



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

c) Reduction or Elimination of the Deficiencies Identified in the Provision of Air Navigation Services

(Presented by the Secretariat)

Summary

This working paper presents the regional activities carried out for the resolution, by the States, of deficiencies in each air navigation area, as well as a statistical analysis of outstanding and corrected “U”, “A” y “B” deficiencies in SAM States.

References:

- Report of the GREPECAS/13 meeting, Santiago, Chile, 14-19 November 2005.
- Report of the GREPECAS/14 meeting, San José, Costa Rica, 16-20 April 2007.
- Report of the GREPECAS/15 meeting, Rio de Janeiro, Brazil, 13-17 October 2008

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*
- E Continuity - Maintain the continuity of aviation operations*

1. Introduction

1.1 In keeping with their functions and based on the Uniform methodology for the identification, assessment and reporting of air navigation deficiencies formulated by the ICAO Council, the Regional Offices, in coordination with the States/Territories and GREPECAS, have been periodically reviewing the status of implementation of the CAR/SAM Regional Air Navigation Plan, with a view to determining and assessing air navigation safety aspects. Based on the results of this review, deficiencies are identified and, in the event of serious deficiencies, the Regional Offices report them to the Air Navigation Commission.

1.2 The Regional Offices keep the list of deficiencies up to date and GREPECAS, through the Aviation Safety Board (ASB), revises it periodically and recommends actions for the elimination of urgent air navigation deficiencies (U) in the CAR/SAM Regions. Likewise, the Regional Offices coordinate the Action Plans with the States and do the follow-up of ASB recommendations to GREPECAS.

2. Background

2.1 The deficiencies currently affecting the provision of air navigation services in the ICAO Regions and the need for States to establish Action Plans to eliminate them are a matter of constant concern and of high priority for the ICAO Council. In this sense, it should be recalled that an important element of the ICAO Global Aviation Safety Plan (GASP), approved through Assembly Resolution A33-16, is the need to better identify air navigation deficiencies in order to take concrete action for their elimination.

2.2 Upon reviewing the deficiencies, the GREPECAS/14 meeting noted that many problems related to deficiencies could be solved through a better coordination among States and their respective Regional Offices. It also recognised that the GREPECAS Air Navigation Deficiencies Database (GANDD) was the best tool to improve such coordination.

2.3 The Group also noted that the lack of updating by the States of the deficiencies database could be due to lack of training of the personnel in charge of that function. To this end, GREPECAS formulated Conclusion 14/49 on the designation of a National Coordinator to facilitate the administrative coordination of the database with those responsible for the various areas of air navigation services in the States. In this regard, the States have designated national coordinators and ICAO has prepared an on-line presentation to explain the use of, and access to the GANDD.

Standard classification of “U” deficiencies

2.4 GREPECAS considered that it was necessary to make a full review of the GREPECAS deficiency system through an analysis of the procedures and database, and to develop a guide on the use of the database. This review had to be done by the Regional Offices no later than 31 December 2008, applying the same criterion to all “U” deficiencies. This would permit a more clear identification of “U” deficiencies. In view of the above, the GREPECAS/14 meeting adopted Decision 14/60.

2.5 The ASB held two meetings, ASB/8 and ASB/9 (5-6 March 2007 in Lima, Peru, and 12 October 2008 in Rio de Janeiro, Brazil, respectively) to analyse the recommendations of GREPECAS/14. The GREPECAS/15 meeting reviewed the reports of the aforementioned meetings, noting that:

- a) as a result of the review by the Secretariat of the method for capturing and storing information in the GANDD, and the reformulation of the reports provided by the former, Appendices A, B, C, and D were deleted, and it was agreed that outstanding deficiencies would be reported in a single format and corrected deficiencies would be maintained for statistical purposes only;
- b) the procedures developed by the Secretariat for the classification and treatment of GREPECAS “U” deficiencies contribute to the application of the Uniform methodology for the identification, assessment, and reporting of deficiencies approved by the ICAO Council, which contains criteria for identifying “U” deficiencies. The procedure recommends the application of the risk analysis method used in the official ICAO SMS course. According to these criteria, indices **5A, 5B, 5C, 4A, 4B, and 3A** correspond to “U” efficiencies;
- c) regarding GREPECAS Conclusion 14/59 - *National coordinator responsible for updating the GANDD*, the Meeting took note of the available list of contacts, which is updated by the Secretariat as required.

2.6 Likewise, GREPECAS/15 examined the risk analysis of “U” deficiencies, pursuant to Conclusion ASB/8/2, and noted that, due to an involuntary error, the list of “U” deficiencies had been only circulated to States/Territories but not to IATA and IFALPA, as provided for in said conclusion. Consequently, the meeting felt that the exercise should continue, with the participation of IATA and IFALPA and with the States that had not yet applied the classification based on the risk analysis, with a view to having the ASB assess the results. Accordingly, Conclusion 15/47 was formulated. The results of the actions provided for in the cited conclusion will be discussed at the ASB/10 meeting next April.

Standard classification of “A” and “B” deficiencies

2.7 GREPECAS/15 reviewed the implementation of Decision ASB/8/1 on the classification of “A” and “B” deficiencies, using the current SMS Risk Analysis Model, and noted that:

- a) the ICAO SMS Risk Analysis Model only applies to those cases related to matters affecting air navigation safety;
- b) an “A” deficiency is defined as a deficiency with high priority safety requirements; and
- c) a “B” deficiency is defined as a deficiency with intermediate requirements in terms of air navigation regularity and efficiency.

2.8 Based on the above, and following an extensive debate, the meeting adopted the use of the ICAO SMS Risk Assessment Model, contained in **Appendix A** to this working paper, for the classification of “U”, “A”, and “B” deficiencies. However, and due to the fact that supplementary procedures had been developed to solve the classification problem of “U” