje (Appendix 6, 8 Item E).		SAM Office records.	A	Action Plan 2006. 50% implemented.	Indicated State		
AIS 167 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Ecuador	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rulles are being prapared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2006 30% implemented	Indicated State		
AIS 183 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Ecuador	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action plan 2006.	Indicated States		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AIS 198 SAM	Annex 15, Cap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Ecuador	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action plan 2006. 30% implemented.	Indicated State		
AIS 232 SAM	Annex 15; 3.6.1 English language	Ecuador	Requirement to use English for plain language texts in AIS publications		SAM RO Records..	A	Action plan 2005. 50% implemented.	Indicated State.		
ECU Ecuador										
ATM 5 SAM	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Ecuador	The proficiency in the English language of some ATC units is below the desired level and could be a contributory factor for the occurrence of incidents and/or aeronautical accidents. (Annex 1).	OCT/ 1995	GREPECAS/5	U	1. Incorporate personnel with a good level of colloquial English. 2) Establish a training plan and recurrence of the English language. (Mission 2003: State is encouraged to continue with training plan).	CAD Ecuador	DEC/ 2009	2008: Doc DGAC NB-08-08-114 of 15/07/08 Air Traffic Management expresses that the Training plan continues through years 2008 and 2009. 2007: Ecuador informed that its controllers have not been able to reach level 4 of the language proficiency foreseeing its finalization by 2007.
ECU Ecuador										
CNS 29 SAM	Aeronautical Mobile Service Plan. Table CNS 1A. Lack of HF AMS communications in the Guayaquil FIR	Ecuador	Guayaquil AMS HF system out of service	SEP/ 2004	Due to civil works in Guayaquil International Airport the HF station of the mobile aeronautical service is out of service .	A	No information was received on action plan to re install the HF equipments.	Estado		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ECU Ecuador										
MET 33 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Ecuador / Aerodrome meteorological offices and meteorological watch office (MWO) of Guayaquil	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	JUN/ 1996	a) Review the funcions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U	Training programmes at national and international level are being carried out to have the specialized aeronautical meteorology personnel required.	DGAC	2007	
MET 84 SAM	Observations and routine reports (annex 3, Part I, Chap. 4, Standard 4.3.2 a)	Ecuador, aerodrome meteorological Offices.	The standard has not been implemented.	MAY/ 2007	Update personnel and implement the standard.	A		DGCA		
MET 85 SAM	Observations and routine reports (annex 3, Part I, Chap. 4, Standard 4.4.2 a)	Ecuador, aerodrome meteorological Offices.	The standard has not been implemented.	MAY/ 2007	Update personnel and implement the standard.	A		DGCA		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
GUY Guyana										
AGA 244 SAM	Bird Hazard (Annex 14, Vol. I, Ch. 9.5 and Doc 9137-AN/898)	Guyana/All international aerodromes	There is no National Bird Strike Committee	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Establish a National Committee on Prevention of Bird Hazards "PENDING ACTION PLAN" (Doc GCAA-ICAO/5/312, 20 FEB 2004) ACTION PLAN: Bird Strike Committee to be formulated by SEP 2004 (Doc ICAO/5/3/1, 22 JUN 2004)	Guyana	SEP/ 2004	
AGA 247 SAM	Visual aids (Doc 8733, Vol. II, FASID)	Guyana/TIMEHRI/Cheddi Jagan Int´l Airport	No precision approach Category I lighting system at RWY 06, as it is recommended by the Regional ANP	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install precision approach Category I lighting system at RWY 06 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" INFORMATION: CAA says: "Extremely difficult, if not impossible, to install facility due to ravine and swamp in the approach area" (Doc ICAO/5/3/1, 22 JUN 2004)	Guyana	AUG/ 2005	CAA informs: "Extremely difficult, if not impossible, to install approach lighting for RWY 06 due to ravine and swamp in the approach area (Doc ICAO/5/3/1, 22 JUN 2004)
AGA 248 SAM	Visual aids (Doc 8733, Vol. II, FASID)	Guyana/TIMEHRI/Cheddi Jagan Int´l Airport	No TWY edge lighting, as it is recommended by the Regional ANP	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install TWY edge lighting and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Procurement for TWY C edge lights in the 2005 budget. TWYs A and B received only reflective markers (Doc ICAO/5/3/1, 22 JUN 2004)	Guyana	AUG/ 2005	
AGA 252 SAM	Emergency/Other services (Annex 14, Vol. I, Ch. 9)	Guyana/TIMEHRI/Cheddi Jagan Int´l Airport	No ambulance available at the airport	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide ambulance for the airport "PENDING ACTION PLAN" ACTION PLAN: Approach will be made to the Ministry of Home Affairs/Ministry of Health to have this facility at CJIA (Doc GCAA-ICAO/5/312, 20 FEB 2004). Vehicle ordered (Doc ICAO/5/3/1, 22 JUN 2004)	Guyana	NOV/ 2004	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 255 SAM	Emergency/Other services (Annex 14, Vol. I, Ch. 9.3)	Guyana/TIMEHRI/Cheddi Jagan Int´l Airport	No Disabled Aircraft Removal Plan	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	A	Develop a Disabled Aircraf Removal Plan and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: A disabled aircraft removal plan will be prepared and submitted to the GCAA (Doc GCAA-ICAO/5/312, 20 FEB 2004). Asked CJIA to develop Disabled Aircraft Removal Plan (Doc ICAO/5/3/1, 22 JUN 2004)	Guyana	OCT/ 2004	
AGA 256 SAM	Airport development (Doc 9184-AN/902, Part 1)	Guyana/TIMEHRI/Cheddi Jagan Int´l Airport	The airport does not have updated master plan. The preliminary master plan was developed in 1993	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Update master plan and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: The CJIA will take steps to commence the process for acquiring the services of a suitable consultant to prepare an updated Master Plan (Doc GCAA-ICAO/5/312, 20 FEB 2004). Need for Master Plan under review by Government (Doc ICAO/5/3/1, 22 JUN 2004)	Guyana	DEC/ 2004	
AGA 447 SAM	Annex 14, Vol. I, Ch. 9	GUYANA/CAA/SYCJ – TIMEHRI/Cheddi Jagan Int´l	The airport does not have medical doctors. It takes over 25 min for a doctor to arrive at the airport	JUN/ 2005	ICAO regular mission (02/03/JUN/2005, Recommended Action AGA/08 of its respective Report)	A	Provide medical doctors/facilities to the airport PROVIDED INFORMATION: Not practical at this time. Completion date TBD (Doc GCAA/ICAO/5/3/2, 28 SEP 05)	CAA/Airport Operator		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
GUY Guyana										
AIS 20 SAM	ICAO Annex 4. WGS-84.Geodetic System	Guyana	Need for production of all required aeronautical charts under the WGS-84 system.		SAM RO records.	U	Action Plan (2004) 80% implemented. During mission of December 2008, the administration informed that implementation is foreseen for December 2009.	Indicated State	DEC/ 2009	
AIS 54 SAM	Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Guyana	Need for production of this serie of ICAO chart under the WGS-84 system to satisfy the lack of production of the WAC aeronautical chart.		SAM Office records.	B	Action plan (2004) required actions should be taken.	Indicated State.		
AIS 70 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Guyana	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	Action plan (2004. 50% implemented.	Indicated State		
AIS 105 SAM	ICAO Annex 4, Chapter 7;Par. 7.6.2 Enroute Navigation Charts - ICAO.	Guyana	Need to produce and include in the AIP the Enroute Charts - ICAO, also including the required Area Minimun Altitude (AMA) in such serie of charts.		SAM Office records	A	Action plan 2004. 50% implemented.	Indicated State		
AIS 127 SAM	Annex 15, Chap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Guyana	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action Plan 2004 90% implemented.	Indicated State		
AIS 134 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Guyana	Requirement to effectively satisfy the specification on the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	Action Plan 2004 50% implemented.	Indicated State		
AIS 169 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Guyana	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prapared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2004 action should be taken as required	Indicated State		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AIS 185 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Guyana	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action plan 2004 action should be taken as required	Indicated States		
AIS 212 SAM	ANP Para. 11, 16, 17, 18 AND 19 Training of AIS personel.	Guyana	Need for an effective level of training of the AIS personel according to the stated by the CAR/SAM Air Navigation Plan, Part VIII (AIS/MAP), in agreement with a regular quality assurance program; and granted the AIS staff with a corresponding certificate of compentence equal to an AIS licence.		Records SAM Office.	A	Action Plan 2004 70% implemented.	Indicated State		
AIS 225 SAM	CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Guyana	Requirement for implementation of automated system at the AIS services, in agreement with the indicated in the CAR/SAM Air Navigation Plan..		Records SAM Office.	A	Action Plan 2004 20% implemented.	Indicated State		
GUY Guyana										
CNS 30 SAM	FASID Table CNS 3	Timehri /Cheddi Jagan Intl Airport	ILS system out of service . This system was installed in 1978. Difficults in its maintenance.	OCT/ 2004	Since the ends of 2003 the ILS system is completely out of service. Lack of spare parts to repair the equipments .This was verified during the CNS mission in Guyana on October 2004.	A	No plan to implemt in a short term.	State		Lack of resource
CNS 31 SAM	FASID Table CNS 3	Timehri /Cheddi Jagan Intl Airport	DME system out of service . This system was installed in 1978. Difficults in its maintenance. Both DME unities out of service in their RF final power.	OCT/ 2003	Since the ends of 2003 the DME system is completely out of service. Lack of spare parts to repair the equipments .This was verified during the CNS mission in Guyana on October 2004.	A	No plan to implemt in a short term.	State		Lack of resource

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
GUY Guyana										
MET 17 SAM	Exchange of OPMET information (FASID CAR/SAM para. 35 to 39)	Guyana / Aeronautical meteorological stations and meteorological watch offices (MWO) of Georgetown	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	NOV/ 2006	Follow-up CAR/SAM FASID Tables MET 2A and MET 2B.	A		Hidromet Service		
MET 28 SAM	SIGMET information (Annex 3, Chapter 7, Standard 7.1.1)	Guyana / Meteorological watch offices (MWO) of Georgetown	Not all SIGMET messages are prepared based on the procedures established by ICAO.	NOV/ 2006	a) Prepare SIGMET information based on Table A6-1 Template for SIGMET and AIRMET messages and special air-reports (uplink); and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	U		Hydromet Service		
MET 34 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Guyana / Aerodrome meteorological office and meteorological watch office (MWO) of Georgetown	The MET Authority does not have available the minimum quantily of personnel to provide MET service.	NOV/ 2006	a) Review the funcions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U		Hydromet Service		
MET 44 SAM	Report the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Recommendation 4.7.4 a)]	Guyana / Georgetown aeronautical meteorological station	RVRs SYCJ is not operational.	NOV/ 2006	Plan the repairment of the RVR	A		Hydromet Service		
MET 56 SAM	Surface wind, Annex 3, Standard 4.1.2.1)	Guyana COM Unit	Displays of surface wind in ATS units corresponds to wind sensor installed under the control tower	NOV/ 2006	Surface wind displays from surface wind from meteorological stations shall be installed in ATS units	U	Project proposal for new equipment includes Automated Weather System. This will fulfill this task when it becomes available. It is envisaged that once the project is approved, the deficiency will no longer exist.	Hydromet Service		
MET 61 SAM	Requirements for communications, Annex 3, Chap. 11, Standard 11.1.1	Guyana, COM uit		NOV/ 2006	Suitable communications facilities shall be made available to permit MET offices to supply the required MET information to ATS units.	A	Project proposal for new equipment includes Automated Weather System. This will fulfill this task when it becomes available. It is envisaged that once the project is approved, the deficiency will no longer exist.	Hydromet Service		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
MET 93 SAM	Routine observations and reports (Annex 3, Chap. 8, Standard 4.3.2 a.)	Guyana/Timehri Meteorological Office	MET Reports are not prepared.	DEC/ 2008	Implement the standard	A		Hydromet Service	JUL/ 2009	
MET 94 SAM	Special observations and reports (Annex 3, Chap. 4, Standard 4.4.2 a.).	Guyana/Timehri Meteorological Office	SPECIAL is not prepared	DEC/ 2008	Implement the standard.	A		Hydromet Service	JUL/ 2009	
MET 95 SAM	Aeronautical Climatological information (Annex 3, Chap. 8, Standard 8.1.1)	Guyana/Timehri Meteorological Office	Aerodrome climatological tables are not prepared.	DEC/ 2008	Implement the standard.	B		Hydromet Service	JUL/ 2009	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
PAN Panama										
AGA 16 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Panama, PANAMA/Tocumen Aerodrome	Poor braking action at RWY 03L/31L		IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997 Fax letter DAC-1039-NA from Panama	A	Evaluate the causes of poor brake action/Eliminate the cause. ACTION TAKEN: Coordination for one project to eliminate the cracks of the runway 13R/21L and pavement surface improvement (US$ 300,000.00 costs) and another one to rehabilitate runway 13L/21R (US$ 300,000,000.00 costs)	Panama	2004	
AGA 340 SAM	Emergency Plans (Annex 14, Vol. I, Ch. 9 & Doc 9137-AN/898, Part 7)	PANAMA/DGAC	With exception of Tocumen Int´l Airport, the others do not have updated emergency plan	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/01 of its respective Report)	A	Update the emergency plans for the int´l airports "PENDING ACTION PLAN" ACTION PLAN: Tocumen has elaborated new Emergency Plan (FEB 2004). It will be delivered on 30 JUN 2004. Partial exercise planned for 02 APR 2004 (Doc 134/PAN/03/902).	PANAMA/DGAC		
AGA 341 SAM	RFF (Annex 14, Vol. I, Ch. 9)	PANAMA/DGAC/BOCAS DEL TORO/Bocas del Toro	The airport does not have RFF services. The Regional ANP recommends RFF Category 5	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/02 of its respective Report)	A	Provide the RFF services for this airport "PENDING ACTION PLAN"	PANAMA/DGAC		
AGA 342 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/BOCA DEL TORO/Boca del Toro	There is no PAPI for both Ends (RWY 08/25)	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/04 of its respective Report)	B	Install the PAPIs as it recommends the Regional ANP "PENDING ACTION PLAN"	PANAMA/DGAC		
AGA 343 SAM	RFF (Annex 14, Vol. I, Ch. 9 & Doc 9733, FASID CAR/SAM - AOP)	PANAMA/DGAC/CHANGUINOLA/Cap. Manuel Niño	The airport does not have RFF services. The Regional ANP recommends RFF Category 5	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/05 of its respective Report)	A	Provide RFF Category 5 according to the Regional ANP "PENDING ACTION PLAN"	PANAMA/DGAC		
AGA 344 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/CHANQUINOLA/Cap. Manuel Niño	There is no PAPI for RWY 03 as it recommends the Regional ANP	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/07 of its respective Report)	B	Install the PAPI for RWY 03, as recommended by the Regional ANP "PENDING ACTION PLAN"	PANAMA/DGAC		
AGA 345 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/CHANGUINOLA/Cap. Manuel Niño	The RWY marking aids need to be repainted	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/08 of its respective Report)	A	Repaint the RWY marking aids "PENDING ACTION PLAN"	PANAMA/DGAC	DEC/ 2003	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 346 SAM	RFF (Annex 14, Vol. I, Ch. 9 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/DAVID/Enrique Malek	The airport does not have RFF services. The Regional ANP recommends RFF Category 5	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/09 of its respective Report)	A	Provide RFF services Category 5 for this airport according to the Regional ANP "PENDING ACTION PLAN"	PANAMA/DGAC		
AGA 348 SAM	ANP (Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/Tocumén	According to the Regional ANP, RWY 21L should be NPA type and it should have simple approach lighting system. Currently, the RWY is NINST and it does not have simple approach lighting system	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/13 of its respective Report)	B	Provide NPA type RWY and simple approach lighting system for RWY 21L according to the Regional ANP "PENDING ACTION PLAN" ACTION PLAN: 400 m expansion of RWY 04D scheduled for JUN 2005. Installation of Simple Approach Lighting System scheduled for JAN 2006, RWY 21 (Doc 134/PAN/03/902)	PANAMA/DGAC	JAN/ 2006	
AGA 349 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/Tocumén	There is no PAPI for RWY 21L, as it recommends the Regional ANP	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/14 of its respective Report)	B	Install PAPI for RWY 21L, according to the recommendation of the Regional ANP "PENDING ACTION PLAN" ACTION PLAN: Scheduled to be installed in JUN 2004 (Doc 134/PAN/03/902).	PANAMA/DGAC	JUN/ 2004	
AGA 350 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/Tocumen	There is no PAPI for RWY 21R, as it recommends the Regional ANP	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/16 of its respective Report	B	Install PAPI for RWY 21R, according to the recommendation of the ANP "PENDING ACTION PLAN" ACTION PLAN: To be installed in 2006 (Doc 134/PAN/03/902).	PANAMA/DGAC	2006	
AGA 351 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM -AOP)	PANAMA/DGAC/Tocumén	There is no RWY side stripe marking, as it recommends the Regional ANP	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/17 of its respective Report)	B	Paint the RWY side stripe marking according to the recommendation of the Regional ANP "PENDING ACTION PLAN" ACTION PLAN: A new AC layer will be constructed in 2004 (Doc 134/PAN/03/902).	PANAMA/DGAC	2004	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 352 SAM	Master Planning (Doc 9184-AN/902, Part 1)	PANAMA/DGAC	The master plans for Colon Airport and Tocumen Int´l Airport are, respectively, updated and non-updated. The other airports do not have master plans	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/18 of its respective Report)	B	Update the Master Plan of Tocumen Int´l Airport. Develop master plans for the other airports "PENDING ACTION PLAN" ACTION PLAN: Tocumen S.A. solicited ICAO to contract IATA for developing a Master Plan. In contracting process. Delivery scheduled for MAR 2005 (Doc 134/PAN/03/902).	PANAMA/DGAC	MAR/ 2005	
AGA 353 SAM	Emergency (Annex 14, Vol. I, Ch. 9)	PANAMA/DGAC	There are no plans for removal of disabled aircraft at the airports. For Tocumen, the disabled aircraft removal plan is under the airlines responsibility	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/19 of its respective Report)	B	Develop disabled aircraft removal plans for the international airports "PENDING ACTION PLAN" ACTION PLAN: Tocumen S.A. has initiated alternative studies for the solution of aircraft removal plan, Tocumen will have an aircraft removal plan in JUL 2004 (Doc 134/PAN/03/902).	PANAMA/DGAC	JUL/ 2004	
AGA 354 SAM	FOD/Mantenimiento (Annex 14, Vol. I, Ch. 9 & Doc 9137-AN/898, Parts 8 & 9	PANAMA/DGAC	There are no mechanical sweepers at the international airports and no special attention is given to FOD	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/21 of its respective Report)	A	Comply with the ICAO recommendations in terms of daily inspections, cleaning the surfaces, etc "PENDING ACTION PLAN"	PANAMA/DGAC		
AGA 355 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5)	PANAMA/DGAC/Tocumén	The marking aids of RWY 03L/21R are faded	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/22 of its respective Report)	A	Provide the painting of the RWY marking aids "PENDING ACTION PLAN" ACTION PLAN: Touchdown zone painted. General painting in the rehabilitation project. Starts in JUN 2004, ends MAY 2005 (Doc 134/PAN/03/902).	PANAMA/DGAC	MAY/ 2005	
AGA 356 SAM	Obstacles (Annex 14, Vol. I, Ch. 4 & 8)	PANAMA/DGAC/Tocumén	There is an open drainage canal, approximately, 150 m beyond the threshold of End 03L. This canal is dangerous for any aircraft that is landing or taking off (overrunning the RWY)	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/23 of its respective Report)	B	Provide a covering for the canal or its relocation outside the RWY operational area "PENDING ACTION PLAN" ACTION PLAN: Covering will be started in JUN 2004, ends FEB 2005 (Doc 134/PAN/03/902).	PANAMA/DGAC	FEB/ 2005	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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1	2	3	4	5	6	7	8	9	10	11
AGA 357 SAM	RWY Strip/Bird Harzards (Annex 14, Vol. I, Ch. 3 & 9, Amendment 5 to Annex 14)	PANAMA/DGAC/Tocumén	There is a depression near End 03/R and other parts of the RWY strip are also unlevelled. The grass is as high as 1.5 m in some areas. This is a good environment for birds	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/24 of its respective Report)	A	Level the RWY strip. Maintain the gras at adequate height "PENDING ACTION PLAN" ACTION PLAN: Levelling of the RWY strip is included in a project to be started in JUN 2004 and finished in FEB 2005. Gras was cut. New equipment for cutting grass will be bought until DEC 2004 (Doc 134/PAN/03/902).	PANAMA/DGAC	FEB/ 2005	
AGA 358 SAM	Drainage (Annex 14, Vol. I, Ch. 9 & Doc 9137-AN/898, Part 9)	PANAMA/DGAC/Tocumén	There is a drainage canal in the RWY strip and the drainage system needs better maintenance	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/25 of its respective Report)	B	Clean and maintain the drainage system, keeping it free of accumulated water "PENDING ACTION PLAN" ACTION PLAN: The cleaning and maintenance of the drainage system will be done from JUN 2004 to FEB 2005 (Doc 134/PAN/03/902).	PANAMA/DGAC	FEB/ 2005	
AGA 359 SAM	Obstacles (Annex 14, Vol. I, Ch. 3 & 8)	PANAMA/DGAC/Tocumén	There is an installation (small construction) on the RWY strip, which is frangible but its base is rigid and it is approximately 30 cm high. In additon, the antenna towers are not frangible. The same problem occurs with the ILS localizer, which is frangible but its base is rigid and approximately 30 cm high	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/26 of its respective Report)	B	Correct these problems, lowering down the rigid bases up to the terrain surface and transform the rigid structures in frangible structures. "PENDING ACTION PLAN" ACTION PLAN: Included in the PROJECT 3. Starts in JUN 2004, ends FEB 2005 (Doc 134/PAN/03/902).	PANAMA/DGAC	FEB/ 2005	
AGA 360 SAM	RESA (Annex 14, Vol. I, Ch. 3)	PANAMA/DGAC/Tocumén	RWY 21L has stop way zone and 260 m of unlevelled terrain that can work as RESA	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/27 of its respective Report)	B	Level the area beyond the stop way for working as RESA "PENDING ACTION PLAN" ACTION PLAN: Included in Project 3. Starts in JUN 2004, ends FEB 2005 (Doc 134/PAN/03/902).	PANAMA/DGAC	FEB/ 2005	
AGA 361 SAM	Emmergency Access Road (Annex 14, Vol. I, Ch. 3, 8 & 9)	PANAMA/DGAC/Tocumén	There are no emergency access roads. This aspec becomes very important and dangerous because there is no way to arrive at the approaches areas of both RWY Ends	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/28 of its respective Report)	A	Construct emergency access roads "PENDING ACTION PLAN" ACTION PLAN: Included in Project 3. Starts in JUN 2004, ends FEB 2005 (Doc 134/PAN/03/902).	PANAMA/DGAC	FEB/ 2005	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 362 SAM	TWY Strip (Annex 14, Vol. I, Ch. 3 & Doc 9157-AN/901, Part 2)	PANAMA/DGAC	The TWY shoulders are 5 m wide. The aerodrome reference code is 4E	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recomended Action AGA/29 of its respective Report)	B	Enlarge the TWY shoulders to 10.5 m wide "PENDING ACTION PLAN" ACTION PLAN: Included in the Project 3. Starts JUN 2004, ends FEB 2005 (Doc 134/PAN/03/902).	PANAMA/DGAC	FEB/ 2005	
AGA 363 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5)	PANAMA/DGAC/Tocumén	There are some markings on the RWY surface in yellow colour and not in accordance to ICAO SARPs	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/30 of its respective Report)	A	Paint the RWY surface markings according to Chapter 5 of Annex 14, Volume I "PENDING ACTION PLAN" ACTION PLAN: Changed marking color from yellow to white for RWY 03R/21L in FEB 2004. RWY 03L/21R painting was requested (Doc 134/PAN/03/902).	PANAMA/DGAC	AUG/ 2005	
AGA 364 SAM	Emergency/COE (Annex 14, Vol. I, Ch. 9)	PANAMA/DGAC/Tocumén	The airport operations centre (COE) is not well located because it does not provide a clear view of the movement area and isolated aircraft parking position. Several people, in one room, can trigger the phone calls in case of emergency	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/31 of its respective Report)	A	Clearly define who is in charge to trigger the phone calls in the Emergency Operations Centre. A room should be prepared for the COE and only the person on duty, responsible for triggering the phone calls in case of emergency, should stay there. The telephone numbers should be exposed in big numbers, in order of priority, in front of the operator. Good location should be provided for the COE "PENDING ACTION PLAN" ACTION PLAN: Tocumen´s personnel visited Santiago and Quito for knowing their installations. Design for constructing of new installations for COE. Starts in JUN 2004, ends DEC 2005 (Doc 134/PAN/03/902).	PANAMA/DGAC	DEC/ 2005	

OUTSTANDING DEFICIENCIES

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

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1	2	3	4	5	6	7	8	9	10	11
AGA 369 SAM	FOD/Bird Hazards (Annex 14, Vol. I, Ch. 9, Amendment 5 to Annex 14 & Doc 9137-AN/898, Parts 8 & 9)	PANAMA/DGAC/Tocumén	FOD was found at the aprons surface, such as: papers, plastic, metals, coarse and fine aggregates, etc. In addition, birds were getting food (rest of food from the aircraft) from the deposits of FOD	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/36 of its respective Report)	A	Maintain the pavement surfaces free of FOD, carrying out daily inspections according to ICAO recommendations. Rests of food should not be kept in the deposits, which should be covered "PENDING ACTION PLAN" ACTION PLAN: Budget for acquisition of a mechanical sweeper and new recipients with covering for rest of food was approved. Scheduled for AUG 2004 (Doc 134/PAN/03/902).	PANAMA/DGAC	AUG/ 2004	
AGA 462 SAM	Annex 14, Vol. I	PANAMA/DGAC/TOCUMEN S.A.	Weak coordination between DGAC area AGA en Tocumen S.A.	APR/ 2006	ICAO regular mission (26-28/APR/06, New Recommended Action AGA/01 of its respective Report)	U	Improve the coordination between DGAC AGA area and Tocumen S.A.	PANAMA/DGAC/TOCUMEN S.A.		
AGA 463 SAM	Annex 14, Vol. I, Ch. 9	PANAMA/DGAC	The National Bird/Wildlife Hazard Prevention Committee is not active	APR/ 2006	ICAO regular mission (26-28/APR/06, New Recommended Action AGA/02 of its respective Report)	A	Reactivate the National Bird/Wildlife Hazard Prevention Committee	PANAMA/DGAC		
AGA 464 SAM	Doc 8733, Vol. II, FASID	PANAMA/DGAC/BOCAS DEL TORO	ANP requires ATR 72 as critical aircraft; 21 ton maximum load. Only small aircraft are allowed to operate with maximum load of 26,499 lb	MAY/ 2003	ICAO regular mission (19-20 MAY/03, Recommended Action AGA/03 of its respective Report)	B	Officialy solicit the SAM Office to update the ANP	PANAMA/DGAC		
AGA 465 SAM	Doc 8733, Vol. II, FASID	PANAMA/DGAC/CHANGUINOLA	ANP requires ATR 72 as critical aircraft; 21 ton maximum load, Only small aircraft are allowed to operate with maximum load of 47,740 lb	MAY/ 2003	ICAO regular mission (19-20 MAY/03, Recommended Action AGA/06 of its respective Report)	B	Officialy solicit the SAM Office to update the ANP	PANAMA/DGAC/CHANGUINOLA		
AGA 466 SAM	Doc 8733, Vol. II, FASID	PANAMA/DGAC/DAVID/Enrique Malek	ANP requires reference code 3C; Rwy is 2050 m long; 21 ton maximum load; critical aircraft: ATR72. Rwy is 2100 m long and allowable load is 209,625 lb	MAY/ 2003	ICAO regular mission (19-20 MAY/03, Recommended Action AGA/10 of its respective Report)	B	Officialy solicit the SAM Office to update the ANP	PANAMA/DGAC/DAVID/Enrique Malek		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 467 SAM	Doc 8733, Vol. II, FASID	PANAMA/DGAC/Marcos A. Gelabert	ANP requires Rwy 1790 long; without parallel Twy to End 18; edge twy lights. Rwy is 1800 m long; there is parallel twy to End 18 and lights at twys intersections.	MAY/ 2003	ICAO regular mission (19-20 MAY/03, Recommended Action AGA/11 of its respective Report)	B	Officialy solicit the SAM Office to update the ANP	PANAMA/DGAC/Marcos A. Gelabert		
AGA 468 SAM	Doc 8733, Vol. II, FASID	PANAMA/DGAC/TOCUMEN S.A.	ANP requires rwy 03L/21R 2600 m long. It is 2682 m long	MAY/ 2003	ICAO regular mission (19-20 MAY/03, Recommended Action AGA/15 of its respective Report)	B	Officialy solicit the SAM Office to update the ANP	PANAMA/DGAC/TOCUMEN S.A.		
AGA 469 SAM	Annex 14, Vol. I, Ch. 8	PANAMA/DGAC	The int´l airports have perimetric fences but they are unprotected against vandalism	MAY/ 2003	ICAO regular mission (19-20 MAY/03, Recommended Action AGA/20 of its respective Report)	A	Provide perimetric fences and respective protection against vandalism for int´l airports	PANAMA/DGAC		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
PAN Panama										
AIS 41 SAM	ANNEX 15 , Chap. 8; Doc 8733 ANP, Par. 20; FASID,Table AIS-1 Implementation of required AIS aerodrome units.	Panama	Need for effective implementation of AIS aerodrome units (David, Bocas del Toro and Changuinola) as required by the FASID,Table AIS-1.		Records SAM Office.	A	Action Plan (2006).	Indicated State.		
AIS 50 SAM	ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Panama	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action plan 2006 VFR aeronautical chart (Scale, 1:500,000) is produced to cover the national territory and jurisdictional waters.	Indicated State.		
AIS 71 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Panama	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	# Implementation Plan (2002) indicated that relevant action is being taken on the matter.	Indicated State		
AIS 77 SAM	ICAO Annex 4, Chapter 3. Aerodrome Obstacle Chart - ICAO, Type A.	Panama	Need for effective production of Aerodrome Obstacle Chart - ICAO, Type A., concerning the following airport: Marcos Gelabert, Enrique Malek y Bocas del Toro..		SAM Office records.	A	Action plan 2006 Will be completed during 2007.	Indicated State		
AIS 137 SAM	ICAO Annex 4, Chapter 7;Par. 7.6.2 Enroute Navigation Charts - ICAO.	Panama	Need to produce and include in the AIP the Enroute Charts - ICAO, also including the required Area Minimun Altitude (AMA) in such serie of charts.		Records SAM Office.	A	Action plan (2006) Action is being taken.	Indicated State		
AIS 170 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Panama	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prapared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2006 Action is being taken.	Indicated State		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AIS 186 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Panama	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action plan 2006 Action is being taken.	Indicated States		
AIS 199 SAM	Annex 15, Cap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Panama	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action Plan (2006) During 2007.	Indicated State		
AIS 213 SAM	ANP Para. 11, 16, 17, 18 AND 19 Training of AIS personel.	Panama	Need for an effective level of training of the AIS personel according to the stated by the CAR/SAM Air Navigation Plan, Part VIII (AIS/MAP), in agreement with a regular quality assurance program; and granted the AIS staff with a corresponding certificate of compentence equal to an AIS licence.		Records SAM Office.	A	Action plan 2006 During 2006 - 2007	Indicated State		
AIS 226 SAM	CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Panama	Requirement for implementation of automated system at the AIS services, in agreement with the indicated in the CAR/SAM Air Navigation Plan..		Records SAM Office.	A	Action Plan (2006) Ongoing	Indicated State		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
PAN Panama										
MET 35 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chapter 2, Standard 2.1.5)	Panama / Aerodrome meteorological offices and meteorological watch offices (MWO) of Tocumen	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	NOV/ 2000	a) Review the funcions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U	They are making efforts to use the resources of some projects to be implemented. Plans for the formation and update to start in 2007 and end in 2010. Coordination with the universities is being carried out to correct this deficiency.	NCAA in coordination with Hydromet Nat. Service		
MET 81 SAM	Aeronautical meteorological stations and observations (Annex 3, Part I, Chap. 4, standard 4.1.1)	Panama, Changinoa, Bocas del Toro and David aerodromes.	There are no MET stations in the aerodromes of MPBO, MPCH and MPDA.		Acquire and install the stations.	U	The Aeronauticla Authority of has already planned the installation of sensors and meteorological equipment at the aerodromes of Bocas del Toro, Changuinola and David, in order to correct this deficiency as soon as possible.	AAC		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
PER Peru										
AGA 379 SAM	Doc 8733, FASID CAR/SAM – AOP	PERU/DGAC/LAP/Jorge Chávez	No simple approach lighting system for RWY 33	MAY/ 2004	ICAO regular mission (17-18 MAY 2004, Recommended Action AGA/10 of its respective Report)	B	Install simple approach lighting system for RWY 33 "PENDING ACTION PLAN"	LAP		
AGA 380 SAM	Doc 8733, FASID CAR/SAM – AOP	PERU/DGAC/CORPAC/ Pisco	RFF CAT 7	MAY/ 2004	ICAO regular mission (17-18 MAY 2004, Recommended Action AGA/11 of its respective Report)	A	Upgrade RFF to CAT 9 "PENDING ACTION PLAN"	DGAC/CORP AC		
AGA 381 SAM	Doc 8733, FASID CAR/SAM – AOP	PERU/DGAC/CORPAC/ Pisco	No PAPI for RWY 04	MAY/ 2004	ICAO regular mission (17-18 MAY 2004, Recommended Action AGA/13 of its respective Report)	B	Install PAPI for RWY 04 "PENDING ACTION PLAN"	DGAC/CORP AC		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
PER Peru										
AIS 12 SAM	ICAO Annex 15, Para. 3.4.4. 1 y 3.4.4. 2. WGS-84.Geodetic System	Peru	Need to complete the implementation of the WGS-84 system, mainly with respect to the survey of all required obstacles data, effective coordination on the geographical coordinates at the boundaries of common FIRs and the publication of the geoid undulation as required. a) Obstacle data: In 2008 de upating of obstacle data and geographical coordinateswill be re-initiated. Termination date 2009. b)Geographical coordinates of transference points in the FIR boundaries and adjacent FIRs have been coordinated and completed in 2006. c) geoid undulation: no plans at short term.	JAN/ 2008	SAM RO Records	A	Action Plan (2006) 90% implemented	Indicated State	2009	
AIS 39 SAM	Annex 15; 3.6.1 English language	Peru	Requirement to use English for AIP.	JUL/ 2008	SAM RO Records..	A	Action Plan (2006) 15% implemented.	Indicated State.	DEC/ 2009	
AIS 42 SAM	ANNEX 15 , Chap. 8; Doc 8733 ANP, Par. 20; FASID,Table AIS-1 Implementation of required AIS aerodrome units	Peru	Need for effective implementation of AIS aerodrome units (Pisco) as required by the FASID,Table AIS-1. An AIS unit has been implemented at Pisco aerodrome with personnel having AIS licensing.		Records SAM Office.	A	Action plan (2006) 80% implemented.	Indicated State.	DEC/ 2008	
AIS 56 SAM	Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Peru	Need for production of this serie of ICAO chart under the WGS-84 system to satisfy the lack of production of the WAC aeronautical chart.		SAM Office records.	B	Action plan (2006).	Indicated State.	DEC/ 2012	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AIS 73 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Peru	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	Action Plan (2006) 40% implemented.	Indicated State	DEC/ 2010	
AIS 78 SAM	ICAO Annex 4, Chapter 3. Aerodrome Obstacle Chart - ICAO, Type A.	Peru	Need for effective production of Aerodrome Obstacle Chart - ICAO, Type A., concerning the following airport: Arequipa, Chiclayo, Iquitos, Cusco, y Talara.		SAM Office records.	A	Action plan (2006) 30% implemented.	Indicated State	DEC/ 2010	
AIS 114 SAM	ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 26. Pre-flight Information Bulletins (PIB)	Peru	Automated system integrating PIB/MET/FPL products by users.		SAM Office records.	A	Action Plan (2006) 80% implemented.	Indicated State	DEC/ 2010	
AIS 128 SAM	Annex 15, Chap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Peru	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action Plan (2006) 80% implemented.	Indicated State	DEC/ 2009	
AIS 172 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Peru	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prapared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2006 30% implemented	Indicated State	DEC/ 2012	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AIS 176 SAM	ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Peru	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system. Need for effective implementation of AIS aerodrome units (Pisco) as required by the FASID,Table AIS-1. An AIS unit has been implemented at Pisco aerodrome with personnel having AIS licensing.		SAM Office records.	A	Action plan (2006)	Indicated State	2012	
AIS 188 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Peru	Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action Plan (2006) Ongoing	Indicated States	DEC/ 2012	
PER Peru										
CNS 25 SAM	Radio Navigation Service Plan. Table CNS 3. ILS CAT II	Peru LIMA-CALLAO/Jorge Chavez	The current ILS sytem meets CAT I performance	MAY/ 1989	According to the Plan, the ILS requires Category II signal quality	B	Peru has indicated that the airport meets operational conditions for the Category. Only pending is ILS flight inspection.	Peru		
PER Peru										
MET 46 SAM	Notify the RVR for CAT 1 operations (Annex 3, Chap 4, Rec 4.6.3.2)	Peru / Aeronautical meteorological stations	RVRs SPIM MID, SPHI, SPSO and SPTN have not been implemented.	JUN/ 1996	Plan the acquisition or repairment of the RVRs.	A	Chiclayo 2009, Pisco 2010 and Tacna 2011. The RVR MID of Lima, 2009.	CORPAC	2011	
MET 63 SAM	Runway visual range (Annex 3, Chap. 4, Standard 4.6.3.4) FASID Table AOP 1 (CAR/SAM III-AOP 1-35)	Aerodrome meteorological station of Lima-Callao	No runway visual range assessments are made in the middle point.	NOV/ 2004		U	The RVR will be transferred from the runway end to the middle point.	CORPAC	2009	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
PRY Paraguay										
AGA 24 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	The main RWY pavement is in process of deterioration		Detected during mission conducted by ICAO Secretariat Fax letter 22 NOV 2002, from Paraguay	U	ACTION TAKEN: The repair in both ends: 1000m RWY02 and 600m RWY 20 was finalized, and to this date the overlaying of the 100% of the runway is in process. 60 working days is estimated for the finalization of the second phase of 1.700m of runway. ACTION PLAN: Resurface scheduled for the 15m RWY central part for 2006 (Doc DINAC 832/2005, 22 JUL 05)	Paraguay	2006	
AGA 60 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	Runway heavily distressed functionally and structurally	JUL/ 2001	Detected during mission conducted by ICAO Secretariat Planned for 2003, fax letter dated 22 NOV 2002 from Paraguay	A	Run functional and structural evaluation. Correct distress and rehabilitate pavement as indicated by the structural evaluation "PENDING ACTION PLAN"	Paraguay	2003	
AGA 61 SAM	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 Planned for 2003, fax letter 22 NOV 2002 from Paraguay	B	Periodically measure the coefficient of the friction of the runway and report the friction characteristics for the pilots. ACTION TAKEN: Program for training personnel, Contact with Brazil for technical cooperation and contacts with two universities in Asunción	Paraguay	2003	
AGA 62 SAM	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 Planned for 2003, fax 22 NOV 2002 from Paraguay	B	Enlarge the width of the runway shoulders to 7.5 m. ACTION TAKEN: Studies and project are under development	Paraguay	2003	
AGA 63 SAM	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 Planned for 2003, fax letter 22 NOV 2002 from Paraguay	B	Level and enlarge the RWY strip to 150 m wide on each side of the runway centre line. ACTION TAKEN: Depend upon availability of resources	Paraguay	2003	Lack of financial resources

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 65 SAM	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 Planned for 2003, fax letter 22 NOV 2002 from Paraguay	B	Construct straightforward access near the fire station. ACTION TAKEN: There is a design in final phase for constructing a rapid exit to the runway and the reallocation of the RFF to the north sector of the apron in accordance with the Master Plan of the airport.	Paraguay	2003	
AGA 66 SAM	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 Planned for 2003, fax letter 22 NOV 2002 from Paraguay	B	Construct one control room one floor up if the construction has the required strength to do so. ACTION TAKEN: Studies are being conducted in order to analyze the options to construct one floor up for the control room	Paraguay	2003	
AGA 269 SAM	Bird Strike (Amendment 5, Annex 14, vol. I)	Paraguay/DINAC	There are no National Bird Hazard Committee and Airport Coordination Committees	MAR/ 2004	ICAO Regular Mission (07/08 AUG 2003 - Recommended Action AGA/01of its respective Report)	A	Create National Bird Hazard Committee and Airport Coordination Committees "PENDING ACTION PLAN" *(Doc P/DINAC No. 695/2004, 24 JUN 2004)	DINAC	DEC/ 2004	
AGA 270 SAM	Emergency Plans (Annex 14, Vol. I, Cap. 9 & Doc 9137-AN/898)	Paraguay/DINAC	Emergency Plans are not updated	MAR/ 2004	ICAO Regular Mission (07/08 AUG 2003 - Recommended Action AGA/02 of its respective Report)	A	Update Emergency Plans "PENDING ACTION PLAN" *(Doc P/DINAC No. 695/2004, 24 JUN 2004)	DINAC	DEC/ 2004	
AGA 271 SAM	Aerodrome Certification (Annex 14, Vol. I, Sec. 1.3, Doc 9774)	Paraguay/DINAC	There is no basic documentation for aerodrome certification	MAR/ 2004	ICAO Regular Mission (07/08 AUG 2003 - Recommended Action AGA/03 of its respective Report)	A	Prepare basic documentation for aerodrome certification and start certification process "PENDING ACTION PLAN" *(Doc P/DINAC No. 695/2004, 24 JUN 2004)	DINAC	DEC/ 2004	
AGA 272 SAM	Doc 8733, FASID CAR/SAM - AOP	Paraguay/SGAS - ASUNCIÓN / Aerpuerto Int´l Silvio Pettirossi	The information on aerodrome reference code, critical aircraft and all-up mass are not consistent	MAR/ 2004	ICAO Regular Mission (07/08 AUG 2003, Recommended Action AGA/04 of its respective Report)	B	Send correct information and solicit the SAM Office to take the necessary steps "PENDING ACTION PLAN" *(Doc P/DINAC No. 695/2004, 24 JUN 2004)	DINAC	DEC/ 2004	
AGA 273 SAM	Emergency (Annex 14, Vol. I, Sec. 9.3 & Doc 9173, Part 5)	Paraguay/DINAC	There are no disabled aircraft removal plans	MAR/ 2004	ICAO Regular Mission (07/08 AUG 2003, Recommended Action AG/09 of its respective Report)	A	Develop disabled aircraft removal plans "PENDING ACTION PLAN" *(Doc P/DINAC No. 695/2004, 24 JUN 2004)	DINAC	DEC/ 2004	

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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1	2	3	4	5	6	7	8	9	10	11
AGA 274 SAM	Emergency (Annex 14, Vol. I, Sec. 9.1)	Paraguay/SGAS - ASUNCIÓN/Aeropuerto Int´l Silvio Pettirossi	The COE is not well structured. There is no responsible for trigger it in case of emergency	MAR/ 2004	ICAO Regular Mission (07/08 AUG 2003, Recommended Action AGA/10 of its respective Report)	A	Re-strusture the COE. Keep responsible for trigger it in case of emergency "PENDING ACTION PLAN" *(Doc P/DINAC No. 695/2004, 24 JUN 2004)	DINAC	DEC/ 2004	
AGA 275 SAM	RWY Strip (Annex 14, Vol. I, Sec. 3.3 and 8.7 & Cap. 8 of its Appendix)	Paraguay/SGAS - ASUNCIÓN/Aeropuerto Int´l Silvio Pettirossi	Rigid bases for the ILS localizer antennae	MAR/ 2004	ICAO Regular Misión (07/08 AUG 2003, Recommended Action AGA/11 of its respective Report)	A	Eliminate rigid bases and provide frangible entire set "PENDING ACTION PLAN" *(Doc P/DINAC No. 695/2004, 24 JUN 2004)	DINAC	DEC/ 2004	

OUTSTANDING DEFICIENCIES

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

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
PRY Paraguay										
AIS 11 SAM	ICAO Annex 15, Para. 3.4.4. 1 y 3.4.4. 2. WGS-84.Geodetic System	Paraguay			SAM RO Records..	A	Action plan 2006. 90% implemented	Indicated State		
AIS 22 SAM	ICAO Annex 4. WGS-84.Geodetic System	Paraguay	Need for production of all required aeronautical charts under the WGS-84 system mainly the aerodrome/heliport charts with the geoid undulation as it is required. 1) All aeronautical charts under the WGS84 system are produced. 2) The geoidal ondulation will be published on 2008.		SAM RO records.	A	Action Plan (2006) 90% implemented.	Indicated State		1) All aeronautical charts under the WGS84 system are produced. 2) The geoidal ondulation will be published on 2008.
AIS 38 SAM	Annex 15; 3.6.1 English language	Paraguay	Requirement to use English for plain language texts in AIS publications		SAM RO Records..	A	Action Plan (2006) 15% implemented.	Indicated State.		Will stay like a difference with respect to the SARPS of reference. The same one is published according to the established requirements.
AIS 51 SAM	ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Paraguay	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action plan 2006.	Indicated State.		February 2008: 1) To short or medium term, the Cartographic Institute does not have predicted the production of this type of letters. 2) one will stay like a difference with respect to the SARPs.
AIS 55 SAM	Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Paraguay	Need for production of this serie of ICAO chart under the WGS-84 system to satisfy the lack of production of the WAC aeronautical chart.		SAM Office records.	B	Action plan 2006.	Indicated State.		February 2008: 1) To short or medium term, the Cartographic Institute does not have predicted the production of this type of letters. 2) one will stay like a difference with respect to the SARPs.

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AIS 72 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Paraguay	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	Action plan (2006) 60% implemented.	Indicated State		February 2008: All aerodromos that have instrument approach charts, CAP 11.7.2 of Annex 4 "is not applicable" because the topography of the land in no case exceeds the indicated specifications.
AIS 113 SAM	ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 26. Pre-flight Information Bulletins (PIB)	Paraguay	Need for effective implementation in the provision of pre-flight bulletins (PIB) in all the designated aerodromes as it is indicated in FASID Table AIS 1; and maily with respect to the provision of users with an automated system integrating PIB/MET/FPL products.		SAM Office records.	A	Action Plan (2006) 30% implementedr.	Indicated State		February 2008: The provision of users with an automated system integrating PIB/MET/FPL products will be implemented on june 2008 with AMHS.
AIS 150 SAM	Annex 15, Para. 5.2.2.1. Use of English languaje in NOTAM.	Paraguay	Need of use of English languaje for those parts of the NOTAM requiring text in plain languaje (Appendix 6, 8 Item E).		SAM Office records.	A	Action plan 2006. 40% implemented.	Indicated State		February 2008: This was implemented on 2007. With the implementation of the notam automated system , these procedures will be updated and applicable in June
AIS 171 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Paraguay	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prapared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2006 100% implemented	Indicated State		February 2008: The implementation of the quality system is in the previous phase to ISO 9001:2000 certification. Date of considered implementation: 2008 March 2008: Quality Management System has already implemented. The process of certification ISO 9001:2000 was initiated.

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AIS 187 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Paraguay	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action Plan 2006 Ongoing	Indicated States		February 2008: This requirement will be accomplished with the ISO 90001-2000
AIS 200 SAM	Annex 15, Cap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Paraguay	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action Plan (2006). Lack of required procedures	Indicated State		
AIS 201 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Paraguay	Need for the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	Action Plan (2006) 80% implemented.	Indicated State		February 2008: The inclusion of geoidal undulation in the Aerodrome/Heliport Chart - ICAO will be accomplished in june 2008
AIS 227 SAM	CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Paraguay	Requirement for implementation of automated system at the AIS services, in agreement with the indicated in the CAR/SAM Air Navigation Plan..		Records SAM Office.	A	Action Plan (2006) 25% implemented.	Indicated State		February 2008: With the implementation of AMHS, this process will be accomplished in 2009.
PRY Paraguay										
ATM 10 SAM	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Paraguay	The proficiency in the English language of some ATC units is below the desired level and could be a contributory factor for the occurrence of incidents and/or aeronautical accidents. (Annex 1)	OCT/ 1995	GREPECAS/5	U	Through Note GNA-001/02 dated 22 November 2002, the administration has initiated the training process for the English language proficiency, scheduled to finalize in 2005. (Mission 2004: State is encouraged to maintain the training programme on this field).	DINAC Paraguay	DEC/ 2007	Paraguay informed that the solution is foreseen by 2007.

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS FIELD IN THE SAM REGION

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
PRY Paraguay										
CNS 15 SAM	Radio Navigation Service Plan. Table CNS 3. DME	Paraguay ASUNCION/S. Pettirossi	This DME is not implemented	MAY/ 1989	This DME is associated with the ILS for approach and landing operations. NDBs are used as markers	A	PARAGUAY informed that they are not going to install the DME associated to the ILS , because the ILS counts with a medium and external radio marker.	Paraguay		It will be not implemented
CNS 21 SAM	Radio Navigation Service Plan. Table CNS 3. VOR	Paraguay, Mariscal Estigarribia	This VOR is not implemented	MAY/ 1989	This facility, recommended for en-route navigation, would support air routes UA320 and UA321	A	The modernization project of the Paraguayan air navigation system considers the VOR/DME. Date of VOR/DME implementation was not supplied.	Paraguay		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
PRY Paraguay										
MET 36 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chapter 2, Standard 2.1.5)	Paraguay / Aerodrome meteorological offices and meteorolgoical watch office (MWO)	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49. The actual personnel does not satisfy the minimum requirements for the preovision of MET service.	OCT/ 2006	Plan and carry out training and/or updating courses for aeronautical meteorological personnel, as necessary.	U	Short Term: Hire the personnel available graduated at the FP-UNA and 5 meteorological observers, graduated in Class IV Course carried out by INAC. Med. Term: Carry out an Aeronautical Meteorology Formation Course, in accordance with the requirements of WMO document No. 258. Long Term: Develop projects for the formation of Class I and Class II personnel with the assistance of Voluntary Technical Cooperation and senior level education institutes of the country.	DINAC	DEC/ 2007	There are legal restrictions, since currently it is not possible to increase the number of public officers hired.
MET 45 SAM	Notify the RVR for CAT 1 operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Paraguay / aeronautical meteorological stations	RVRs SGAS is functioning but not in operation. The RVR SGES is not in operation.	OCT/ 2006	In SGAS, the equipment is installed but with communication problem. In SGES, the equipment is out of service and the purchase of a semi-automatic meteorological station is planned, including an RVR equipment.	A	In SGAS. Contract with ICAO is being reviewed for the acquisition of the RADIO-MODEM, to carry out the RVR connection and the ATS/MET units ATS/MET (CAP). A project is being developed, which is in the bidding process, for the acquisition of a semi-automatic meteorological station, including RVR for SGES, is foreseen.	DINAC	JAN/ 2009	
MET 90 SAM	Routine observations and reports (Annex 3, Chap. 8, Standard 4.3.2 a.)	Paraguay Ciudad del Este aerodrome	Do not prepare MET REPORT.	OCT/ 2006	Standard implementation.	A		DINAC	JUL/ 2009	
MET 91 SAM	Special observations and reports (Annex 3, Chap. 4, Standard 4.4.2 a.).	Paraguay/Ciudad del Este aerodrome.	SPECIAL is not prepared	OCT/ 2006	Standard implementation	A		DINAC	JUL/ 2009	
MET 92 SAM	Aeronautical Climatological information (Annex 3, Chap. 8, Standard 8.1.1)	Paraguay/Asunción and Ciudad del Este aerodromes	Aerodrome climatological tables are not prepared.	OCT/ 2008	Standard implementation.	B		DINAC	JUL/ 2009	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
SUR Suriname										
AGA 230 SAM	Bird Hazard (Annex 14, Vol. I, Ch. 9.5 and its Amendment No. 5, Doc 9137-AN/898, Part 3 and Doc 9332)	Suriname/All aerodromes	There is no Bird Strike Committee	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	A	Establish a National Committe on Prevention of Bird Hazards "PENDING ACTION PLAN"	Suriname		
AGA 231 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Suriname/NEW NICKERIE/Maj. Fernandes Aerodrome	The aerodrome does not have RFF. The Regional ANP recommends Category 3	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	U	Provide RFF Category 3 for the aerodrome and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		
AGA 232 SAM	Visual aids (Doc 8733, Vol. II, FASID)	Suriname/NICKERIE/Maj. Fernandes Aerodrome	There are no PAPIS in both RWYs, as they were recommended by the Regional ANP	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPIs in both RWYs and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		
AGA 233 SAM	Visual aids (Doc 8733, Vol. II, FASID)	Suriname/NICKERIE/Maj. Fernandes Aerodrome	No RWY side stripe marking, as it is recommended by the Regional ANP	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RWY side stripe marking and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		
AGA 234 SAM	Visual aids (Doc 8733, Vol. II, FASID)	Suriname/PARAMARIBO/Zorg en Hoop Aerodrome	No PAPIs in both RWYs, as they were recommended by the Regional ANP	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPIs in both RWYs and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		
AGA 241 SAM	Physical characteristics/Object on RWY Srip (Annex 14, Vol. I, Ch. 3.3 and its Attach. A, Par. 8.2)	Suriname/Johan Adolf Pengel Aerodrome	Presence of a concrete box 130 cm long, 120 cm wide and 30 cm high at each side of the End 11 treshold	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Attend Paragraph 3.3 of Annex 14, Vol. I and Paragraph 8.2 of its Attachment A and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		
AGA 242 SAM	Physical characteristics/Object in RWY strip (Annex 14, Vol. I, Ch. 3.3 and its Attach. A, Par. 8.2)	Suriname/ZANDERY/Johan Adolf Pengel Aerodrome	Presence of a concrete box 200 cm long, 60 cm wide and 20 cm high at 15 m laterally away from End 11. This box is a rigid base for a frangible vertical sign	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Attend Paragraphs 3.3 and 8.7 of Annex 14, Vol. I and Paragraph 8.2 of its Attachment A and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		
AGA 243 SAM	Emergency/Other services (Annex 14, Vol. I, Ch. 9.3)	Suriname/ZANDERY/Johan Adolf Pengel Aerodrome	There is no Disabled Aircraft Removal Plan	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Develop a Disabled Aircraft Removal Plan and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 429 SAM	Annex 14, Vol. I, Ch. 9 and Doc 9137-AN/898, Part 7	SURINAME/CAA	No emergency plans at airports	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/01 of its respective Report)	U	Implement emergency plans at airports	CAA		
AGA 430 SAM	Annex 14, Vol. I, Ch. 1 & Doc 9774	SURINAME/CAA	No basic documentation published for aerodrome certification	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/02 of its respective Report)	B	Prepare and publish basic documentation for aerodrome certification	CAA		
AGA 431 SAM	Annex 14, Vol. I, Ch. 9 & Doc 9773, Part 5	SURINAME/CAA	No disabled aircraft removal plan for int´l airports	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/03 of its respective Report)	B	Provide disabled aircraft removal plans for int´l airports	CAA		
AGA 432 SAM	Doc 8733 FASID CAR/SAM - AOP	SURINAME/SMNI – NEW/NICKERIE/Maj. Fernandes	RWY Reference Code 1A in the ANP, instead of 1B	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/04 of its respective Report)	B	Request Amendment to correct ANP	CAA		
AGA 433 SAM	Doc 8733 FASID CAR/SAM - AOP	SURINAME/SMNI – NEW/NICKERIE/Maj. Fernandes	ANP requires TWY centerline & holding position marking	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/05 of its respective Report)	B	Request Amendment to correct ANP	CAA		
AGA 434 SAM	Doc 8733, FASID CAR/SAM – AOP	SURINAME/SMZO – PARAMARIBO/Zorg en Hoop	RWY Reference Code 1A in the ANP, instead of 1B	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/06 of its respective Report)	B	Request Amendment to correct ANP	CAA		
AGA 435 SAM	Doc 8733, FASID CAR/SAM – AOP	SURINAME/SMZO – PARAMARIBO/Zorg en Hoop	No RWY designation marking at RWY 29 (ANP requirement)	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/07 of its respective Report)	A	Provide designation marking for RWY 29, according to ANP	CAA		
AGA 436 SAM	Doc 8733, FASID CAR/SAM – AOP	SURINAME/SMUP – ZANDERLY/Johan Adolf Pengel Int´l	No precision approach lighting system for RWY 11 (ANP requirement)	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/08 of its respective Report)	B	Install precision approach lighting system for RWY 11, according to ANP	CAA/Airport Operator		
AGA 437 SAM	Annex 14, Vol. I, Chs. 3 & 4	SURINAME/SMUP – ZANDERLY/Johan Adolf Pengel Int´l	RWY strip does not have adequate width at RWY North side (canal, ground elevation and fence on the strip)	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/09 of its respective Report)	B	Eliminate obstacles & provide RWY strip 150 m wide	CAA/Airport Operator		
AGA 438 SAM	Annex 14, Vol. I, Ch. 4	SURINAME/SMUP – ZANDERLY/Johan Adolf Pengel Int´l	Trees penetrating the transitional surface, at North side of the runway	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/10 of its respective Report)	A	Cut the trees leaving the transitional surface free of obstacle, at North side of the runway	CAA/ Airport Operator		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 439 SAM	Annex 14, Vol. I, Ch. 1 & Doc 9774	SURINAME/SMUP – ZANDERLY/Johan Adolf Pengel Int´l	The aerodrome is not certified yet according to Doc 9774	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/11 of its respective Report)	B	The airport need to be certified according to Doc 9774	CAA/Airport Operator		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
SUR Suriname										
AIS 13 SAM	ICAO Annex 15, Para. 3.4.4.1 WGS-84.Geodetic System	Suriname	Need to comply with effective and total implementation of the WGS-84.		SAM RO Records..	U	Action plan 2005. Ongoing	Indicated State		
AIS 24 SAM	ICAO Annex 4. WGS-84.Geodetic System	Suriname	Need for production of all required aeronautical charts under the WGS-84 system.		SAM RO records.	A	Action Plan (2005 Ongoing.	Indicated State		
AIS 31 SAM	CAO Annex 15, Chapter 6; ANP (Doc. 8733) Par. 46 - 49. Sistema AIRAC.	Suriname	Need for an effective implementation of AIRAC requirements.		SAM RO Records.	U	Action Plan (2005). 80% implemented	Indicated State		
AIS 43 SAM	ANNEX 15 , Chap. 8; Doc 8733 ANP, Par. 20; FASID,Table AIS-1 Implementation of required AIS aerodrome units.	Suriname	Need for effective implementation of AIS aerodrome units (New Nickerie, Zandery and Zorg en Hoop) as required by the FASID,Table AIS-1.		Records SAM Office.	A	Action plan (2005) 80% implemented.	Indicated State.		
AIS 57 SAM	Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Suriname	Need for production of this serie of ICAO chart under the WGS-84 system to satisfy the lack of production of the WAC aeronautical chart.		SAM Office records.	B	Action plan 2005	Indicated State.		
AIS 115 SAM	ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 26. Pre-flight Information Bulletins (PIB)	Suriname	Need for effective implementation in the provision of pre-flight bulletins (PIB) in all the designated aerodromes as it is indicated in FASID Table AIS 1; and maily with respect to the provision of users with an automated system integrating PIB/MET/FPL products.		SAM Office records.	A	Action plan 2005. 80% implemented	Indicated State		
AIS 129 SAM	Annex 15, Chap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Suriname	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action plan 2005 70% implemented	Indicated State		
AIS 136 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrument Approach Charts - OACI.	Suriname	Need to include the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of instrument approach charts - OACI.		Records SAM Office.	A	Action plan 2005 70% implemented	Indicated State		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AIS 161 SAM	ICAO Annex 4, Chapter 7;Par. 7.6.2 Enroute Navigation Charts - ICAO.	Suriname	Need to produce the ICAO Enroute Charts to a scale of representation, according to the users operational requirements and include in the AIP this Charts, also including the required Area Minimun Altitude (AMA) in such serie of charts.		SAM RO records.	A	Action plan 2005 70% implemented	Indicate State		
AIS 173 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Suriname	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prapared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2005 Ongoing	Indicated State		
AIS 189 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Suriname	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action plan 2005 Ongoing	Indicated States		
AIS 203 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Suriname	Need for the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	Action plan 2006 70% implemented	Indicated State		
AIS 229 SAM	CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Suriname	Requirement for implementation of automated system at the AIS services, in agreement with the indicated in the CAR/SAM Air Navigation Plan..		Records SAM Office.	A	Action Plan (2005) Ongoing.	Indicated State		
SUR Suriname										
CNS 26 SAM	Radio Navigation Service Plan. Table CNS 3. NDB	Suriname PARAMARIBO/Zorg en Hoop	This NDB is not implemented	MAY/ 1989	This facility was recommended for terminal navigation	B	The NDB won´t be installed The Aeronautical Administration of Surinam asked to remove the NDB from Table 3 of FASID.	Suriname		It will be not implemented

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
SUR Suriname										
MET 21 SAM	Exchange of OPMET information (CAR/SAM FASID para. 35 to 39)	Suriname / Aeronautical meteorological stations and meteorological watch office (MWO) of Paramaribo	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	JUN/ 1996	Follow-up CAR/SAM FASID Tables MET 2A and MET 2B.	A		Meteorological Service	DEC/ 2009	
MET 38 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Suriname / Aerodrome meteorological offices and meteorological watch office (MWO) of Paramaribo	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	JUN/ 1996	a) Review the funcions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U		NCAA in coordination with MET Service	DEC/ 2009	
MET 47 SAM	Report the RVR for CAT 1 operations (Annex 3, Part I, Chapter 4, Recommendation 6.3.2)	Suriname / Aeronautical meteorological stations	SMJP RVR of Zandery has not been implemented.	JUN/ 1996	Plan the acquisition of RVR.	A		NCAA in coordinatin with MET Service	DEC/ 2009	
MET 58 SAM	SIGMET information (Annex 3, Chap 7, Standard 7.1.1)	Suriname/Meteorological Watch Office (MWO-Paramaribo)	SIGMETs have not been prepared	OCT/ 2004	a) Prepare SIGMET information based on Table A6-1 Template for SIGMET and AIRMET messages and special air-reports (uplink); and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	U		Meteorological Service	DEC/ 2009	
MET 59 SAM	Surface wind (Annex 3, Standard 4.1.2.1)	Suriname COM Dependency	Displays of surface wind in ATS units correspond to wind sensor installed at the top of the TWR	OCT/ 2004	Surface wind display in the surface of ATS dependencies must corresponds to the sensors of the MET station	U		NCAA in coordination with Meteorological Service	DEC/ 2009	
MET 64 SAM	Requirements for communications (Annex 3, Standard 11.1.1)	Suriname COM unit		OCT/ 2004	Suitable telecommunications facilities shall be made available to permit MET offices to supply the required MET information to ATS units.	A		NCAA in coordination with Meteorological Service	DEC/ 2009	
MET 96 SAM	Routine observations and reports (Annex 3, chap. 8, Standard 4.3.2 a.)	Suriname/SMNI, SMZO, SMJP Aerodromes.	MET Reports are not prepared.	DEC/ 2008	Implement the standard.	A		Meteorological Service	DEC/ 2009	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
MET 97 SAM	Special observations and reports (Annex 3, Chap. 4, Standard 4.4.2 a).	Suriname/SMNI, SMZO, SMJP Aerodromes	SPECIAL reports are not prepared.	DEC/ 2008	Implement the standard.	A		Meteorological Service	DEC/ 2009	
MET 98 SAM	Aeronautical Climatological information (Annex 3, chap. 8, Standard 8.1.1)	Suriname/SMNI, SMZO, SMJP Aerodromes.	Aerodrome climatological tables are not prepared.	DEC/ 2008	Implement the standard.	B		Meteorological Service	DEC/ 2009	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
URY Uruguay										
AGA 259 SAM	Visual Aids (Doc 8733, FASID CAR/SAM - AOP)	Uruguay/SUCA-COLONIA/Colonia Int´l	There is no PAPI installed for RWY 12	MAR/ 2004	ICAO Regular Mission (05/06 AUG 2003 - Recommended Action AGA/04 of its respective Report)	A	Install PAPI for RWY 12 "PENDING ACTION PLAN" ACTION PLAN: There are obstacles at the approach to RWY 12. A GPS-NPA approach procedure to be syncronized with the PAPIs is being designed (Fax 075/04, 21 SEP 2004, from DINACIA)	Uruguay/DINACIA		
AGA 265 SAM	Visual Aids (Doc 8733, FASID CAR/SAM - AOP)	Uruguay/SUMU-MONTEVIDEO/Carrasco Int´l Gral. Cesáreo L. Benisso	Simple approach lighting system not installed for RWY 06	MAR/ 2004	ICAO Regular Mission (05/06 AUG 2003 - Recommended Action AGA/16 of its respective Report)	A	Install the simple approach lighting system for RWy 06 "PENDING ACTION PLAN" ACTION PLAN: To be installed in 2005/2006 (Fax 075/04, 21 SEP 2004, from DINACIA)	DINACIA	2006	
AGA 266 SAM	Emergency (Annex 14, Vol. I, Ch. 9 & Doc 9173, Part 5)	Uruguay/DINACIA/All int´l airports	There are no disabled aircraft removal plans for int´l airports	MAR/ 2004	ICAO Regular Mission (05/06 AUG 2003 - Recommended Action AGA/35 of its respective Report)	B	Prepare disabled aircraft removal plans for the int´l airports "PENDING ACTION PLAN"	DINACIA		
AGA 267 SAM	Phisical Characteristics (Annex 14, Vol. I, Ch. 3)	Uruguay/SUMU-MONTEVIDEO/Carrasco Int´l Gral. Cesáreo L. Benisso	The TWY does not have strips	MAR/ 2004	ICAO Regular Mission (05/06 AUG 2003 - Recommended Action AGA/36 of its respective Report)	B	Construct TWY strips "PENDING ACTION PLAN" ACTION PLAN: Construction scheduled for 2005/2006 (Fax 075/04, 21 SEP 2004, from DINACIA)	DINACIA	2006	
AGA 268 SAM	Equipment and Installations (Annex 14, Vol. I, Section 8.7 & Cap. 8 of its Apendix A	Uruguay/SUMU-MONTEVIDEO/Carrasco Int´l Gral. Cesáreo L. Benisso	Frangible tower installed over rigid base on RWY strip (West side of RWY 19)	MAR/ 2004	ICAO Regular Mission (05/06 AUG 2003 - Recommended Action AGA/37 of its respective Report)	B	Provide frangible base for the tower "PENDING ACTION PLAN"	DINACIA		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
URY Uruguay										
AIS 25 SAM	ICAO Annex 4; Annex 15, Para. 3.6.4.1 and 3.6.4.2. WGS-84.Geodetic System	Uruguay	Lack of total implementation of the WGS-84 system, mainly concerning requirements as the survey of all required obstacles data, the publication of the geoid undulation as it is required. Need to produce the aeronautical charts under the WGS-84 (VFR 1:500.000 and 1:1.000.00 charts); mainly such charts where figures of geoid undulation should be indicated.		SAM RO records.	A	Action Plan (2005) 80% implemented	Indicated State		
AIS 40 SAM	Annex 15; 3.6.1 English language	Uruguay	Requirement to use English for plain language texts in AIS publications		SAM RO Records..	A	Action Plan (2005) 30% implemented	Indicated State.		
AIS 44 SAM	ANNEX 15 , Chap. 8; Doc 8733 ANP, Par. 20; FASID,Table AIS-1 Implementation of required AIS aerodrome units.	Uruguay	Need for effective implementation of AIS aerodrome units (Colonia, Maldonado, Montevideo/Angel Adami, Rivera and salto) as required by the FASID,Table AIS-1.		Records SAM Office.	A	Action Plan (2005) 80% implemeted	Indicated State.		
AIS 58 SAM	Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Uruguay	Need for production of this serie of ICAO chart under the WGS-84 system to satisfy the lack of production of the WAC aeronautical chart.		SAM Office records.	B	Action plan (2005). Ongoing	Indicated State.		
AIS 79 SAM	ICAO Annex 4, Chapter 3. Aerodrome Obstacle Chart - ICAO, Type A.	Uruguay	Need for effective production of Aerodrome Obstacle Chart - ICAO, Type A., concerning the following airport: Artigas, Carmelo, Colonia, Durazno, Maldonado, Melo, Montevideo/Angel Adamii y Montevideo Intl/Carrasco, Paysandu, Punta del Este, y Rivera.		SAM Office records.	A	# Implementation Plan (2004) indicated that relevant action is being taken on the matter.	Indicated State		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AIS 116 SAM	ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 26. Pre-flight Information Bulletins (PIB)	Uruguay	Need for effective implementation in the provision of pre-flight bulletins (PIB) in all the designated aerodromes as it is indicated in FASID Table AIS 1; and maily with respect to the provision of users with an automated system integrating PIB/MET/FPL products.		SAM Office records.	A	Action Plan (2005) 80% implemented	Indicated State		
AIS 174 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Uruguay	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prapared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2005 Ongoing	Indicated State		
AIS 190 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Uruguay	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action plan 2005 Ongoing	Indicated States		
AIS 204 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Uruguay	Need for the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	Action plan 2005 80% implemented	Indicated State		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM FIELD IN THE SAM REGION

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
URY Uruguay										
ATM 11 SAM	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Uruguay	The proficiency in the English language of some ATC units is below the desired level and could be a contributory factor for the occurrence of incidents and/or aeronautical accidents. (Annex 1)	OCT/ 1995	GREPECAS/5	U	Through communication No. 025/02 dated 20 March 2002, the Uruguayan administration informed that they are studying the possibility to reinitiate improvement of English courses for ATCOs, planning aeronautical phraseology course for ATCOs with bilingual requirements in Spanish and English. During 2003, training programme was reinitiated to reach level 5 of Annex 1. When hiring neew personnel the minimum level required corresponds to the "First Certificate of Advanced English".	DINACIA Uruguay		Uruguay informed that a training system for air traffic controllers in English language proficiency foreseeing its solution by 2007.
ATM 23 SAM	Use of the aeronautical phraseology	Uruguay	In general, the use of aeronautical phraseology does not meet the required levels and it is a relevant factor with regard to ATS incidents	SEP/ 2000	ATM/SAR 02/00-SAM Meeting.	U	1. Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units. 3) Has training programmes (Mission Nov 2003) for the correct use of aeronautical phraseology in Spanish and English languages for ATCOs, with supervision on the adequate use of the same.	DINACIA Uruguay		Uruguay informed that a training process on the use of aeronautical phraseology for air traffic controllers has been implemented, foreseeing its solution by 2006.

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
URY Uruguay										
MET 22 SAM	Exchange of OPMET information (FASID CAR/SAM para. 35 to 39)	Uruguay / Aeronautical meteorological stations and meteorological watch offices (MWO)	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	JUN/ 1996	Implement the COM/MET SIP Recommendations for the SAM Region.	A	Coordination between COM/MET.	COM/MET - WMO		
MET 39 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chapter 2, Standard 2.1.5)	Uruguay / Meteorological Watch Offices (MWO) and aerodrome meteorological offcies.	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	JUN/ 1996	a) Review the funcions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U		DINACIA / DNM		
MET 80 SAM	Aerodrome meteorological stations and observations. (Annex 3, Chap 4, Standard 4.1)	Uruguay, SUCA and SURV.	There is not aerodrome meteorological station.	OCT/ 2006	Acquire and install the stations.	A		DINACIA/ DNM		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
VEN Venezuela										
AGA 28 SAM	Visual Aids (Annex 14, Vol. I. Ch. 5)	Venezuela, MARACAIBO/La Chinita Aerodrome	No PAPI at RWY 20		IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	U	Implement the facility "PENDING ACTION PLAN"	Venezuela		PAPI installation for second semester of 2010 is under study
AGA 75 SAM	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)		IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	U	Reconstruct the taxiways "PENDING ACTION PLAN"	Venezuela		A taxiway repavement plan is currently underway, estimating to be finished during the first semester of 2009
AGA 76 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, CARACAS/Maiquetia Aerodrome	Apron with cracks, potholes, rutting, vegetation growth and raveling		IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	B	Begin immediate planning for apron rehabilitation "PENDING ACTION PLAN" ACTION PLAN: Repairs are underway (IP/31-GREPECAS-14/16-20 APR07)	Venezuela	AUG/ 2007	Apron is currently 30% repaved and is included within the taxiway repavement plan, estimating to be finished during the first semester of 2009
AGA 77 SAM	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		IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	B	Repair the slabs at the beginning "PENDING ACTION PLAN" ACTION PLAN: There is a plan to rehabilitate this area on NOV07 (IP/31-GREPECAS-14/16-20 APR07)	Venezuela	2008	Total RWY 15/33 repavement is scheduled to start in the first quarter of 2009
AGA 97 SAM	Bird Strike Hazard (Annex 14, Vol. I, Chap.9.5)	Venezuela, MARGARITA, Margarita Intl. Airport	Birds were observed within the perimeter of the airport		IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	A	Create a National Bird Strike Committee and establish a wild life program "PENDING ACTION PLAN" ACTION PLAN: National Committee scheduled to be created during the 2nd semester 2007 (IP/31-GREPECAS-14/16-20 APR07)	Venezuela	DEC/ 2007	
AGA 129 SAM	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/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	B	Evaluate the causes of unevenness and fix it "PENDING ACTION PLAN"	Venezuela		Apron is currently 30% repaved and is included within the taxiway repavement plan, estimating to be finished during the first semester of 2009

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 130 SAM	Visual aids (Annex 14, Vol. I, Chap. 5)	Venezuela, MAIQUETIA/Simon Bolivar	No VASIS or PAPI on RWY 27	MAY/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	A	Provide PAPI at RWY 27 "PENDING ACTION PLAN"	Venezuela		Action plan for PAPI installation scheduled for the first semester of 2009
AGA 391 SAM	Annex 14, Vol. I, Attach. A	VENEZUELA/INAC	No adequate equipment for friction coefficient measurements	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/03 of its respective Report)	A	Acquire a continuous friction measuring device "PENDING ACTION PLAN" ACTION PLAN: Scheduled to be acquired between 07 JAN 05 and 30 JUN 06 (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUN 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	JUN/ 2006	
AGA 396 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Barcelona	No PAPI for RWY 33	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/08 of its respective Report)	B	Install PAPI for RWY 33 "PENDING ACTION PLAN" ACTION PLAN: Acquisition, installation and PAPI evaluation planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUL 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	The installation of a PAPI for the second semester of 2010 is under study
AGA 398 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Caracas	No PAPI for RWY 28	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/10 of its respective Report)	B	Install PAPI for RWY 28 "PENDING ACTION PLAN" ACTION PLAN: Acquisition, installation and PAPI evaluation planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUL 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	Action plan for PAPI installation scheduled for the first semester of 2009

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 399 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Maracaibo	No PAPI for RWY 27/R	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/11 of its respective Report)	B	Install PAPI for RWY 27/R "PENDING ACTION PLAN" ACTION PLAN: Acquisition, installation and PAPI evaluation planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUL 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	Installation of a PAPI for the second semester of 2010 is under study
AGA 401 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Margarita	No TWY edge lighting	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/13 of its respective Report)	B	Install TWY edge lighting "PENDING ACTION PLAN" ACTION PLAN: Reparations and installation planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for DEC 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	Action plan scheduled for the first semester of 2010
AGA 402 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Margarita	No PAPI for RWY 27	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/14 of its respective Report)	B	Install PAPI for RWY 27 "PENDING ACTION PLAN" ACTION PLAN: Acquisition, installation and PAPI evaluation planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUL 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	JUN/ 2006	Action plan for PAPI installation scheduled for the first semester of 2010
AGA 404 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Paraguana	RFF CAT 5	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/16 of its respective Report)	A	Update RFF to CAT 6 "PENDING ACTION PLAN" ACTION PLAN: CAT 6 planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for DEC 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	Action plan scheduled for the second semester of 2009

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 407 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/S. A. del Táchira	RWY 17 is NINST	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/19 of its respective Report)	B	Provide RWY 17 as NPA "PENDING ACTION PLAN" ACTION PLAN: Planned provision of RWY 17 as NPA (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for NOV 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	Aerodrome excluded from CAR/SAM FASID, Doc. 8733. Conventional procedure for this runway is not taken into account, due to presence of natural obstacles
AGA 409 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Valencia	No PAPI for RWY 28	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/21 of its respective Report)	B	Install PAPI for RWY 28 "PENDING ACTION PLAN" ACTION PLAN: SAM Office will be officialy notified (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUL 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	Action plan for PAPI installation scheduled for the first semester of 2009
AGA 410 SAM	Annex 14, Vol. I, Sec. 9.3	VENEZUELA/INAC/All aiports	No disabled aircraft removal plans for int´l airports	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/22 of its respective Report)	B	Develop disabled aircraft removal plans for int´l airports "PENDING ACTION PLAN" ACTION PLAN: All the international airports will be required to present their plans (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUN 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	Maiquetia and Ciudad Guayana disabled aircraft removal plans were delivered. Action plan for the remaining international airports scheduled for the first semester of 2009
AGA 411 SAM	Doc 9184-AN/902, Parts 1 & 2	VENEZUELA/INAC/IAAIM	No Airport Engineering Department	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/23 of its respective Report)	B	Structure an Airport Engineering Department "PENDING ACTION PLAN" ACTION PLAN: Planned the creation of the Airport Engineering Department (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	NOV/ 2006	Action plan secheduled for the first semester of 2009

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 417 SAM	Annex 14, Vol. I, Ch. 1, Sec. 1.4	VENEZUELA/INAC/IAAIM	The airport is not certified yet	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/29 of its respective Report)	B	Comply with Section 1.4 of Annex 14, Vol. I "PENDING ACTION PLAN" ACTION PLAN: It wil be complied as soon as the Venezuelan Aeronautical Regulations be published (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for MAR 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	DEC/ 2005	Phase IV ended. Total certification estimated for February 2009
AGA 418 SAM	Annex 14, Vol. I, Ch. 3, Sec. 3.5	VENEZUELA/INAC/IAAIM	No RESA for RWY 10	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/30 of its respective Report)	A	Provide RESA for RWY 10 "PENDING ACTION PLAN" ACTION PLAN: Scheduled evaluation together with IAAIM during the certification process (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	MAR/ 2007	
AGA 421 SAM	Annex 14, Vol. I, Ch. 10	VENEZUELA/INAC/IAAIM	No joint seal between apron slabs	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/33 of its respective Report)	B	Provide sealing of apron slabs joints "PENDING ACTION PLAN" ACTION PLAN: A survey will be carried out for planning the joint sealing (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for NOV 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	NOV/ 2006	Action plan scheduled for the second semester of 2009 -- reconstrucction and joining of sealings
AGA 423 SAM	Annex 14, Vol. I, Ch. 10	VENEZUELA/INAC/IAAIM	TWYs with pavement desegregation, distressed, vegetation in the cracks	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/35 of its respective Report)	A	Prepare project/design for TWYs maintenance/ rehabilitation "PENDING ACTION PLAN" ACTION PLAN: Pavement studies will be carried out for establishing a preventive/corrective maintenance program (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for DEC 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	SEP/ 2006	TWYs 30% repaved. TWY repavement action plan scheduled for the first semester of 2009

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 425 SAM	Annex 14, Vol. I, Ch. 3, Sec. 3.5	VENEZUELA/INAC/IAAIM	RESA at RWY 28 is unlevelled	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/37 of its respective Report)	A	Level RESA at RWY 28 "PENDING ACTION PLAN" ACTION PLAN: Evaluation will be carried out and corrective actions will be taken (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for MAR 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	JUL/ 2006	
AGA 427 SAM	Annex 14, Vol. I, Ch. 4	VENEZUELA/INAC/IAAIM	Presence of concrete boxes > 20 cm of the terrain surface, open box (4m x 4m x ≈ 5 m deep, room for equipments, rigid base for antennas, etc on the RWY strip	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/39 of its respective Report)	U	Eliminate all the obstacles from the RWY strip and provide frangible base for antennas. "PENDING ACTION PLAN" ACTION PLAN: The obstacles will be eliminated and frangible bases will be provided for the antennas (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUN 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	MAR/ 2006	Same has been 70% improved. Work is expected to be ended by the first semester of 2009
AGA 428 SAM	Annex 14, Vol. I, Ch. 4	VENEZUELA/INAC/IAAIM	Open trapezoidal canal (3 m x 6 m x 1.5 m deep) on the RWY strip	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/40 of its respective Report)	B	Provide a closing system for the trapezoidal canal on the RWY strip "PENDING ACTION PLAN" ACTION PLAN: A report with a recommendation for providing a closing system for the canal will be presented (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for DEC 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	JUL/ 2006	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
VEN Venezuela										
AIS 59 SAM	Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Venezuela	Need for production of this serie of ICAO chart under the WGS-84 system to satisfy the lack of production of the WAC aeronautical chart.		SAM Office records.	U	Action plan (2006) Ongoing	Indicated State.		
AIS 75 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Venezuela	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	Action Plan (2006) Ongoing.	Indicated State		
AIS 80 SAM	ICAO Annex 4, Chapter 3. Aerodrome Obstacle Chart - ICAO, Type A.	Venezuela	Need for effective production of Aerodrome Obstacle Chart - ICAO, Type A., concerning the following airport: Barcelona, Barquisimeto, Caracas, Charallave, Guayana, Maiquetia, Maracaibo Margarita, Maturin, Puerto Cabello, San Antonio del Táchira y Valencia.		SAM Office records.	A	Action Plan (2006) 50% implemented	Indicated State		
AIS 177 SAM	ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Venezuela	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action plan 2006 Ongoing	Indicated State		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AIS 231 SAM	CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Venezuela	Requirement for implementation of automated system at the AIS services, in agreement with the indicated in the CAR/SAM Air Navigation Plan..		Records SAM Office.	U	Action Plan (2006) Ongoing. A new automated system is in acquisition process. The data base aeronautical integrated system shall enable the generation and updating of the AIP, design and produce instrumental and visual flight procedures, radio navigatin aids performance simulation, airspace structuring, flight check simulation, production and updating of charts, among other features.	Indicated State		
VEN Venezuela										
ATM 25 SAM	Use of the aeronautical phraseology	Venezuela	In general, the use of aeronautical phraseology does not meet the required levels and is a relevant factor with regard to ATS incidents.	SEP/ 2000	ATM/SAR 02/00-SAM Meeting.	U	1. Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units. (E-CAR/SAM-NE ICG/2 Dic 2003). Realization of refreshment courses for ATCOs during 2004.	INAC Venezuela	JUL/ 2010	2008: A recurring training is kept in aerodrome, approach and control centre phraseology, according to the CATC capacities. 2007: Venezuela informed that a continuing process for training in the use of aeronautical phraseology for air traffic controllers has been implemented, foreseeing its solution by 2007.
ATM 205 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Venezuela	Need for the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	Action Plan (2006) 50% implemented.	Indicated State		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS FIELD IN THE SAM REGION

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
VEN Venezuela										
CNS 14 SAM	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	MAY/ 2001	AP/ATM/2 meeting.	U	A new VHF communication system for Maiquetía ACC was acquired through the ICAO Technical Cooperation Section with the aim to guarantee the complete coverage of the ACC .The system is in the installation phase and it is foreseen its operation at the middle of 2008.	Venezuela CAA	OCT/ 2007	
VEN Venezuela										
MET 67 SAM	FASID Table AOP 1 (CAR/SAM III-AOP 1-39)	Barcelona, Caracas, Maracaibo and Margarita	RVR assessments have not been implemented.	JUN/ 1996		A	Plan the acquisition of the required instruments.	INAC in coordination with the SMN	NOV/ 2009	The RVR from Maiquetia and Margarita are in the installation phase. Action plan for Maracaibo and Barcelona foreseen for the second semester of 2009.
MET 68 SAM	Exchange of OPMET information (CAR/SAM ANP Basic, paras. 35 to 39)	Caracs MWO and MET offices	MET offices do not have direct access to AFTN	DEC/ 2004	Implement COM Recommendations of SIP COM/MET for CAR/SAM Regions	A	Project for the modernization of the communications	INAC in coordination with the SMN	JUN/ 2009	The meteorological watch office has direct acceses to the AFTN network. Regarding the other airports it is foreseen that direct access will be available for the first semester of 2009.
MET 70 SAM	MET stations and obs. (Annex 3, Chap 4, Standard 4.1.1)	MET Office Maracaibo	IATA informs that all MET information is inappropriate.	APR/ 2005	Reported by IATA.	U	Implement the Recommendations of the mission carried out in Dec. 2004.	INAC in coordination with SMN	NOV/ 2009	an ARO-AIS-MET office will be implemented during the second semester of 2009.

Appendix B to Report on Item 2

Routes	Avg. Conv. Dist	Ortho. Dist	Difference	Time saved	Narrow Body (Small- Medium)	Wide Trí´s & Quad (Large)	Narrow Body (Small- Medium)	Wide Trí´s & Quad (Large)	Narrow Body (Small- Medium)	Wide Trí´s & Quad (Large)	Narrow Body (Small- Medium)	Wide Trí´s & Quad (Large)	Total Kg CO2	Total Tons CO2	Total Tons CO2
						2 semanas	1 semana	1 semana	Fuel (KG) por 1 mes	Fuel (KG) por 1 mes	CO2 (KG) por 1 mes	CO2 (KG) por 1 mes	Por Ruta 1 mes	Por Ruta 1 año	Por Ruta 8 años
TF 1 Buenos Aires - Santiago de Chile															
Santiago - Montevideo	800	739	61	7.625	41	0	21	0	26636	0	84888	0	84888	**1019**	**8149**
Santiago - Buenos Aires	670	616	54	6.750	181	23	91	11	102176	41654	325634	132751	458385	**5501**	**44005**
Santiago - Mendoza	186	106	80	10.000	87	0	43	0	71527	0	227957	0	227957	**2735**	**21884**
TF 2 Buenos Aires/Sao Paulo-Rio de Janeiro															
Buenos Aires - Sao Paulo	954	914	40	5.000	239	23	119	12	98974	33660	315429	107274	422703	**5072**	**40580**
Buenos Aires - Rio de Janeiro	1105	1097	8	1.000	95	0	48	0	7984	0	25446	0	25446	**305**	**2443**
Montevideo - Sao Paulo	878	831	47	5.875	44	0	22	0	1955	0	6229	0	6229	**75**	**598**
Montevideo - Rio de Janeiro	1013	1002	11	1.375	9	0	5	0	1144	0	3645	0	3645	**44**	**350**
TF 3 Santiago de Chile/Sao Paulo-Rio de Janeiro															
Santiago _Sao Paulo	1520	1399	121	15.125	140	0	70	0	176115	0	561279	0	561279	**6735**	**53883**
TF 4 Sao Paulo-Rio de Janeiro/Europe (Corredor EUR/SAM)															
Buenos Aires - Madrid	5499	5439	60	7.500	12	59	6	30	7485	126224	23856	402276	426132	**5114**	**40909**
Rio de Janeiro - Lisbon	4351	4163	188	23.500	16	13	8	7	31272	92284	99665	294108	393773	**4725**	**37802**
Rio de Janeiro - Madrid	4427	4396	31	3.875	21	11	11	6	7090	13043	22597	41568	64165	**770**	**6160**
Santiago - Madrid	5962	5784	178	22.250	0	21	0	11	0	137304	0	437586	437586	**5251**	**42008**
Sao Paulo - Dakar	2889	2853	36	4.500	0	23	0	12	0	30294	0	96546	96546	**1159**	**9268**
TF 5 Sao Paulo-Rio de Janeiro/Lima															
Lima - Sao Paulo	1869	1836	33	4.125	59	0	29	0	19899	0	63417	0	63417	**761**	**6088**
Lima - Santa Cruz	909	878	31	3.875	4	0	2	0	1289	0	4109	0	4109	**49**	**394**
Lima - La Paz	610	583	27	3.375	71	0	36	0	20211	0	64411	0	64411	**773**	**6183**
Santa Cruz - Sao Paulo	960	958	2	0.250	59	0	29	0	1206	0	3843	0	3843	**46**	**369**
Santa Cruz - La Paz	300	300	0	0.000	130	0	65	0	0	0	0	0	0	**0**	**0**
TF 6 Santiago-Lima/Los Angeles															
Santiago - Mexico	3629	3551	78	9.750	34	0	17	0	27571	0	87870	0	87870	**1054**	**8436**
Lima - Mexico	2356	2284	72	9.000	29	0	15	0	22456	0	71568	0	71568	**859**	**6871**
Lima - Los Angeles	3645	3621	24	3.000	34	0	17	0	8483	0	27037	0	27037	**324**	**2596**
TF 7 Santiago-Lima/Miami															
Santiago - Miami	3653	3581	72	9.000	156	0	78	0	116772	0	372154	0	372154	**4466**	**35727**
Santiago - Bogota	2482	2296	186	23.250	13	0	6	0	23205	0	73954	0	73954	**887**	**7100**
Lima - Miami	2320	2266	54	6.750	91	0	45	0	50527	0	161028	0	161028	**1932**	**15459**
Guayaqui - Miami	1696	1669	27	3.375	30	0	15	0	8421	0	26838	0	26838	**322**	**2576**
Panama - Miami	2320	2266	54	6.750	181	0	91	0	102176	0	325634	0	325634	**3908**	**31261**

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Routes	Avg. Conv. Dist	Ortho. Dist	Difference	Time saved	Narrow Body (Small- Medium)	Wide Trí´s & Quad (Large)	Narrow Body (Small- Medium)	Wide Trí´s & Quad (Large)	Narrow Body (Small- Medium)	Wide Trí´s & Quad (Large)	Narrow Body (Small- Medium)	Wide Trí´s & Quad (Large)	Total Kg CO2	Total Tons CO2	Total Tons CO2
						2 semanas	1 semana	1 semana	Fuel (KG) por 1 mes	Fuel (KG) por 1 mes	CO2 (KG) por 1 mes	CO2 (KG) por 1 mes	Por Ruta 1 mes	Por Ruta 1 año	Por Ruta 8 años
TF 8 Sao Paulo-Rio de Janeiro/Los Angeles															
Sao Paulo - Los Angeles	5484	5350	134	16.750	0	60	0	30	0	281900	0	898416	898416	**10781**	**86248**
Sao Paulo - Bogota	2403	2350	53	6.625	30	0	15	0	16530	0	52682	0	52682	**632**	**5057**
Sao Paulo - Panama	2795	2736	59	7.375	13	0	6	0	7361	0	23458	0	23458	**281**	**2252**
Sao Paulo - Mexico	4104	4008	96	12.000	15	0	8	0	15969	0	50893	0	50893	**611**	**4886**
Panama - Los Angeles	2689	2619	70	8.750	13	0	6	0	8733	0	27832	0	27832	**334**	**2672**
TF 9 Sao Paulo-Rio de Janeiro/Miami															
Sao Paulo - Miami	3571	3507	64	8.000	244	85	122	43	162350	192982	517410	615035	1132445	**13589**	**108715**
Rio de Janeiro - Miami	3718	3624	94	11.750	86	1	43	1	84044	6592	267850	21008	288858	**3466**	**27730**
TF 10 Sao Paulo-Rio de Janeiro/New York															
Sao Paulo - New York	4168	4106	62	7.750	45	58	23	29	29651	126084	94496	401829	496325	**5956**	**47647**
Rio de Janeiro - NY	4239	4174	65	8.125	3	20	2	10	2703	45581	8615	145266	153881	**1847**	**14773**
TF 11 Sao Paulo-Rio de Janeiro/New York															
Buenos Aires - New Yrk	4681	4605	76	9.500	67	6	34	3	53729	15988	171233	50955	222188	**2666**	**21330**
TF 12 Buenos Aires/Miami															
Buenos Aires - Bogota	2597	2534	63	7.88	21	0	11	0	14409	0	45923	0	45923	**551**	**4409**
Buenos Aires - Miami	3926	3830	96	12.00	0	123	0	61	0	410648	0	1308737	1308737	**15705**	**125639**
Bogota - Miami	1330	1299	31	3.88	161	0	81	0	52211	0	166396	0	166396	**1997**	**15974**
Kingston - Miami	550	511	39	4.88	119	0	59	0	47844	0	152480	0	152480	**1830**	**14638**
TF 13 North of South America/Europe															
Bogota - Paris	4710	4469	241	30.125	0	12	0	6	0	101400	0	323161	323161	**3878**	**31023**
Bogota - Madrid	4384	4338	46	5.750	0	30	0	15	0	48386	0	154206	154206	**1850**	**14804**
Bogota - London	4745	4430	315	39.375	12	0	6	0	132535	0	422389	0	422389	**5069**	**40549**
Caracas - Paris	4138	4123	15	1.875	0	16	0	8	0	8415	0	26818	26818	**322**	**2575**
Caracas - Madrid	3836	3785	51	6.375	0	40	0	20	0	71527	0	227956	227956	**2735**	**21884**
Caracas - London	4272	4040	232	29.000	0	12	0	6	0	97613	0	311093	311093	**3733**	**29865**
TF 17 Sudamerica/Africa															
Sao Paulo - Johannesburg	4157	4024	133	16.625	0	8	0	4	0	37306	0	118895	118895	**1427**	**11414**
Buenos Aires - Johannes..	4438	4389	49	6.125	0	17	0	8	0	27489	0	87607	87607	**1051**	**8410**
TF 18 Santiago/Easter Island-Papeete															
Santiago - Easer Island	2032	2029	3	0.375	8	0	4	0	499	0	1590	0	1590	**19**	**153**
Easter Island - Papeete	4326	4288	38	4.750	8	0	4	0	6321	0	20145	0	20145	**242**	**1934**
													TOTAL	**134460**	**1075677**

APPENDIX C

RESULTS

1. RESULT OF FUEL SAVING EXPRESSED IN US DOLLARS:

FUEL SAVING (US$)	AVERAGE PER YEAR	2008	2015	2008-2015
Normal Case (7%)	1,500,363	1,228.438	1,729,415	12,002,901
Optimist Case (10%)	2,028,952	1,572,719	2,321,298	16,231,614

2. RESULT OF CO EMISSIONS SAVING EXPRESSED IN TONS -CO2:

CO2 EMISSIONS SAVING (TON CO2)	AVERAGE PER YEAR	2008	2015	2008-2015
Normal Case (7%)	5399	4800	8342	55022
Optimist Case (10%)	9826	5998	11310	73437

Agenda Item 3: Institutional aspects related to the management and control of multinational systems and facilities

3.1 The Meeting reviewed the process followed by ICAO, in coordination with the States, within the GREPECAS mechanism and the meetings of the civil aviation authorities of the SAM Region (RAACs) regarding the proposals for the establishment of a Regional Multinational Organisation (RMO) as the most convenient manner for the management, consolidation and implementation of CNS/ATM systems in the modality of multinational facilities, with a view to a regional/global ATM system.

3.2 In this regard, the Meeting took note that, based on the results of studies carried out by GREPECAS that ended with the formulation of Conclusions 14/5 – *Generic document concerning an agreement for the establishment of a Regional Multinational Organisatio*n and 14/6 – *Technical cooperation project to facilitate the implementation of a Regional Multinational Organisation (RMO)*, the High-Level Panel on Institutional Aspects (EANAI) established during the RAAC/7 meeting, following directives from the RAAC/10 meeting, had met on two occasions to examine the application of the aforementioned Conclusions 14/5 and 14/6, in light of the guidance material on the implementation of multinational facilities contained in the CAR/SAM FASID (Doc. 8733).

3.3 In this sense, consideration was given to the results of the EANAI/2 meeting (Lima, Peru, March 2009), which developed material for the RAAC/11 meeting, as follows:

3.3.1 Note was taken that EANAI meetings had thoroughly examined, on two occasions, the guidance material prepared by GREPECAS on an Incorporation Agreement for the establishment, operation and management of a Regional Multinational Organisation (RMO). Likewise, the ICAO Regional Office had made a close follow-up on this topic. As a result of the review of this guidance material, the EANAI/2 meeting considered that this material was mature enough for submittal to the RAAC/11 meeting, and formulated Conclusion EANAI 2/1. At the time of the consideration of the mentioned Incorporation Agreement, Argentina requested the addition of a clause in the Agreement to preclude the participation as Observers of States having a sovereignty dispute, recognised by the United Nations, with any contracting party of the future RMO. The Meeting, after an extensive exchange of opinions, considered a motion to insert a new article in the draft Incorporation Agreement, numbered as Article 24, and renumbering the remaining articles accordingly. A small amendment to Article 1 of the Agreement was also made.

3.3.1.1 Likewise, the Meeting recognised the need for ICAO, in coordination with the States, to organise a Diplomatic Conference to draft the definitive texts of the Incorporaton Agreement.

3.3.1.2 As a result of the analysis made and of the inclusion of the new article in the draft Constituent Agreement, the Meeting formulated the following conclusion:

CONCLUSION 11/3 DIPLOMATIC CONFERENCE FOR DRAFTING THE DEFINITIVE TEXT OF THE INCORPORATION AGREEMENT FOR THE ESTABLISHMENT, OPERATION AND MANAGEMENT OF A REGIONAL MULTINATIONAL ORGANISATION (RMO)

That, ICAO, in coordination with the States of the Region, organise a Diplomatic Conference on the second semester of 2009, which, taking into account the draft Incorporation Agreement for the establishment, operation and management of a Regional Multinational Organisation (RMO) contained in Appendix A to this part of the Report, draft and approve the definitive text of said agreement for the establishment of the Regional Multinational Organisation.

3.3.2 The Meeting reviewed the material prepared by the ICAO Regional Office and the EANAI meetings on the minimum conditions for the establishment of the headquarters of a Regional Multinational Organisation (RMO). It was noted that the EANAI/2 meeting had analysed this material in light of the comments made by the States and received at the Regional Office. The Meeting agreed with this material and formulated the following conclusion:

CONCLUSION 11/4 STATE PROPOSALS FOR DETERMINING THE HEADQUARTERS OF THE REGIONAL MULTINATIONAL ORGANISATION (RMO)

The Meeting:

a) approved the minimum conditions for the establishment of the headquarters of the Regional Multinational Organisation (RMO), shown in Appendix B to this part of the Report; and

b) requested ICAO to circulate said Appendix to SAM States, inviting them to submit their proposals on RMO headquarters.

3.3.2.1 The Meeting took note of the position of Colombia regarding its wish of not participating in the initiative for the implementation of an RMO in the Region.

3.3.3 Pursuant to GREPECAS Conclusion 14/6 and to the last Article - *Temporary Provisions*, of the draft Incorporation Agreement (Appendix A to this part of the Report), the Meeting reviewed the project document prepared by ICAO at the request of the EANAI/2 meeting (Conclusion EANAI 2/3). It was noted that the work done by ICAO had been based on a project document profile examined by the EANAI/2 meeting. Upon discussing the Project Document, the Meeting made several comments on paragraph 4.4, Section A of same, and finally reached the conclusion that the paragraph should be modified to make it consistent with the text appearing in other regional projects, like RLA/03/901, RLA/06/901 and RLA/99/901, as transcribed below (taking into account that this project is only applicable to the ICAO SAM Region):

4.4 The ICAO Technical Co-operation Bureau (TCB) with headquarters in Montreal, maintains contact through the Lima Regional Office with the contracting States that require or receive technical cooperation in the civil aviation field, and coordinates the management and provision of the agreed assistance.

3.3.3.1 The Meeting noted that the Project Document shown in **Appendix C** to this part of the Report contained the guidelines necessary to assist the States in the implementation of a Regional Multinational Organisation. In this respect, the following conclusion was formulated:

CONCLUSION 11/5 TECHNICAL ASSISTANCE FOR THE IMPLEMENTATION OF A REGIONAL MULTINATIONAL ORGANISATION (RMO)

That, in order to establish the technical assistance for the implementation of a Regional Multinational Organisation (RMO), ICAO circulate the Technical Cooperation Project Document shown in Appendix C to this part of the Report for approval by the States.

3.4 As a final point in the discussion of this agenda item, the representative of Bolivia informed the Meeting that the initiative to implement a Regional Multinational Organisation (RMO) seemed very favourable and beneficial for the implementation of CNS/ATM systems in the Region, but he needed to consult with his Administration before expressing an opinion regarding the support of his State to the implementation of the RMO.

APPENDIX A

CONSTITUENT AGREEMENT FOR THE ESTABLISHMENT, OPERATION AND MANAGEMENT OF A REGIONAL MULTINATIONAL ORGANISATION (RMO)

Whereas no aspect inherent to the communications, navigation and surveillance/air traffic management (CNS/ATM) systems is incompatible with the Convention on International Civil Aviation (Chicago, 1944) or with its standards and recommended practices and, as a result, there are no legal obstacles to prevent their establishment and operation, as reflected in Resolutions A32-19, A32-20 and A35-3 of the International Civil Aviation Organization (ICAO) Assembly.

Whereas, in keeping with Article 28 of the Convention on International Civil Aviation (Chicago, 1944), States maintain authority and responsibility over air navigation control and the fulfilment of safety oversight standards within their sovereign airspace.

Whereas ICAO Assembly Resolutions A32-19, A32-20, and A-35-15 on the subject call for cooperation and mutual assistance among States to achieve the maximum degree of uniformity possible in the provision of CNS/ATM services.

Whereas regional initiatives for the development and planning of international air navigation principles and techniques, the enhancement of safety within the sphere of international civil aviation in order to prevent and reduce the negative consequences of operational failures of the CNS/ATM systems, and effective compliance of responsibilities for safety oversight, are all important.

Whereas regional cooperation is effective for putting into practice and consolidating the organisation and implementation of CNS/ATM systems, with a view towards global ATM and the safety system, taking into account for that purpose ICAO standards, recommendations, and guidance and, particularly, ICAO Assembly Resolutions A35-3 and A35-7.

Whereas ICAO Assembly Resolution A35-7 encourages States to promote the creation of regional or subregional associations to collaborate in developing solutions to common problems, in order to strengthen their individual capacities for safety oversight.

Whereas it is necessary to establish international agreements at the regional level to facilitate the establishment, operation and management of communications, navigation, and surveillance/air traffic management (CNS/ATM) and safety systems in the SAM and/or CAR Regions.

Whereas the CNS/ATM systems are global/regional in nature and the investments needed for their implementation and operation are sizeable, and international regional collaboration is essential for greater efficiency and economy, thereby avoiding the duplication of human and material resources, given the benefits to be gained from the sharing of facilities, services and costs and the possibilities for obtaining common financing and benefits.

Whereas cost sharing among users should be reasonable, their imposition and recovery will be carried out according to Article 15 of the Convention on International Civil Aviation (Chicago, 1944).

Whereas an appropriate legal framework is required to regulate the operation of CNS/ATM systems and cooperation for safety oversight, permitting the access of the largest possible number of States, with a view towards applying the principle of uniformity of international air navigation and safety standards and procedures.

Whereas the meetings of Civil Aviation Authorities (RAACs) of the SAM Region recognised the need to create a regional mechanism to study and decide on the feasibility of implementing CNS/ATM systems (RAAC/6, RAAC/7, RAAC/8, RAAC/9 and RAAC/10).

Whereas the CAR/SAM Regional Planning and Implementation Group (GREPECAS) has completed the task on institutional aspects and has prepared guidance material for the implementation of CNS/ATM systems (Conclusion 14/5) through the establishment of a Regional Multinational Organisation (RMO).

It is resolved to adopt the following:

AGREEMENT FOR THE ESTABLISHMENT OF A REGIONAL MULTINATIONAL ORGANISATION (RMO)

Article 1 – Scope

The ICAO SAM Region Contracting States agree to create in the Region a Regional Multinational Organisation (RMO) for the provision and management of multinational facilities in order to facilitate the implementation of, and, if necessary, implement the ATM operational concept with a view to the global ATM, supported by communication, navigation and surveillance/air traffic management (CNS/ATM) systems, and to give assistance on other matters, in keeping with the standards and recommended practices of the International Civil Aviation Organization (ICAO), which is to be called….and henceforth to be known as … (in this document, "the Organisation").

Article 2 – Legal nature

The Organisation shall have a legal status, may exercise its rights and incur obligations, and shall enjoy such management and financial autonomy as may be appropriate for contracting for, acquiring and disposing of the goods and services of the Organisation, as well as for undertaking legal action, taking part in trials, and being represented extrajudicially.

Article 3 – Purpose

The purpose of the Organisation is to provide and manage the multinational facilities envisaged in the CAR/SAM Regional Air Navigation Plan. It is not a profit-seeking organization since it operates under a cost-recovery scheme, in accordance with what its bylaws will stipulate, within the territory of the Contracting Parties and in all spheres of responsibility set forth in Regional Air Navigation Agreements and agreements with States/Organisations as may be reached by virtue of any bilateral or multilateral arrangement with the Organisation. Furthermore, the Organisation may provide assistance on other matters for the effective compliance of responsibilities by the Contracting Parties.

The Organisation may also provide other services not envisaged in the CAR/SAM Regional Air Navigation Plan, in keeping with what the respective bylaws stipulate and through the signing of bilateral or multilateral contracts or agreements.

Article 4 – Duties and responsibilities

The Organization shall have the following duties and responsibilities:

a) Exercise rights in regard to the provision, determination, receipt and management of the services listed in the previous article.

b) Establish an economic policy that will make it possible to achieve financial balance by obtaining its own resources.

c) Obtain loans in the financial markets that may be guaranteed by the Contracting Parties or others, if necessary.

d) Propose to the Contracting Parties the standardisation of national regulations and procedures with regard to air navigation services and other matters, in accordance with the standards and recommended practices of the Annexes to the Convention on International Civil Aviation (Chicago, 1944).

e) Carry out the necessary technical, operational and administrative studies and take the corresponding action to fulfil its purpose, taking into account the evolution and development of international civil aviation and compliance with the standards of the Convention on International Civil Aviation (Chicago, 1944).

f) Propose to the Contracting Parties the relevant amendments to the CAR/SAM Regional Air Navigation Plan.

g) Give its personnel appropriate and continuous training.

h) Establish the necessary links with States and International Organisations for the exercise of its duties and responsibilities.

i) Request from and communicate to the competent national authorities all relevant information and report to them any alleged violations of air navigation standards committed within the sphere of its responsibilities.

j) Assess the standardisation of systems within the territory of the Contracting Parties, in keeping with ICAO standards and recommended practices.

k) Study, advise, recommend, facilitate, decide and implement all matters related to the normal and regular activities of the Organisation.

l) Carry out any other activity demanded of it by the Member States that is related to its purpose and within its capability.

Article 5 – Liability and insurance

The Organisation shall, by taking out adequate insurance policies, cover all risks stemming from its liability for damages to third parties resulting from the operation of the facilities.

Article 6 – Headquarters

The Organisation shall have its headquarters in a city of a State Party to be determined according to the advantages offered for its establishment, to which end it shall sign the respective Headquarters Agreement with that State.

Article 7 - Structure

The Organisation shall consist of an Executive Council, an Executive Director and the necessary and appropriate technical, operational and administrative units to fulfil the responsibilities entrusted to it. The structure of the executive body shall be simple, so that it can operate in an agile manner. The tasks to be performed by officials shall cover technical, operational and administrative aspects.

Article 8 – Executive Council

An Executive Council shall administer the Organisation and shall be comprised of one representative of each Contracting Party, who will be replaced by an alternate if unable to attend, both of whom shall be appointed by that Contracting Party and shall be competent in aeronautical matters.

The Executive Council shall have a Chairman and a Vice-Chairman, elected from among the members in rotation and for such terms as the bylaws may stipulate.

Article 9 – Responsibilities of the Executive Council

The Executive Council shall have the following responsibilities:

a) Adopt a common policy for the operation and management of the multinational systems.

b) Set the rates and fees to be paid by users of the services provided by the Organisation.

c) Appoint the Executive Director and the technical, operational and administrative Directors, at the proposal of the Executive Director.

d) Approve the insurance policies stipulated in Article 5, to be taken out with such companies as it may deem appropriate.
e) Approve the annual budget and any reforms to it.
f) Approve the bylaws and internal regulations of the Organisation and/or make amendments or modifications to them.
g) Approve the amount and terms and conditions of any loans to be obtained in the financial markets for the accomplishment of its objectives.
h) Consider any proposal of amendments or modifications to this agreement.
i) Establish the policy for the personnel to be hired.

Article 10 –Executive Director

The Executive Director shall be a national of any of the Contracting Parties and shall occupy that position for such a term as the respective bylaws may stipulate.

Article 11 – Responsibilities of the Executive Director

The Executive Director is the legal representative and executive administrator of the Organisation and shall have the following responsibilities:
a) Sign the documents for the operation of the Organisation within its sphere of competence.
b) Present all such reports as required by the Executive Council.
c) Hire and exercise such personnel management duties as the Organisation may require, in accordance with the policy established by the Executive Council.
d) Propose to the Executive Council nominees for technical, operational and administrative Directors, with a view to their hiring.
e) Propose constituent amendments or modifications to the bylaws and internal regulations of the Organisation.
f) Analyse and propose the rates and fees to be collected by the Organisation.
g) Prepare the annual budget and advise the Executive Council on the subject.
h) Perform the duties of Secretary of the Executive Council.
i) Perform any other such task as may be entrusted by the Executive Council.

Article 12 – Decision-making methods

Each Contracting Party shall have one vote in the Executive Council, to be exercised through its representative.

Executive Council meetings shall require a quorum of two-thirds of the members.

Decisions shall be adopted by majority vote of two-thirds of those present, except in such cases specifically requiring a unanimous vote as may be stipulated in the bylaws and shall be binding on each State or Contracting Party.

Article 13 – Personnel

The Organisation shall hire personnel that are nationals of the Contracting States, except in duly justified exceptional circumstances or situations.

The staff shall have its own labour regime to that end the respective bylaws shall be drawn up and approved, based on those of the United Nations.

Article 14 – Financial system

In accordance with Article 15 of the Convention on International Civil Aviation (Chicago, 1944), the Organisation should try to reach a financial balance.

Article 15 - Audits

The Organisation shall undergo such internal, external, and ICAO audits as the bylaws may stipulate.

Article 16 – Fiscal and customs exemptions

The Organisation, its assets, income, activities and any such contracts as it may sign will be exempt from taxes, duties, charges and/or any other levy, as well as from any restriction or prohibition deriving from the import or export of what is needed for its operation, in a way similar to that contemplated for the United Nations system, within the territory of each of the Contracting Parties.

Article 17 – Privileges and immunities

The Organisation and each of the internal bodies shall, in the territory of each of the Contracting States, enjoy the necessary legal capacity to exercise their responsibilities and such facilities, privileges and immunities necessary to achieve their objectives, which are compatible with their bylaws, international law and the legislation of each State involved.

Its representatives and officials will also enjoy the privileges and immunities associated to their official activities, which are necessary to carry out their responsibilities with independence under this agreement.

All goods and salaries shall enjoy immunity against any legal proceeding, unless such is expressly waived. Even so, such waiver shall not be applied to any legal measure of execution.

Article 18 – Violations

The Organisation shall report to the competent national authorities any alleged violation of air navigation standards committed within the duties and responsibilities provided for in Article 4 and shall send the record accrediting the commission or omission that constitutes the transgression, for the adoption of any such measures as may be appropriate.

Article 19 – Dispute settlement

Any such difference or disagreement as may arise over the interpretation or application of this agreement shall be submitted to the Executive Council for resolution, whose final decision the States Parties agree to accept.

Article 20 – Signing and ratification

This agreement is to be signed and ratified by each of the Contracting Parties and the respective instrument of ratification deposited with ICAO.

Before the date of its entry into effect, this agreement shall be open to the signing of any other interested State of the ICAO South American Region.

ICAO shall notify the Governments of the other signatory States to the Agreement about any other signature or deposit of an instrument of ratification of the Agreement.

Article 21 – Entry into effect

This Agreement shall enter into effect sixty days after the deposit of the instruments of ratification of at least … (the final number shall depend upon the decision made by the Diplomatic Conference) Contracting States, to which end ICAO shall inform each of the respective Governments about that date.

In the case of any State depositing its instrument of ratification after the date of entry into effect of this Agreement, the Agreement shall become effective for that State sixty days after the date of deposit of its instrument of ratification.

Article 22 – Registration

This Agreement shall be registered with the International Civil Aviation Organization (ICAO) as stipulated in Article 83 of the Convention on International Civil Aviation (Chicago, 1944).

Article 23 – Adherence

The States from the ICAO South American Region that are not signatory to this Agreement may adhere to it, once it has entered into effect, by depositing an instrument of adherence with ICAO.

Before a State can adhere to the Agreement, unanimous approval must be obtained from all the Contracting Parties and an agreement signed between that State and the Organization, in order to consider such technical, operational, financial and administrative issues as may permit its incorporation.

The adherence shall become effective within thirty days after the deposit of the respective instrument.

Article 24 – Observers

The participation of Observers at the meetings of the Organization will require the unequivocal unanimous acceptance by the Contracting Parties or by those entitled to be Part of it..

Article 25 – Amendments or modifications

Any one of the Contracting Parties may propose amendments or modifications to this Agreement, which shall be submitted to the Executive Council for consideration and approved unanimously by the Contracting Parties.

Article 26 – Denouncement

Contracting Parties may denounce this Agreement two years after it has become effective for said Contracting Party, by accordingly notifying ICAO, which shall advise the other Contracting States thereof within a period of 30 days.

The denouncement of the Agreement shall become effective one year after the date of the communication by ICAO.

Article 27 – Duration and dissolution

This agreement will have an indefinite duration and will cease to be effective when the Executive Council decides unanimously upon the dissolution of the Organisation, which will continue to exist until its definitive liquidation. The Contracting Parties shall agree on the distribution and transfer of goods and the continued provision of services.

Article 28 – Temporary provision

During its initial stage, the Organisation shall operate on the basis of assistance provided by ICAO through a Technical Cooperation Project until such a time as its operation is consolidated.

APPENDIX B

MINIMUM CONDITIONS TO BE OFFERED FOR THE ESTABLISHMENT OF THE REGIONAL MULTINATIONAL ORGANISATION (RMO)

These conditions are based on the corresponding articles of the Draft Agreement for the Establishment of the Regional Multinational Organisation (RMO), as approved by the first meeting of the High-Level Panel on Institutional Aspects (EANAI/1), held in Lima – Peru, on 2-5 June 2008, and extended as necessary for better understanding of the States interested in submitting proposals to host the RMO.

The main purpose of the Hosting Agreement is to define:

a) The legal capacity of the RMO
b) The privileges and immunities of the RMO
c) The privileges and immunities that RMO personnel will have

1. ESSENTIAL REQUIREMENTS NOT SUBJECT TO ASSESSMENT

1.1 LEGAL REQUIREMENTS

1. Recognition of the necessary legal capacity to perform the functions of the Regional Multinational Organisation (OMR), according to the following characteristics:

Regional/sub-regional international organisation created by agreement of the States interested in operating a multinational facility, with legal capacity, managerial and financial autonomy, capable of hiring, acquiring, litigating and disposing of the goods and services of the Organisation.

2. Facilities, privileges, immunities, franchises, and tax exemptions in order to fulfil the purpose of the Organisation and to safeguard the independent performance of functions, in relation to its goods, representatives, officials, personnel, their spouses and relatives under their responsibility. The benefits to be granted to the representatives, officials and personnel of the Organisation may be in no case less than those granted to those from any other international organisation based in the offering State.

3. Administrative, legal, executive, or legislative immunity from attachment, inspection, seizure, requisition, confiscation, expropriation and any other form of intervention of the real estate and goods of the Organisation.

4. Inviolability of the headquarters, offices, units, goods, documents, and files of the Organisation.

5. Immunity of jurisdiction or against legal and administrative procedures with regard to the Organisation, its real estate, goods, documents and assets, in all types of proceedings instituted by reason of acts stemming from the exercise and fulfilment of its functions and objectives, unless an express waiver of that immunity exists.

6. Police or security measures to protect the real estate and goods of the Organisation and the surrounding area against trespassing and damage.

1.2 FINANCIAL AND ECONOMIC REQUIREMENTS

1. Financial, tax, tariff, fiscal, customs, and consular exemptions of all kinds for the Organisation, its equity, goods, income, communications, acts, and contracts it may enter into, including the real estate owned by

the Organisation or provided by the host State. In this connection, equal treatment must be demanded to that given to diplomatic missions or other equivalent intergovernmental or international organisations.

In this connection, all priorities, liens, taxes, rates, contributions, fees, and tariffs in effect in the host State at the time the agreement is signed (*e.g.*, income tax, capital earnings tax, correspondence, etc.) must be taken into account and, if applicable, equal treatment must be demanded to that given to diplomatic missions or other equivalent intergovernmental or international organisations.

2. The right to import or export or the possibility of importing and exporting the equipment, supplies, and publications required by the Organisation for the provision of its services, without any limitation or restriction whatsoever.

3. Non subjection to monetary or exchange restrictions, including the management of bank accounts.

1.3 PERSONNEL POLICY

1. Recognise and respect the regulations for the staff, which will have their own labour system based on that of the United Nations Organization.

1.4 SERVICES

1. Provision and assurance of public services, such as drinking water, electricity, sewerage for the facilities (household gas if applicable).

1.5 OTHERS

Aspects that the offering State adds on its own initiative.

2. ITEMS SUBJECT TO PERCENT EVALUATION

ITEM	**PERCENTAGE**
2. 1 FACILITIES	**40%**

1. Executive offices outfitted and adapted to the hierarchy of the Organisation, with drawings showing the units and free space for:

The office of the Executive Director, department chiefs, technical, administrative,

support personnel, meeting room, IT offices, free space for circulation and

coffee breaks, storerooms, print shop, kitchen.

Initial area: 500 m^2 with possibility of expansion to 1000 m^2 within the three years of operation and to 2000 m^2 in the following five years.

Parking space with ultimate capacity for 50 vehicles.

2. Open areas for entertainment (terrace, garden)

3. Located in a safe area and with easy access to public transportation.

4. Type of assignment

   Permanent ownership

   In use
   - Free of charge
   - At a cost

5. Need to make any permanent or temporary change in location/size of the premises in order to carry out the activities of the Organisation.

6. Furniture, hardware, software, photocopying machines, facsimile.

2.2 SERVICES – ACCESS TO AND GUARANTEED PROVISION OF PUBLIC SERVICES 27%

1. Access to and guaranteed provision of security services: electrical security system, robbery and fire alarms.

2. Communication services:

   a) Fixed and mobile telephony communications services.

   b) Optical fibre data transmission networks and access to data and internet services providers.

   c) Satellite communications services.

   Provided by the State
   Provided by the RMO

3. Air conditioning and heating systems, elevators (if applicable).

4. Facility maintenance services.

   Provided by the State
   Provided by the RMO

5. Housekeeping services
   Provided by the State
   Provided by the RMO

6. Garbage collection services

   Provided by the State
   Provided by the RMO

2.3 PERIOD OF EFFECTIVENESS OF THE AGREEMENT 10%

As of the signing by the Parties.

As of the ratification of the Agreement by another Authority, if so required by the constitutional law of the State.

2.4 TERM OF THE AGREEMENT 10%

Indefinite period of time

Definite period of time, automatically renewable.

Limited 0-10 year
Limited 11 to 20 years
Limited 21 to 30 years or more

2.4 OTHER 5%

Aspects that the offering State adds on its own initiative.

NOTE: The offering State must indicate the corresponding limitations and/or exceptions for each item.

APPENDIX C

INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

ANNEX

to the Letter of Agreement signed between the American States and ICAO for the provision of technical cooperation financed with trust funds

PROJECT DOCUMENT

Project number:	RLA/09 /902
Title:	Assistance for the implementation of a Regional Multinational Organisation for the management, consolidation, and implementation of multinational systems
Duration:	..... years, extendable
Government executing bodies:	Civil aviation authorities
Executing organisation:	ICAO
Expected start-up date:	....., 20....
(Estimated) cost of the project:	US$ .....
Participating States and organisations:	SAM States

Brief description: The purpose of this project is to assist civil aviation authorities of ICAO SAM States so that, in keeping with the initiatives of the global air navigation plan and GREPECAS recommendations, they may implement a Regional Multinational Organisation to manage the existing multinational facilities, like the REDDIG and the CARSAMMA, and the implementation of other multinational systems required in the Region with a view to the global ATM system.

Approved on behalf of	Signature	Name/Title	Date

A. CONTEXT

1. Description of the Subsector

1.1 The air transport industry plays an important role in the economic activities of a State and continues to be the fastest growing sector in the global economy. The States rely on the aeronautical industry to maintain or encourage economic growth and to assist in the provision of essential services to local communities. Thus, it can be said that civil aviation makes an important contribution to the general wellbeing and economic viability of each nation and of the world as a whole.

1.2 The Convention on International Civil Aviation, signed in Chicago on 7 December 1944 (the Chicago Convention), establishes certain principles and arrangements for the safe and orderly development of international civil aviation and for the establishment of safe and cost-effective international air transport services based on equal opportunities.

1.3 The Chicago Convention provides an appropriate frame of reference for the identification and definition of State responsibilities regarding civil aviation management, and of the organisational structure and methods to be followed in order to fulfil this mandate. The Convention gave origin to the International Civil Aviation Organization (ICAO), whose purpose and objectives are to develop international air navigation principles and techniques, and promote the organisation and development of air transport with a view to a safe and orderly development of international civil aviation worldwide. All of the States that participate in this regional project are signatory to the Chicago Convention and members of ICAO.

1.4 During the 1994-2006 period, scheduled passenger traffic (in passenger-kilometres) of airlines in the Latin American and Caribbean (CAR/SAM) Regions grew at an annual average of 3.3%, compared to the global annual mean growth rate of 5.1%. In 2006, traffic grew in increments of up to ....% in some parts of the CAR/SAM Regions, anticipating a continuous improvement in the medium term, in line with economic activity.

1.5 A key factor for maintaining the vitality of civil aviation in face of its continuous growth is to ensure that a safe, secure, efficient, and environmentally sustainable air navigation system is in place. This requires the implementation of an air traffic management system to maximise the improved capabilities provided by technical developments.

1.6 The global air traffic management (ATM) operational concept, endorsed by the Eleventh Air Navigation Conference convened by ICAO in 2003 (AN-Conf/11), offers a new vision for the implementation of an integrated and interfunctional global ATM system with an implementation horizon of 2025. Following a consultation meeting held in 2004 with the ICAO Air Navigation Commission, the industry stakeholders developed a roadmap for ATM implementation with a view to obtaining short- and medium-term benefits, while working to attain the global ATM system foreseen in the operational concept. At the request of the Commission, this roadmap was included in a revision of the Global Air Navigation Plan for CNS/ATM systems.

1.8 The revised global air navigation plan will expedite the planning and implementation of these developments using new and innovative methods. A set of Global Plan Initiatives (GPIs) will ensure that opportunities in the short and medium term are fully tackled, while the related planning tools will provide guidance concerning the activities foreseen and serve as a basis for setting performance objectives and implementation deadlines.

1.9 The 35th ICAO Assembly endorsed the ATM operational concept and stated that it was the framework for planning and implementing CNS/ATM systems with a view to the global ATM system (Res. 35-15). Taking into account the nature of CNS/ATM systems, the philosophy and structure of the ATM operational concept, the implementation of the global ATM system within the framework of the concept vision will require unprecedented cooperation among all the stakeholders of the ATM community. In this sense, the implementation of multinational systems is seen as the most suitable option to meet the global/regional performance requirements that have been and that may be identified in the SAM Region.

2. The Strategy of the States in the Region

2.1 As ICAO contracting States and signatories to the Convention on International Civil Aviation, the States participating in this project have assumed specific obligations regarding the adoption of international standards and recommended practices to regulate international civil aviation. The civil aviation director or similar administrative authority in each State is responsible for ensuring that the civil aviation administration complies with these international obligations.

2.2 According to those obligations, civil aviation administrations are responsible for the development and implementation of the facilities, services, and procedures necessary for the safety, regularity, and efficiency of air operations. The orderly and timely implementation of such facilities, services, and procedures is agreed upon by the contracting States and coordinated by ICAO through regional air navigation plans.

2.3 Air navigation plans define in detail the facilities, services, and procedures required for international air navigation in a given area. These plans contain recommendations that governments can apply in their programmes for the provision of air navigation facilities, with the assurance that, if implemented according to the plan, these facilities, together with those of the other States, will form a general network that will last for a long time.

2.4 Each contracting State is responsible for providing such facilities in its territory, in keeping with Article 28 of the Convention. The ICAO Council has recommended that these facilities encompass those specified in air navigation plans. These plans are constantly being reviewed and updated by ICAO with the assistance of the corresponding regional planning and implementation group (PIRG), based on a global plan that consolidates and unifies the general requirements. In the Caribbean (CAR) and South American (SAM) Regions, the planning of these facilities is contained in Doc 8733, Air Navigation Plan - Caribbean and South American Regions, Volume II-FASID, based on the recommendations of the Third Caribbean/South American Regional Air Navigation Meeting (CAR/SAM RAN/3).

2.5 Each State must secure the necessary financial and technical resources to ensure the implementation of air navigation plans, taking into account the global nature of CNS/ATM systems, which sometimes extend beyond the boundaries of flight information regions under the responsibility of the State, and, in other cases, require a multinational approach to their implementation, under a cooperation scheme for sharing the resources required to implement these multinational facilities.

2.6 Through the GREPECAS mechanism, the meetings of Civil Aviation Authorities, and with the assistance of Regional Project RLA/98/003, the States have been considering for years a multinational approach to facilities that is consistent with the Regional Air Navigation Plan and the Global Plan. In this process, the States have identified possible regional scenarios, the facilities subject to implementation as multinational systems, a CAR/SAM strategy for the implementation of these systems, and several organisational options for the implementation of these multinational facilities.

2.7 The RACC/10 meeting (Caracas, Venezuela, June 2007) analysed the results of the GREPECAS/14 meeting. In this regard, it reviewed Conclusions 14/5 and 14/6 on the use of the guidance material concerning an Constituent Agreement for the implementation of a Regional Multinational Organisation, as well as the use of ICAO technical cooperation to expedite the implementation of said organisation. These matters were discussed in depth by the EANAI/1 meeting held in May 2008 with a view to continue discussions at the EANAI/2 meeting.

2.8. The States concerned of the Region adopted the approach of implementing a Regional Multinational Organisation as the most suitable strategy to manage the South American digital network, consolidate the regional agency, CARSAMMA, and conduct studies for the implementation and management of the new multinational facilities required for a gradual evolution to the global ATM.

3. Previous and Current Assistance Provided to the Subsector

3.1 The study of institutional aspects for the implementation of multinational systems was supported by regional technical cooperation project RLA/98/003. However, other projects have provided assistance for the implementation and/or study of multinational systems. These cooperation mechanisms are described below.

Transition to CNS/ATM Systems in the CAR and SAM Regions (RLA/98/003)

3.1.1 The objective of this project, funded by 12 States of the CAR and SAM Regions and COCESNA, was to assist States in the implementation of the new communication, navigation and surveillance/air traffic management (CNS/ATM) systems, in keeping with the CAR/SAM Regional Implementation Plan and ICAO standards and recommended practices. It started in 1998 with a foreseen duration of 3 years, and was extended until 2006. Project activities were an important tool for restructuring the ATS route network, using area navigation (RNAV) routes as well as the plan for the implementation of reduced vertical separation minima (RVSM) and the required navigation performance (RNP 10) in the Santiago-Lima segment. This resulted in improved safety and efficiency levels.

3.1.2 Project RLA/98/003 also prepared the document entitled *"Guidance material for the evolution to the ICAO Global ATM in the CAR/SAM Regions"*, which will be an important guide on this topic for the next few years. Likewise, a software tool for the implementation of CNS/ATM systems, known as the *Planning and Evaluation Tool (PET)*, was distributed to all States. Three seminars were held on the institutional aspects of CNS/ATM systems, and studies were conducted in support of the GREPECAS Institutional Aspects Task Force concerning possible institutional arrangements for systems identified as the most appropriate ones to be implemented as multinational systems.

Implementation of the SAM Digital Network - REDDIG (RLA/98/019)

3.1.3 This project, which was implemented between 1999 and 2003, was aimed at providing assistance to the States for the acquisition, installation, implementation, and initial management of the South American Digital Network (REDDIG), with a view to modernising aeronautical fixed service communications at the regional level. This ground-backed satellite communication system was implemented as a multinational system and is currently managed by ICAO technical cooperation project RLA/03/901.

Regional GNSS Augmentation Trial (RLA/00/009)

3.1.4 This project was funded by twelve States and the Central American Corporation for Air Navigation Services (COCESNA). Its goal was to develop a plan to test and assess the technical and operational advantages of the WAAS-type satellite augmentation system (SBAS) of the United States Federal Aviation Administration (FAA) in the Caribbean and South American Regions, in order to contribute to the establishment of the satellite-based augmentation system operational model. It started in 2001 with a foreseen duration of 3 years, and was extended until 2007.

REDDIG and Satellite Segment Management System (RLA/03/901)

3.1.5 The purpose of this project, funded by thirteen States, was to establish a multinational mechanism to manage the South American digital network (REDDIG), taking into account regional developments and the need to modernise aeronautical fixed service communications to make them homogeneous, interconnectable and interfunctional with other digital networks. It started in 2003 and was foreseen to last 5 years. Trinidad and Tobago joined the REDDIG in 2005.

GNSS Transition in the CAR/SAM Regions - Augmentation Solution for the Caribbean, Central America and South America – SACCSA (RLA/03/902)

3.1.6 This project, which was initiated in 2003, has focussed in three phases: the first phase of data collection and SBAS demonstrations, the second phase addressed to study technical, financial, operational and institutional aspects of a SBAS pre/operational system for the CAR/SAM Regions, and the third phase intended to have available more judgement elements that, complemented by other regional plans, would permit States and International Organizations of the CAR/SAM Regions to make the most adequate decision to implement GNSS system and, more concretely, SBAS augmentation. This project has counted with the participation and financing of the Governments of Bolivia, Chile, Colombia, Cost Rica, Cuba, Spain, Panama, Venezuela and COCESNA.

Transition to the Global ATM (RLA/06/901)

3.1.7 The purpose of this project is to assist the civil aviation authorities of the participating States and organisations in the development of Global Air Navigation Plan Initiatives (GPIs) that will contribute to the implementation of a regional air traffic management system, taking into account the ATM operational concept and the support of CNS/ATM technologies, including AGA, AIS, MET, and SAR elements, the exchange of experiences in the processes, and the training of personnel in the related topics.

4. Regional Institutional Framework for the Subsector

4.1 ICAO has a Regional Office in Lima (for South America), accredited before the States that participate in this project, which is in charge of promoting and furthering the implementation of the standards, recommended practices, and international procedures established in the Annexes to the Chicago Convention, and the implementation of the regional air navigation plan.

4.2 The Caribbean and South American Regional Planning and Implementation Group (GREPECAS) is the regional mechanism (PIRG) responsible for ensuring the continued implementation of the regional air navigation plan, identifying specific problems affecting air navigation, and suggesting the appropriate solutions. All of the States that participate in this project are members of GREPECAS.

4.3 The Meetings of Civil Aviation Authorities (RAACs) review the progress made in the implementation of the Air Navigation Plan and set guidelines to expedite the process of implementation of the facilities foreseen in the Regional and Global Plans.

4.4 The ICAO Technical Co-operation Bureau (TCB) with headquarters in Montreal, maintains contact through the Lima Regional Office with the contracting States that require or receive technical cooperation in the civil aviation field, and coordinates the management and provision of the agreed assistance.

B. PROJECT JUSTIFICATION

1. **Problems to be Addressed: Current Situation**

Limitations for the Implementation of CNS/ATM Systems to Support the Global ATM

1.1 The States have identified the problems related to limitations in the planning, implementation, and management processes for the integration of technological resources, information systems, services, and human resources, which need to be addressed in a holistic way in order to evolve towards the global ATM system. In this sense, and taking into account the global nature of the ATM system, the following can be noted:

a) Lack of a systematic implementation process, resulting in different services and procedures emerging from different collaborative decision-making systems and tools.

b) Lack of a regional strategic approach to the definition of performance specifications for a homogeneous identification of technical/operational requirements.

c) More regional cooperation and collaboration to expedite funding for sharing all types of resources for short- and medium-term implementation of ATM improvements.

d) Lack of a centralised management structure enabling a cost-efficient and more reliable operation of facilities under the ATM operational concept.

e) More flexibility in the airspace structure in order to permit taking full advantage of airborne and ground system automation capabilities.

1.2 The multinational approach agreed by the States for a joint solution to the implementation of multinational facilities will permit the development of a global, inter-functional air traffic management system for all users during all flight phases that meets the agreed safety levels, provides cost-effective operations, is environmentally sustainable, and meets security requirements.

2. **Situation and Benefits Expected upon Completion of the Project**

2.1 A regional multinational organisation (RMO) will have been implemented in the Region, providing the following benefits:

a) Regional strength and presence for the planning, consolidation, implementation, and management of the multinational systems required by the Region with a view to the global ATM.

b) Regional strength and presence to coordinate, at the global level, the implementation and development of the ATM operational concept with a view to the global ATM.

c) Capacity for a homogeneous and integrated planning/implementation of services with common technical/operational objectives.

d) The funding and reduction of costs for the implementation, operation, and maintenance of multinational and other services and systems will be facilitated.

e) Users throughout the regional airspace will derive immediate benefits in a harmonised way; and

f) Centralised management of the main multinational facilities in the Region and more efficient and reliable management and control by the States that form part of the RMO.

3. Future Assistance Requirements

3.1 Additional assistance might be required during the early years of operation of the new international organisation for its gradual consolidation and evolution. These services can be hired as needed.

5. **Justification of ICAO Assistance**

6.1 As the international aeronautical community knows, ICAO has been for more than 50 years the United Nations specialised agency for civil aviation, and, as such, is responsible for providing the frame of reference for virtually all civil aviation regulations in its contracting States. The same experts that provide assistance for the development and maintenance of this frame of reference provide technical support in the ICAO Technical Cooperation Programme. Against this background, ICAO has been implementing technical assistance projects for its contracting States in a neutral, non-profit, and thus more cost-effective manner since 1952.

6.2 The States and organisations that participate in this project and in the various regional projects cited in paragraph 3 see it is an effective tool for executing regional plans for the implementation of the global ATM system elements foreseen in the regional/global air navigation plan. They also feel that many of these projects have contributed to the timely and successful attainment of GREPECAS objectives, allowing for an increase in airspace capacity and efficiency.

6.3 Accordingly, based on the studies conducted within the framework of GREPECAS, the GREPECAS/14 meeting concluded that ICAO should provide assistance for the implementation of the Regional Multinational Organisation (Conclusion 14/6).

7. Special Considerations

7.1 This project will maintain links with existing regional projects that are related to its objectives, and with the national technical cooperation programmes being executed by the participating States in the same subsector, in order to coordinate and complement their activities.

8. **Coordination Arrangements**

8.1 Taking into account the dynamic and the close relationship that needs to exist with the States concerned in the Region in order to carry out project activities, the technical activities of the project will be conducted by the ICAO South American Regional Office, which has the appropriate staff for the technical development of the project. To this end, an international coordinator will be designated. The Technical Cooperation Bureau will provide the administrative support in keeping with the policies, regulations, and instructions defined for the ICAO Technical Cooperation Programme.

8.2 The Project Coordination Committee, made up by representatives accredited by the participating States and organisations, will analyse and assess project development, approve the annual programme of activities, update the work plan as necessary, and review and approve changes to its scope at the suggestion of the executing organisation. The Project Coordination Committee will meet regularly, at least once a year, under the leadership of the International Coordinator.

8.3 Progress shall have been made on the following issues before the project is started:

1. Final comments on the draft Constituent Agreement, based on the results of the EANAI/1 and EANAI/2 meetings.

2. Agreements for conducting the studies required for the establishment of the RMO, in keeping with the results of the EANAI/1, EANAI/2, and RAAC/11 meetings.

3. Preliminary studies on the selection of RMO Headquarters.

8.4 The project will be executed in two phases. Phase I involves the attainment of Immediate Objective No 1. Once the results foreseen in this Objective have been achieved, the project will proceed to Phase II, involving Immediate Objective No 2, for the implementation of the RMO as an international organisation. The budget for Phase II will be defined once Phase I has been completed.

9. Support Capabilities of Counterparts

9.1 States participating in the project shall undertake to fully participate in all planned assistance activities and support the visits scheduled, working with the counterparts and obtaining information for the purposes of the project. They shall also agree to apply or implement the results and recommendations of the project relevant to them, with a view to the gradual implementation of the RMO.

9.2 The States participating in the project will provide counterpart support as necessary for the successful implementation of the activities foreseen and for ensuring the sustainability of the results. This support may involve the participation of professionals or other full-time or part-time staff, and the provision of office space, rooms, furniture, equipment, inputs, local transportation, telephone, telefax, Internet and other services that are essential for the effective performance of activities by the staff assigned by the project.

C. DEVELOPMENT OBJECTIVE

The project will help maintain a safer, more efficient, and cost-effective air transportation system as a means to support the social, economic, and cultural development of the SAM Region, facilitating the establishment of a safe, secure, efficient, and environmentally sustainable air navigation system.

D. IMMEDIATE OBJECTIVES, RESULTS, AND ACTIVITIES

These are shown in the following pages. Abbreviations used in the third column have the following meaning:

PM	Project Manager/Coordinator
RO	ICAO South American Regional Office
LEG	Legal expert
CNS	CNS expert
ATM	ATM expert
ECO	Economic expert
RAAC	Meetings of civil aviation authorities
States	States participating in the project
RCC	Project coordination meetings

Immediate Objective No. 1

Conduct the studies required for the implementation of the Regional Multinational Organisation (RMO) as an international organisation, including those to be conducted by this organisation according to CNS/ATM systems.

Success criteria: Relevant studies duly coordinated and conducted to the satisfaction of the States concerned. Action plan for the establishment of the RMO approved.

Result	**Activities**	**Responsible parties**
1.1 Legal/institutional background material to begin studies duly documented.	1.1.1 Collection of data on the legal/institutional matters addressed by the CAR/SAM Regions One week	RO; LEG
1.2 RMO Headquarters defined.	1.2.1 Completion of preliminary studies on the minimum requirements for defining the Headquarters. One week	RO, LEG
	1.2.2 Approval of the minimum requirements for defining the Headquarters	States
	1.2.3 Identification of the State to host the RMO and drafting of the Headquarters Agreement Two weeks	RO, LEG
	1.2.4 Approval of the host State and of the Headquarters Agreement First Project Coordination Meeting (RCC/1)	RO, States
1.3 Action plan for the establishment of the RMO developed and approved by the States	1.3.1 Visit to the host State for *in-situ* verification of the conditions offered and the Headquarters Agreement, and establishment of the coordination mechanism for the development of the Action Plan Two weeks	RO, LEG, PM
	1.3.2 Development of the Action Plan for the establishment and initial operation of the RMO, taking into account the following: a) The period for the ratification of the Agreement by the States concerned. b) Implementation of the legal framework offered by the host State for the operation of the RMO (legal status, privileges, immunities, policy on personnel, etc.), based on the results of the Diplomatic Conference c) Work timetable of the host State for adjusting the facilities in accordance with the Headquarters Agreement. d) REDDIG as the first multinational facility to be	PM, LEG, ATM, CNS; ECO, States

	managed by the RMO. Studies to discontinue ICAO technical cooperation and begin management by the RMO. e) Studies for the management of CARSAMMA by the RMO f) Definition of the RMO organisational chart based on the organisational/administrative aspects of the Constituent Agreement. Definition of the initial organisational chart for operational purposes. g) Drafting of the by-laws and administrative procedures for the RMO and personnel policies in accordance with the Headquarters Agreement h) Personnel requirements and training for initial operation 10 weeks of consultants	
	1.3.3 Coordination with the host State and the other States concerned for the approval of the Action Plan Second Coordination Meeting (RCC/2)	RO, PM; member States

The formulation of the next Immediate Objective or Objective No 2 is based on the availability and approval of the Action Plan for the establishment of the RMO (Note 1) by member States. To this end, projects and studies need to be defined so that the RMO may begin operations, at least through the management of the REDDIG and the CARSAMMA.

Likewise, the beginning of activities under Immediate Objective No. 2 will be done once the RMO Headquarters is established and the project is able to initiate activities.

Immediate Objective No. 2

Management of multinational systems by the RMO
Success criterion: REDDIG and CARSAMMA operating within the framework of the RMO.

Result	**Activities**	**Responsible parties**
2.1 Action Plan for the establishment of the RMO implemented	2.1.1 Activities involved in the implementation of the Action Plan for the establishment of the RMO, including: a) Studies for the transfer of REDDIG operations to the RMO. b) Studies on CARSAMMA for its future management by the RMO c) Execution of the action plan for the transfer of the REDDIG to the RMO, and definition of activities for its implementation. e) Execution of the Plan of Action for the transfer of CARSAMMA to the RMO, and establishment of activities for its implementation. f) Development of the initial organisational chart of the RMO, and personnel and training requirements. g) Implementation of the personnel training plan. h) Development of the RMO Staffing Programme for gradual assumption of executive functions. i) Development of the programme for transferring technical cooperation programme responsibilities to RMO staff	RO, PM, host State, and different consultants.
2.2 RMO in operation	2.2.1 Implement the RMO initial organisational chart and transfer the REDDIG from the project to the RMO.	PM, RCC
	2.2.2 Same as 2.2.1 for CARSAMMA	PM, RMO executive director
	2.2.3 Coordination work and official announcement of RMO establishment and operation to the international community.	PM, RMO executive director
	2.2.4. End of the transfer period and inauguration of the RMO as an international organisation	RMO executive director

E. INPUTS

1. Inputs by the Participating States and Organisations

1.1 Staff

1.1.1 The participating Sates will provide:

a) Professionals in the required specialties as candidates to be selected by ICAO to carry out project activities;

b) The national counterpart staff corresponding to the specialties of project consultants;

c) Administrative staff to support project advisory missions, as necessary.

1.1.2 The participating States will continue to pay their personnel their usual salary during the period agreed for their assignment by ICAO to carry out project activities.

1.2 Training

1.2.1 The participating States will pay for air tickets to and from the venue of events and training programmes sponsored by the project and held abroad, and will continue paying the corresponding salary and other usual assignments to their staff throughout the fellowships granted to them.

1.3 Office space and equipment

1.3.1 Until the RMO Headquarters is defined, the project will operate in the ICAO South American Office in Lima. Once the RMO Headquarters has been defined and its facilities available, the project will operate in Phase II in the host State, under the conditions established with the Hosting Agreement for RMO Operation.

1.3.2 The participating States will provide office facilities, equipment, office supplies, as well as local transportation, and international telephone and electronic communication facilities for project consultants when sent by the project in a mission to said States.

2. Project Inputs

2.1 Assignment of Professional Staff

2.1.1 International consultants will be provided to carry out the activities foreseen in those areas in which there are no professionals available from the participating States and organisations.

2.2 Administrative Support

2.2.1 Administrative staff will be provided as necessary to support project activities.

2.3 Official Trips and Missions

2.3.1 Funds will be provided to cover the cost of project coordination, monitoring, and revision missions, as necessary.

2.3.2 Funds will be provided to finance the trips, insurance, and *per diems* of the professionals from the participating States and organisations who have been selected by ICAO to conduct project activities.

2.4 **Training**

2.4.1 Funds will be provided for scholarships, in keeping with the training plan approved every year by the Project Coordination Committee.

2.4.2 Occasionally, and based on the budget available and approved to this effect, international two-way tickets will be provided for the participation of State representatives at events sponsored by the project.

2.5 **Equipment**

2.5.1 The host State will provide the project with the necessary equipment, in keeping with the Headquarters Agreement. However, budget items will be foreseen for the acquisition of equipment and supplies that might be required for project activities.

2.6 **Other**

2.6.1 The budget includes provisions to cover the various expenses of the project, the drafting of reports, plans and manuals, simultaneous interpretation services, translation of documents, and overhead of the project executing body.

F. RISKS

1. Factors that could delay or prevent the achievement of project results and objectives are the lack of timely payment of contributions to cover the shared costs of participating States, delays in the selection of professional staff for the project and candidates for scholarships, and bureaucratic delays in the approval of purchases.

2. The delay in the definition of the RMO Headquarters could affect its achievements.

3. Another factor that could cause serious delays or prevent the achievement of project results and objectives is a drastic change in the political or economic conditions in the participating States.

G. PREVIOUS OBLIGATIONS AND PRE-REQUISITES

1. Participant States and organizations commit themselves to deposit their cost-sharing contributions to the project on the dates established in the payment calendar included with the project budget, in order that the execution organization can start project activities.

2. States participating in the project will provide project professional personnel with all reference material and background available related to activities to be developed, as well as authorization, approval, licences and logistic support required for their functions performance.

3. Participating States will provide the necessary counterpart support in order that the project has an effective development, attains its objectives and maintains results. For this effect, the organizations receiving technical cooperation subject of the project will participate with the assignment of counterpart personnel that is required, and will provide premises, office equipment, vehicles, materials and services as necessary.

4. While the RMO is consolidated and project operates in the RMO Hosting State, the Hosting State will provide all services and facilities that are indicated in the Hosting Agreement for the adequate project operation.

5. As a matter of importance, to start the MRO operation, participant States will ensure the application of legal instruments that are necessary to retain in service personnel trained by the project

6. ICAO will sign the project document and will provide the agreed assistance subject to compliance or probable compliance with obligations and previous requisites indicated above. If one or more previous requisites are not complied with, ICAO is able, at own discretion, to suspend or end the assistance.

H. PROJECT SUPERVISION, REPORTING AND REVIEWS

1. The project will be object of joint examination by representatives of participant States and of the execution organization, which will constitute the Project Executive Committee, for at least once every 12 months, and the first of these exercises will be held within the first 12 months from the beginning of execution. The International Coordinator (Phase I)/Project Manager (Phase II) will prepare an evaluation report on the project progress that will be presented to each of the meetings of the Execute Committee. During project execution, additional evaluation reports can be requested if necessary.

2. A final report of the project will be elaborated for the consideration of the final Executive Committee Meeting. The draft of this report will be prepared by the Project Manager with the necessary time in advance in order that the execution organization is able to examine it and adjust technical aspects at least four months before the final meeting of the Executive Committee.

3. The Parts will determine in a coordinated way if the project will be submitted to an evaluation. If this evaluation is decided, the necessary budget previsions and arrangements should be done through consultation among project document signatory Parts regarding the organization of the evaluation mission, its terms of reference and the time in which this will be held.

4. The following types of revision to present project document could be carried out, only with the approval of the execution organization, provided that this organization ensures that the other signatories of the project document do not have objections to proposed changes:

a) Revisions of any of the attachments to the project document, or additions to it;

b) Revisions that do not imply significant changes in the immediate objectives, results or activities of the project, but are due to a redistribution of inputs already agreed upon or to the increases of expenses due to inflation, and

c) Annual mandatory revisions through which redistribution of agreed project inputs delivery or increment of expenses due to inflation or flexibility margin of execution organization regarding expenses is being considered.

I. PROJECT BUDGET

1. In the following pages, the project budget is being consigned with the following particularities:

a) No budget is being allotted to the REDDIG operation since this is already considered within the Technical Cooperation Regional Project RLA/03/901, and this budget will be transferred to this new project during the transition period in Phase I.

b) No budget is being assigned to CARSAMMA operation since studies are still lacking for the transference of this Agency to the MRO. These studies will determine the operation budget, which during the execution of the Action Plan a project budget will be allotted and available before the transference is done.

2. In order to provide dynamism to project funds management, an “Imprest Account” will be opened following ICAO procedures, which will be managed by the Project Manager.

FINAL PROJECT REPORT

1. Annual reports will be submitted in order to follow procedures established for technical cooperation project development.

PROJECT BUDGET
CORRESPONDING TO CASH GOVERNMENT CONTRIBUTION
(IN US DOLLARS)

PAÍS: REGIONAL
PROYECTO : RLA/09/902
TÍTULO : ASSISTANCE FOR THE IMPLEMENTATION OF A REGIONAL MULTINATIONAL ORGANISATION FOR THE MANAGEMENT, CONSOLIDATION, AND IMPLEMENTATION OF MULTINATIONAL SYSTEMS

	TOTAL		2009		2010		2011	
	w/m	$	w/m	$	w/m	$	w/m	$
10. - PROJECT PERSONNEL								
11. - INTERNATIONAL PROFESSIONALS								
11.01 CIVIL AVIATION CONSULTANT/MANAGER	12.0	242 600			4.0	83 100	8.0	159 500
11.51 LEGAL ADVISOR	1.0	18 700	1.0	18 700				
11.99 SUB-TOTAL	13.0	261 300	1.0	18 700	4.0	83 100	8.0	159 500
13. - SUPPORT PERSONNEL								
13.01 HQ TECHNICAL AND ADMINISTRATIVE (PMO)		50 000		10 000		20 000		20 000
13.02 SECRETARIAT	12.0	42 600			4.0	14 200	8.0	28 400
13.99 SUB-TOTAL	12.0	92 600		10 000	4.0	34 200	8.0	48 400
16. - MISSIONS EXPENSES		252 500				101 000		151 500
17. - NATIONAL PROFESSIONALS								
17.01 CIVIL AVIATION CONSULTANT	12.0	36 000			4.0	12 000	8.0	24 000
17.99 SUB-TOTAL	12.0	36 000			4.0	12 000	8.0	24 000
19.- COMPONENT TOTAL		642 400		28 700		230 300		383 400
20. - SUBCONTRACTS								
21.01 NATIONAL SUBCONTRACTS		50 000				25 000		25 000
29.- COMPONENT TOTAL		50 000				25 000		25 000
30. - TRAINING								
33.01 LOCAL TRAINING		50 000				20 000		30 000
39.- COMPONENT TOTAL		50 000				20 000		30 000
40. - EQUIPMENT								
45.02 NON-EXPENDABLE EQUIPMENT		10 000				4 000		6 000
49.- COMPONENT TOTAL		10 000				4 000		6 000
50. - MISCELLANEOUS								
53.01 MISCELLANEOUS EXPENSES		16 200		700		7 000		8 500
55.01 ADMINISTRATIVE EXPENSES		76 800		2 900		28 600		45 300
59.- COMPONENT TOTAL		93 000		3 600		35 600		53 800
99.- PROJECT TOTAL		845 400		32 300		314 900		498 200

Agenda Item 4: Review of the level of safety oversight attained in the Region

a) Results of the application of the Universal Safety Oversight Audit Programme (USOAP)

4.1 The Meeting received information about the audit process that is conducted under the systemic approach of the ICAO USOAP programme, which started in April 2005, and noted that the programme would come to an end in 2010. Regarding the SAM Region, it was noted that all the States of the Region would be audited by December 2009. The Meeting was also apprised of the existence of a safe web site where audit results were posted, and of the FSIX public web site for the exchange of safety-related information.

4.2 Based on the information contained in the Audit Findings and Differences Database (AFDD), graphical information was presented in **Appendix A**, showing the degree of compliance with the eight critical elements of a safety oversight system, as revealed by the 9 audits conducted in the States of the Region, in comparison to the global average currently available. Based on this information, it was clear that, while the Region was below the global average, Critical Elements 4, 7, and 8 had the highest level of non-compliance by the audited States.

4.3 The Meeting discussed extensively the reasons and implications of USOAP audit results, and considered that, once the audit cycle under the systems approach of the ICAO Regional Office was completed, the results should be analysed and a report submitted in this respect. In this sense, the Meeting formulated the following conclusion:

CONCLUSION 11/6 ANALYSIS AND REPORTING OF USOAP AUDIT RESULTS

That the Regional Office, once the USOAP audit cycle has been completed, conduct an analysis of the results of such audits conducted in the States of the Region, and submit a report to civil aviation authorities, containing relevant comments indicating the causes and possible solutions to the lack of compliance with the eight critical elements of a safety system.

4.4 The Meeting was also apprised of the development of the USOAP after 2010, and noted that the ICAO Secretary General would submit a continuous monitoring programme (CMA) to the Council, based on previously-established risk indicators.

b) Assessment of progress made by the SRVSOP

4.5 The Meeting recalled that the SRVSOP had been created by the RAAC/5 meeting (Cuzco, June 1996), and that as of that date this subject had been included in all the meetings of the civil aviation authorities of the South American Region.

4.6 The Meeting also noted that several ICAO Assembly resolutions, the Global Meeting, the Declaration by the Conference of Directors General of Aviation on a global safety strategy, and the ICAO Global Safety Plan were an important endorsement to the decisions made by the RAAC/5 meeting in 1996.

Work Strategy of the Regional System

4.7 The Meeting took note that the LAR development and continuous improvement process was the first achievement of the Regional System, since it ensured the sustainability of the results of this important regional integration mechanism.

4.8 The Meeting also noted that the process was based on the search for the consensus necessary to define the structure of the standard and the text of each requirement, and to ensure 100% compliance with the minimum standards contained in the Annexes to the Chicago Convention.

Work Programmes of the Regional System

4.9 The Meeting was informed that, in order to meet the objectives of the Regional System, the following work programmes had been established: harmonisation, multinational certification and oversight activities, training programme, meetings and support to States.

Harmonisation Programme

4.10 The Meeting recalled that, within the harmonisation programme, almost all of the regulatory road,map to meet international obligations derived from ICAO Annexes 1, 6, and 8 had been developed. Only LAR 21 on the Identification of aircraft and aircraft components remained pending.

Multinational Certification and Oversight Activities

Multinational Certification of Aircraft Maintenance Organisations (AMOs)

4.11 The Meeting was made aware that from the beginning of its activities, the Regional System had incorporated multinational certification and oversight activities in its work programme, starting with an Aircraft Maintenance Organisation (AMO) certification trial programme. Following is a summary of the certificates issued based on recognition of LAR 145 certification audits.

Issuance of Certificates based on Recognition of LAR 145 Certification Audit Trial

Item	Country	SEMAN	AEROPOSTAL	LAN	VEM
1	Argentina	-	-	-	(***)
2	Bolivia	Issued	Issued	Issued	Issued
3	Brazil	Issued	Issued	Issued	Issued
4	Chile	Issued	Issued	Issued	Issued
5	Cuba	Issued	Issued	Issued	Issued
6	Ecuador	Issued	-	Issued	Issued
7	Panama	-	-	Not applicable	Not applicable
8	Paraguay	Issued	(**)	Issued	(**)
9	Peru	Issued	Issued	Issued	Issued
10	Uruguay	Issued	Issued	Issued	Issued

Item	Country	SEMAN	AEROPOSTAL	LAN	VEM
11	Venezuela	Issued	Issued	-	(***)
12	ACSA	-	-	-	-

(**) The AMO did not meet the administrative requirements of the respective CAA.

(***) Have conducted certificate renewal audits prior to issuing the respective approval certificate; likewise, the approved operation specifications do not reflect the capacity list assessed by the multinational team of inspectors

Pilot Programme for SMS Implementation in AMOs

4.12 The Meeting noted that the Regional System was carrying out a pilot programme for SMS implementation in the Aircraft Maintenance Organisations that had voluntarily requested to participate in this programme. It was recognised that this showed how the Regional System was supporting the States of the Region with the timely implementation of ICAO international standards.

Programme for the Exchange of Data on Apron Safety Inspections (IDISR)

4.13 The Meeting was informed that, with regard to the IDISR Programme, the South American Regional Office had purchased two servers for the Regional System. Through this software, and using an internet-based software application, the results of an apron inspection carried out by a duly qualified inspector could be fed to a database. The results of these inspections would be analysed to identify trends and hazards to air operations so that mitigation measures could be taken as necessary. In this sense, this programme is aligned with the objectives of the ICAO Global Aviation Safety Plan (GASP) and the Roadmap of the industry. Other Regions in the world were very interested in its application and in exchanging data at a broader scale.

4.14 The Meeting noted that the Regional System had made significant progress in the Latin American region, and was being presented as an example worldwide. However, all this effort could be easily wasted if there was no commitment and support to its activities at the highest level.

4.15 The Meeting was informed that there was no simple integration process: Many paradigms and obstacles needed to be overcome. The Regional System was an important tool for implementing the objectives of the ICAO Global Aviation Safety Plan (GASP) as well as a mechanism to strengthen air transportation in the region.

4.16 Bolivia considered it necessary to consolidate regional technical cooperation project RLA/99/901, by creating and operating a regional safety system in Latin America, with the required technical, logistic, and administrative support, especially considering that the SRVSOP member States had recognised that the first step to establish a regional safety oversight system was to have a harmonised set of aeronautical standards and associated procedures to achieve the following advantages:

- Cost savings
- Harmonised regulation
- Homogeneous human resources
- Multinational teams
- More independence from the auditing element
- More transparency
- Avoidance of functional duplication

- More facilities for the industry
- Higher levels of safety

4.17 In view of the above, the Meeting adopted the following conclusion:

CONCLUSION 11/7 COMMITMENT TO THE OBJECTIVES OF THE REGIONAL SYSTEM

That the Directors of Civil Aviation of the South American Region reaffirm their commitment to the initiatives of the Regional Safety Oversight System, through:

a) Tangible support to its work programme;

b) Improving the rate of commitment with the Regional System, as shown in **Appendix B** to this working paper; and

c) Compliance with the target dates defined by the General Board for the harmonisation and/or adoption of the LARs.

4.18 The representative of the United States provided information on the programme for the exchange of data on apron safety inspections, expressing interest in establishing agreements with the States a regional level for the exchange of this information.

c) Status of implementation of safety management systems in the States of the Region

4.19 The Meeting toke note that the ICAO South American Office has taken activity A8 of the ICAO Strategic Action Plan for the period 2005-2010, as one of their priorities.

4.20 The Meeting recalled that ICAO Annexes 11 and 14 require, through their regulations, that States implement SMS as of 24 November 2005, for air traffic services providers and certified aerodromes, respectively. Annex 6, at the same time, and as a rule, establishes that aircraft operators and maintenance and repairing organizations should have their SMS implemented as of 31 January 2009. Further, ICAO introduced requirements for a State safety programme (SSP) in Annex 6 — *Operation of Aircraft*, Part I —*International Commercial Air Transport — Aeroplanes*, and Part III — *International Operations — Helicopters*, Annex 11 — *Air Traffic Services*, and Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations* in November 2006. ICAO extended this concept and the corresponding requirements in Annex 1 – *Personnel licensing*, in Annex 8 – *Airworthiness of aircraft*, and in Annex 13 - *Aircraft Accident and Incident Investigation*, to become effective as of November 2010.

4.21 The introduction of requirements regarding an SSP is a consequence of the growing awareness that safety management principles affect most activities of a civil aviation authority. An SSP thus provides the means to combine prescriptive and performance-based approaches to safety rulemaking, policy development and oversight by States.

4.22 In order to assist States in the development and implementation of an SSP, ICAO has developed an SSP training course. The course is aimed at State officials with responsibilities regarding the implementation of the State Safety Programme, including the implementation and/or oversight of safety management systems. To this end, the South American Regional Office, with assistance of experts from ICAO Headquarters, has foreseen the holding of an SSP course, in Lima, from 8 to 12 June 2009.

4.23 In a similar manner as to the training given on SMS and with the aim of permitting the development of a further amount of human resources than what could be obtained with regional SSP training courses, the ICAO South American Office will be able to provide training to officials from an individual State, or to a group of States who so request this, up to a maximum of 30 participants per course. The requesting State or group of States should bear the all travel and daily subsistence expenses related with the training, for two ICAO instructors. The outline of the ICAO SSP training course is included in **Appendix C**.

4.24 As a complement to the SSP training course discussed above, and in order to assist States in developing safety data collection, analysis and exchange capabilities, ICAO has also developed a safety data management training course.

4.25 It has been planned that an ECCAIRS course be dictated in the Regional Office during the first week of June 2009. The course is based on the European Co-ordination Centre for Aviation Incident Reporting Systems (ECCAIRS) suite of applications, and is aimed at officials from civil aviation authorities with responsibilities regarding safety data analysis and exchange as well as the technical administration of ECCAIRS. The objectives of the course are to provide hands-on experience with ECCAIRS as a tool to code, enter, analyse and extract safety data, as well as set up, configure and supply basic ECCAIRS user support.

4.26 The outline of the ICAO safety data management training course is included in **Appendix D**.

Safety Management Manual (SMM)

4.27 The Safety Management Manual (SMM) provides guidance to States to develop the rule framework and the supporting orientation material for the application of SMS by the services providers. It also provides guidance for the development of the State safety programme (SSP) in accordance with safety-related SARPs contained in Annexes 1, 6, 8, 11, 13 and 14.

4.28 It should be highlighted that the second edition of the ICAO Safety Management Manual (Doc 9859) substitutes all of the first edition, published in 2006. It also replaces the ICAO Accident Prevention manual (Doc 9422), published in 1984.

4.29 All information related with safety (SMS and SSP), such as a copy of the latest edition of the Safety Management Manual, can be obtained at web page: www.icao.int/anb/safetymanagement.

2008-2009 SMS Courses

4.30 From the activities carried out, it may be deducted that the SAM Region counts to date with 513 technicians trained in the field of safety management systems (SMS) at its respective States, pending for 2009 an SMS course in Guyana, which is being coordinated with ICAO Headquarters. In addition, some States in the Region have developed dissemination and training plans as regards safety. In this process 12 regional instructors have also certified, who are in a position to give SMS courses.

4.31 The SAM States have made significant efforts towards the implementation of SMS, even though compliance with the SARPS appearing in Annexes 6, 11 and 14 has yet to be achieved. **Appendix E** to this part of the Report shows a summary of ICAO SMS Courses taught in the SAM Region.

U.S. approach to safety management systems (SMS) implementation at airports

4.32 The Meeting noted that the FAA, in harmony with ICAO guidelines, recognizes the need for a more formal approach to safety that identifies and mitigates risks associated with changes in operations and procedures at airports. A key component of SMS is a process to formalize and document safety reviews and decisions.

4.33 In view of the above, the FAA is in the process of implementing SMS for certificated airports. Both the Agency and the airport operators recognize that this transition will not be effective though regulator actions alone. Systems safety must be infused into the management systems of airport operators if it is to have the desired effect on safety outcomes.

4.34 In addition, the FAA has completed a pilot program to help develop an SMS requirement at U.S. airports and implement SMS at airports. Under this program, the FAA made Airport Improvement Program (AIP) grants available to 20 airports to fund development of their initial SMS plan. Upon becoming aware of the results of this pilot plan, the FAA initiated a second pilot program open to ten small scale certificated airports that held a Class II, III, or IV Airport Operating Certificate. Airports participating in the second program were also eligible for grant assistance and were required to complete the same deliverables as the airports participating in the first program. FAA plans to analyze the documents received from these airports and compare them to those obtained through the first pilot program.

4.35 Finally, the Meeting noted that the FAA had also initiated a project to amend Part 139, regulation that establishes safety and certification standards for commercial service airports to include a requirement for certificated airports to implement SMS.

Airfield safety in the United States

4.36 The United States Federal Aviation Administration (FAA) places a high priority on improving airfield safety. FAA, in partnership with industry, airport operators, and air traffic controllers, has implemented many changes to reduce the risk of runway incursions.

4.37 Efforts focused on technology include deployment and testing of several systems. The Airport Surface Detection Equipment – Model X system to improve controller situational awareness has been installed at 14 towers, and will be in a total of 35 towers by the end of 2011. A contract was just awarded to install Runway Status Lights at 22 airports – these lights provide a visual signal to pilots and drivers when it unsafe to enter or cross a runway or begin takeoff roll on a runway. The Final Approach Runway Occupancy Signal system, which provides information to pilots on approach that the runway is occupied or unsafe for landing is currently being tested at both Dallas-Fort Worth and Long Beach airports. An evaluation of commercial Low-Cost Surveillance Systems, which would reduce the risk of runway incursions at certain small and medium-sized airports, is underway; the first contract has been awarded, and additional companies will be selected. The FAA recently offered incentives to airlines for installing Cockpit Avionics Information/Warning Systems which can display approved airport moving maps or provide aural situational awareness runway information to pilots – to date, four airlines have been have been provided funding to install these systems in exchange for critical operational data. The selected airlines will equip 20 of their aircraft for flights to or from 21 test bed airports. To enhance Runway Safety Areas, Engineered Materials Arresting Systems, a bed of crushable concrete placed at the end of a runway to absorb the forward momentum of an aircraft, is now in place at 41 runway ends at 28 airports in the United States and at airports in China and Spain. To increase awareness of pilots that they are approaching a runway, 75 of the busiest U.S. airports installed Enhanced Taxiway Markings. These markings are now being installed at smaller U.S. airports.

4.38 The FAA has also addressed human factors in many of its initiatives. Air traffic communications were analyzed and requirements were added for controllers to issue explicit taxi instructions and for controllers to wait until an aircraft has crossed all intervening runways before being issuing a takeoff clearance. Three other changes are under consideration. To identify safety risks that might not have been identified through existing audits and inspections, a voluntary reporting system is being implemented for air traffic controllers. The agency has been studying fatigue issues, and conducted its first Fatigue Symposium. The FAA has established a joint FAA-industry Runway Safety Council to review runway incursion data, conduct root cause analysis, and develop safety recommendations, and adopt strategies to implement the recommendations and/or request further studies of issues.

4.39 Finally, the States of the Region were invited to consider the implementation of some or all of the above indicated technologies and processes, with the aim of reducing runway incursion risks at their airports.

d) Analysis of the activities being carried out by the Regional Aviation Safety Group – Pan American (RASG-PA)

4.40 The Meeting was informed that the Regional Aviation Safety Group – Pan American (RASGPA) was established in 2008, with the Terms of Reference and structure shown in **Appendices F and G** respectively, to this part of the Report.

4.41 It was noted that, from the beginning, the RASG-PA had agreed to use a result-based approach, and that the best way of achieving this was through the implementation of action plans in the form of projects, with concrete results, a defined budget, and taking advantage of technological developments.

4.42 It was felt that the establishment of the RASG-PA was achieving the objectives of GASP GSI/5 and complying with the strategy of GASR Focus Area 5 related to ensuring consistent coordination of regional aviation safety programmes. The achievements and results of the RASG-PA to date included workshops on GSI/3, GSI/5, GSI/7, and GSI/12, projects related to GSI/2, GSI/3, and GSI/12, and the start-up of the exchange, analysis, and consolidation of safety information. However, the success of the RASG-PA depended on the commitment, participation, and contributions by its members, both States and industry, through economic support and in kind. In this sense, the Meeting adopted the following conclusion:

CONCLUSION 11/8 SUPPORT TO THE ACTIVITIES OF THE RASG-PA

SAM States are urged to give maximum support to the Regional Pan-American Aviation Safety Group and to its activities developed, with a view to implementing the GASP/GASR.

4.43 Next, the Meeting was apprised that the RASG-PA/01 meeting had analysed the use of Safety Management Systems following the GASP/GASR process. The outcome of the workshop showed a level of maturity "in development" of SMS implementation. However, the level of maturity of the fair culture was discussed and found to be in Level 2 "Areas identified for improvement", with the following patterns:

a) The information contained in the safety data collection and processing system was not protected, but the use of safety data was appropriate in most cases.
b) There was no voluntary reporting.
c) Data safety was not always analysed.
d) Systematic measures were not taken to correct the deficiencies identified.

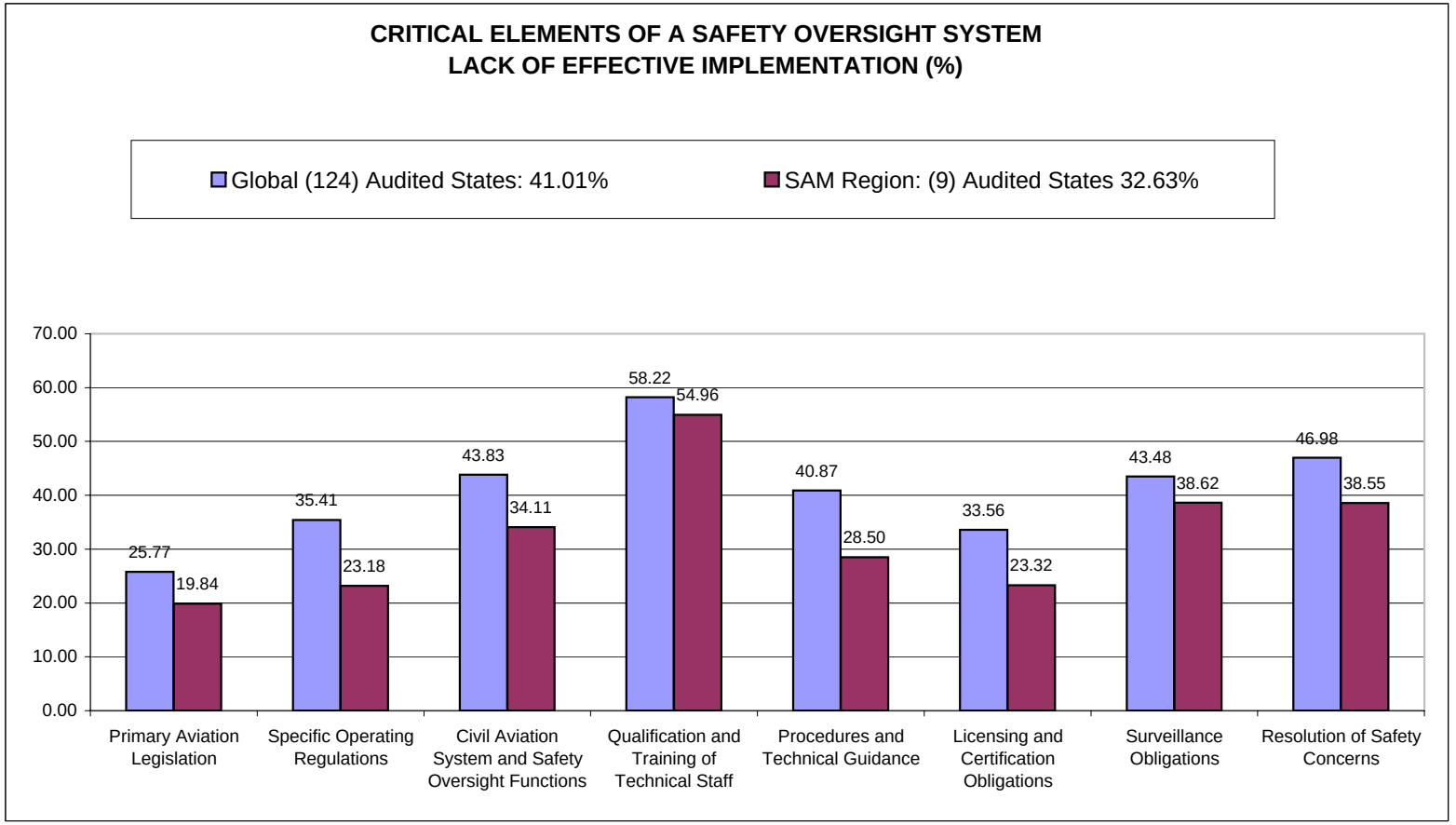
4.44 It was agreed that the correlation between SMS and fair culture should be wisely embodied in the regulatory framework of each State, and that it had to be real and feasible so as not to create a superfluous standard, with the clear idea in mind that SMS implementation was a path to be followed by each element of the system (operator, airport, service provider). There was no perfect SMS, since it was relied mainly on human action.

4.45 In this sense, it stated its commitment to the work being carried out by the RASG-PA on this new regulatory scenario for SMS, and recommended that it continue, not only with the adoption of guides, but also with SMS implementation monitoring mechanisms to ensure that the concept was equally and harmoniously adopted by all member States of the RASG-PA.

4.46 On the other hand, the Meeting reviewed a proposal of Colombia to find a direct and quick mechanism to channel assistance and aid for the development of RAGSPA programmes. In this sense, the Meeting recognised that, although ICAO had proven mechanisms in operation, it would be advisable to create a working group made up by the Regional Office, Colombia, and Chile, with the purpose of assessing various options to improve assistance and economic aid for the activities of the Group. Once completed the assessment, the Regional Office would coordinate this activity with ICAO Headquarters. In this regard, it adopted the following conclusion:

CONCLUSION 11/9 EXPEDITIOUS MECHANISMS FOR ASSISTANCE TO AND IMPROVEMENT OF RAGS-PA ACTIVITIES

That the Regional Office, in coordination with Colombia and Chile, assess various options to improve assistance and economic aid to RAGS-PA activities. Once completed the assessment, it would coordinate with ICAO Headquarters, and report the results of this activity to the States of the Region on a timely basis.


CRITICAL ELEMENTS OF A SAFETY OVERSIGHT SYSTEM
LACK OF EFFECTIVE IMPLEMENTATION (%)
Global (124) Audited States: 41.01%
SAM Region: (9) Audited States 32.63%
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
25.77
19.84
35.41
23.18
43.83
34.11
58.22
54.96
40.87
28.50
33.56
23.32
43.48
38.62
46.98
38.55
Primary Aviation Legislation
Specific Operating Regulations
Civil Aviation System and Safety Oversight Functions
Qualification and Training of Technical Staff
Procedures and Technical Guidance
Licensing and Certification Obligations
Surveillance Obligations
Resolution of Safety Concerns

Period 01/01/2008 to 15/11/08

Working Plan	Index of Obligations by State										
	Argentina	Brasil	Bolivia	Cuba	Chile	Ecuador	Paraguay	Peru	Uruguay	Venezuela	ACSA
Armonization, Multinational Equipment and y Broadcasting Programme.	57.69%	30.43%	56.00%	54.17%	90.00%	44.00%	26.92%	65.38%	20.83%	30.77%	20.69%
Seminars, Courses and SRVSOP's Meetings	100.00%	57.14%	92.86%	85.71%	92.86%	50.00%	71.43%	100.00%	78.57%	85.71%	71.43%
Average Commitments Index by State	**78.85%**	**43.79%**	**74.43%**	**69.94%**	**91.43%**	**47.00%**	**49.18%**	**82.69%**	**49.70%**	**58.24%**	**46.06%**

Total Average Commitments:	**62.85%**

APPENDIX C

ATTACHMENT A to State letter AN 12/52.1-08/70

ICAO STATE SAFETY PROGRAMME (SSP) IMPLEMENTATION COURSE

INFORMATION AND OUTLINE

SSP implementation course goals

The goals of the ***ICAO State Safety Programme (SSP) Implementation Course*** are to:

a) develop participants **knowledge** on the Standards and Recommended Practices (SARPs) related to the State Safety Programme (SSP), the ICAO SSP framework and its components, elements, and related guidance material; and

b) Provide **practical guidance** on key elements of an SSP, including a State's regulation for an SSP, the establishment of a State's acceptable level of safety, and an SSP implementation plan.

Target audience
Representatives from civil aviation authorities with responsibilities regarding the implementation of safety programmes, and the implementation and/or oversight of safety management systems, in the areas of aircraft operations, air traffic services, maintenance of aircraft and aerodrome operations.

Prerequisites
Participants must have basic technical aeronautical knowledge and a minimum of two years experience in flight operations (pilots, flight operation officers, cabin safety officers, etc.), air traffic control or aerodrome operations in a civil aviation administration or the aviation industry.

Class size
The maximum class size for this course is 36 persons.

Course duration
Three days for a total of 18 classroom hours, including workshop activities.

References
- ICAO Annexes to the Convention on International Civil Aviation
  - Annex 6 – *Aircraft operation*, Parts I and III
  - Annex 11 – *Air Traffic Services*
  - Annex 14 – *Aerodromes* – Volume I — *Aerodrome Design and Operations*

ICAO Safety Management Manual (Doc 9859) – 2nd Edition 2008.

APPENDIX D

Attachment B to State letter AN 12/52.1-08/70

ICAO Safety Data Management Training Course

Course outline

The ICAO safety data management training course combines two inter-related yet complementary areas of need: user needs and technical support needs. Based on this, the course is divided into distinct yet inter-related modules, as follows:

a) The **technical module** is aimed at those who will install and administer from a technical point of view the ECCAIRS system. This module covers the installation, setup and management of the ECCAIRS system. The scope of the module enables system administrators and/or IT personnel to get acquainted with the system, perform the setup and configuration of their ECCAIRS installation, as well as to supply basic user support.

b) The **end-user module** is aimed at those who will input the safety data into the ECCAIRS system and/or interrogate the system for safety analysis purposes. It provides an overview of the ECCAIRS taxonomy, as well as hands on experience of ECCAIRS as a tool used to code/enter and extract/analyze safety data.

The two modules are delivered in parallel, but in different classrooms.

Target audience

a) **Technical module**: IT administrators and/or officers, power users. Not suited for safety investigators and office clerks.

b) **End-user module:** safety investigators, safety officers and office clerks who will be entering or extracting data from ECCAIRS.

Prerequisites

a) **Technical module:** knowledge and understanding of IT, in particular in the field of software architecture, databases. Good knowledge of the Microsoft Windows operating system is required.

b) **End-user module**: knowledge of occurrence reporting, safety management concepts and safety data analysis. Good knowledge of the Microsoft Windows operating system and Microsoft Office products is recommended.

Class size

Maximum 20 participants per course

APPENDIX E

The SAM States have made significant efforts towards the implementation of SMS, even though compliance with the SARPS appearing in Annexes 6, 11 and 14 have yet to be achieved.

Table 01 – Summary of ICAO SMS Courses taught in the SAM Region

State	**Year**		**Number of participants**	**Remarks**
	2006	**2007**		
Panamá	14-18 AUG	---	28	1° Course
Brazil	18-22 SEP	---	30	
Uruguay	DEC	---	33	
Colombia	---	19-23 FEB	30	1° Course
Argentina	---	05-09 MAR	29	
Chile	---	12-16 MAR	30	1° Course
Perú	---	26-30 MAR	33	
Panamá	---	23-27 APR	30	2º Course
Argentina	---	25-29 JUN	30	2º Course
Chile	---	16-20 JUL	35	2º Course
Paraguay	---	13-17 AUG	30	
Bolivia	---	20-24 AUG	30	
Venezuela	---	03-07 SEP	26	ICAO Course Reg.
Colombia	---	10-14 SEP	28	2º Course
Total number of persons trained in the official ICAO SMS Course I				**422** (up to Sep. 2007)
State	**2008**	---	**Number of participants**	**Remarks**
Colombia	11 – 15 AGO	---	29	3° Course
Colombia	15 – 19 DEC	---	32	4° Course
Total number of persons trained in the official ICAO SMS Course				**483** (up to Dec 2008)

APPENDIX F

TERMS OF REFERENCE OF THE REGIONAL AVIATION SAFETY GROUP – PAN AMERICA (RASG-PA))

Background

Quote from Assembly Resolution A36-7 - Global Planning for Safety and Efficiency

Resolved that these global plans [*Global Aviation Safety Plan and Global Air Navigation Plan*] shall provide the framework in which regional, sub-regional and national implementation plans will be developed and implemented thus ensuring harmonization and coordination of efforts aimed at improving international civil aviation safety and efficiency;

Recognized the importance of regional and national plans and initiatives based on the global framework for effective implementation;

Recognized that further progress in improving global safety and efficiency of civil aviation is best achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders under the leadership of ICAO;

Urged Contracting States and the industry to apply the Global Aviation Safety Plan and Global Aviation Safety Roadmap principles and objectives and to implement its methodologies in partnership with all concerned stakeholders to reduce the number and rate of aircraft accidents;

Terms of Reference

The RASG-PA is established to be the focal point to ensure harmonization and coordination of safety efforts aimed at reducing aviation risks in the North American, Central American, Caribbean (NACC), and South American (SAM) Regions and to promote the implementation of resulting safety initiatives by all stakeholders.

This will be achieved through the involvement of all stakeholders including ICAO, States, International Organizations and the industry.

Short term

Develop and implement a work programme to continue implementation of the Global Aviation Safety Plan (GASP) and Global Aviation Safety Roadmap (GASR) in the region to ensure implementation of resulting action plans.

Longer term

1) Using the framework provided by the GASP and GASR, support the establishment and operation of a performance-based safety system for the Pan American region by:

    a) Ensuring that all safety activities at the regional and sub-regional level are properly coordinated to avoid duplication of efforts;

b) Facilitating the sharing of safety information and experiences among all stakeholders from the region;

c) In part of the region where such a performance-based safety system does not exist, analyzing the risks to civil aviation at the regional level, develop action plans necessary to mitigate the risks and coordinate and support their implementation; and

d) Conducting follow-up activities as required.

2) Provide feedback to ICAO and the ISSG to continually improve and ensure an up-to-date global safety framework (GASP and GASR).

APPENDIX G

REGIONAL AVIATION SAFETY GROUP - PAN-AMERICA (RASG-PA)

Organizational Structure

RASG-PA Membership

NAM/CAR/SAM States/Territories.

- For the purpose of electing the Chairperson and Vice-Chairpersons, the CAR region will be divided into sub-regions as English speaking States and Spanish speaking States. Therefore, regions/sub-regions for election of the Chairperson and Vice-Chairpersons are the following:
  (a) NAM (1);
  (b) CAR-English speaking States (CAR-E) (1);
  (c) CAR-Spanish speaking States (CAR-S) (1);
  (d) SAM (2).

  In total, there will be five regional/sub-regional representatives including the Chairperson.

Chairperson (NAM/CAR-E/CAR-S/SAM State).

- After election of the Chairperson, the Vice-Chairpersons will be selected from the four remaining regions/sub-region(s).

Vice-Chairpersons (4)
ICAO NACC/SAM Directors (1 to serve as Secretary)
ICAO HQ
NAM/CAR/SAM States/Territories
International Organizations
NAM/CAR/SAM Safety Groups
Manufacturers

- ICAO Contracting States from outside the region, other representative organizations, or any entity directly involved in aviation safety may be invited by the RASG-PA to join the group as a full member or observer as decided by RASG-PA.

Steering Committee

A Steering Committee composed of representatives from States, International Organizations and industry will be established to guide the work of the RASG-PA and ensure that safety initiatives are discharged in a timely and efficient manner. To that end, the Steering Committee will:

a) propose the RASG-PA work programme;
b) coordinate the activities of the RASG-PA and all GASP/GASR safety related initiatives and adjust strategy as necessary;
c) act as an advisory body to the RASG-PA membership;
d) provide regular safety environment assessments to the RASG-PA; and
e) undertake any action required to ensure that the RASG-PA achieves its objective to reduce aviation risks in the NACC and SAM Regions.

RASG-PA Executive Steering Committee Membership

RASG-PA Chairperson
RASG-PA Vice-Chairpersons (4)
ICAO NACC/SAM Directors
ICAO HQ Representative
ISSG Representative
ACI Representative
IATA/ALTA Representative(s)
IFALPA Representative
IFATCA Representative

Agenda Item 5: Review of aviation security results attained in the SAM Region

a) Results of the application of the Universal Security Audit Programme (USAP)

5.1 The Meeting received information about the Universal Security Audit Programme (USAP). With respect to the first cycle that ended December 2007, it was noted that 181 States had been audited. The second cycle, under the systemic approach, and which also covered Annex 9 – Facilitation, had started in January 2008, with audits conducted in Bolivia and Paraguay in the Region and audits scheduled in Colombia and Venezuela for the second half of 2009.

5.2 Note was taken that, based on the results of the first audit cycle and its subsequent follow-up visits, problems had been identified in the implementation and compliance with the dates of the remedial action plan concerning the recommendations of the respective audit report. In this sense, the Meeting received general information on different aspects related with the SARPs contained in Annex 17, Chapters 3 and 5.

5.3 Likewise, ICAO had prepared seminars on the contents of the second audit cycle, to assist and prepare the States for this second audit cycle. The Meeting took note that a regional ICAO seminar on this topic would be held on 21-22 May in San José, Costa Rica, co-sponsored by COCESNA.

5.4 It was noted that, at the request of the 36th Session of the ICAO Assembly, the Council had considered the introduction of a limited level of transparency with respect to the results of security audits. In this regard, the Council had approved a proposal for introducing such transparency. This proposal, which balanced the need for the States to be aware of unresolved security issues with the need to keep sensitive security information out of the public reach, would be put at the disposal of all contracting States in a graphical representation on the safe USAP web site.

5.5 The Meeting also noted that audits had proven useful for the identification of security issues and for recommending solutions to them. It was stated that, although USAP follow-up missions had confirmed the remarkable increase in the level of compliance with ICAO security standards, which revealed the commitments of the States, it was important for this commitment to be effective and permanent in order to achieve the USAP objective of strengthening security and thus contributing to its strengthening worldwide. Upon concluding the discussion of this ítem, the Meeting formulated the following Conclusion:

CONCLUSION 11/10 PARTICIPATION OF SAM STATES IN THE USAP

That States, in correspondence with Standard 2.1.1 of Annex 17 to the Convention on International Civil Aviation:

a) ensure the backup and support for the AVSEC organisation within their administration for the establishment, approval and effective implementation of their AVSEC National Civil Aviation Security Programme (NCASP), and related programmes

and documents, and the activation of their National Civil Aviation Security Committees or similar arrangements;

b) ensure complete and effective implementation of their corrective action plans regarding the recommendations of the USAP first audit report before receiving the USAP second cycle audit, notifying the progress on their action plans to ICAO; and

c) should any differences identified during the audit remain unaddressed, States are reminded of their obligation under Article 38 of the Convention on International Civil Aviation to officially notify ICAO of any such differences.

b) Results of the AVSEC Training Programme

5.6 The Meeting received information about the ICAO AVSEC training programme and of the creation and operation of the new CAR/SAM AVSEC/FAL Group.

5.7 It was indicated that the training programme which started in 2006 on the basis of courses and workshops through the ICAO regular programme, and the second phase of the Transport Canada Security Awareness Programme, aimed at assisting the States in the resolution of issues identified during the execution of audit programmes.

5.8 It was noted that the courses under the regular programme were based on standard sets of teaching material (CMDN) and were conducted at the AVSEC regional training centres (ASTC). Note was also taken of the courses given through the Transport Canada Security Awareness Training Programme counted with the sponsorship of some States of the Region. Information was provided on the schedule of training courses for 2009 and the inauguration of the ASTC in Arlington, Virginia thanks to the cooperation of the United States TSA.

5.9 The Meeting took note of the importance of the support provided by the States to the ICAO AVSEC training programme through short-term experts (STE) and the need for sending AVSEC and FAL focal point information to ICAO on a timely basis whenever changes were made for any reason. The Meeting also received detailed information about the Seventh Edition of the Security Manual for Safeguarding Civil Aviation against Acts of Unlawful Interference.

5.10 The Meeting was informed that the ICAO Council had considered that regional planning and implementation groups like GREPECAS should give priority to air navigation issues and had therefore eliminated AVSEC matters from their tasks. Consequently, the GREPECAS AVSEC Committee (AVSEC/COMM) had been eliminated from the regional mechanism.

5.10.1 In this respect, the Meeting recalled that, in view of the above, ICAO had created the CAR/SAM/NAM AVSEC/FAL Group as an independent multinational mechanism to harmonise the tasks of the regional groups in an efficient manner in order to avoid duplication of efforts, which affected the limited resources of some States.

5.11 Consequently, the Meeting formulated the following Conclusion:

CONCLUSION 11/11 PARTICIPATION OF SAM STATES IN ICAO TRAINING PROGRAMMES

That civil aviation authorities of the Region:

a) ensure that AVSEC personnel from their administrations participate in the instruction activities sponsored by ICAO and other international organizations;

b) ensure to keep ICAO informed of their States' Points-of-Contact for Facilitation (FAL) as well as Aviation Security (AVSEC); and

c) continue to support sponsoring meetings of the ICAO AVSEC/FAL Group for it to continue providing support and guidance for civil aviation security issues that will assist States with compliance of the Standards and Recommended Practices of Annex 9 and Annex 17 to the Chicago Convention.

5.12 Colombia presented a working paper analysing CAR/SAM entities and initiatives dealing with AVSEC matters, and considered that it was necessary to generate a *critical mass* in a single group under ICAO or other generally-accepted mechanism. In this regard, there was an extensive discussion in which the Secretary of LACAC stated that its AVSEC/FAL Group could contribute to this end, but noted that the membership of this LACAC group was very small within the context of the CAR/SAM/NAM States and that the new AVSEC/FAL Group, with a broad membership in the three Regions had been created for this purpose. Finally, on this matter, the Meeting recognised that it could only consider matters pertaining to the SAM Region, and, thus, the discussion could be reflected in the report as a reference so that it could be addressed within LACAC.

Agenda Item 6: Other matters

IATA 2008 safety report

6.1 The Meeting was informed of the IATA prevention strategies aimed at improving safety in the air transport industry. These strategies are based on the analytical conclusions of accidents occurred in 2008. The rate of accidents increased in 2008 as compared to 2007 in the Commonwealth of Independent States (CIE), Latin America and the Caribbean, the Middle East and North of Africa, North America and Europe. Based on the results of accident analyses, IATA has developed prevention strategies, such as those for the prevention of runway excursions, reduction of damages on the ground, SMS implementation, and improved safety of maintenance operations.

6.2 In 2009, IATA will focus on helping its members, through these and other initiatives, and will continue working with airlines, regulators, and other stakeholders of the industry to strengthen safety programmes and to introduce new initiatives, thus enhancing safety worldwide.

Public Key Directory (PKD)

6.3 The Secretariat informed the Meeting about the work being carried out by ICAO Headquarters in relation to the Public Key Directory (PKD). This Directory is one of the objectives achieved as a result of the ICAO Business Plan, which facilitates the traffic of persons and goods, improves security for passengers, and promotes the crossing of borders. In this regard, the corresponding Memorandum of Understanding entered into force on 8 March 2007. The participation of the Member States in the ICAO PKD has been growing and many States have recently joined it. The Meeting took note of that stated in the previous paragraph to allow States analyse its advantages.

International Financial Facility for Aviation Safety

6.4 Given the great interest of civil aviation administrations in the International Financial Facility for Aviation Safety (IFFAS), the Meeting was informed that the fund provided assistance to the States on safety related to the deficiencies identified under the Universal Safety Oversight Audit Programme (USOAP). This facility was established in December 2002 and entered into force in 2003 with the purpose of funding safety-related projects aimed at resolving deficiencies identified through the USOAP in those States that did not have the necessary resources for its funding.

6.4.1 Regarding the above, the Meeting noted that details of the assistance provided by this facility could be found on ICAO web site: www.icao.int/iffas.

Social and economic impact of the aeronautical industry on Latin America, and the importance of air liberalisation

6.5 The Meeting took note of the information provided by IATA regarding the social and economic impact of the aeronautical industry on Latin America, and the importance of air liberalisation. It also took note of the studies being carried out by IATA regarding the economic benefits of air transport for the States of the Region. In this respect, the States were requested to support the collection of data for the conduction of the corresponding studies, to

disseminate their results, and to introduce market liberalisation measures in order to overcome the effects of the financial and sanitary crisis that had caused a strong reduction in traffic.

IATA operational safety audit programme

6.6 IATA informed the Meeting about its operational safety audit programme (IOSA), which had been implemented in order to achieve two fundamental objectives. First, to improve airline safety, and second, to increase efficiency through the elimination of airline audits that might be redundant. The data obtained from these audits could be reviewed and compared with the information obtained through the ICAO USOAP audits. In this regard, ICAO had signed a Memorandum of Cooperation with IATA. The Meeting was invited to benefit from the IOSA programme, through its implementation in the safety oversight programme of each State.

Aircraft registration in the United States

6.7 The FAA informed the Meeting on the proper use and misuse of aircraft registration in the United States, as well as the reason why the US aircraft registration could be confusing; illegal registration activities; and what authority and obligations other CAAs have with respect to US- registered aircraft based in their country.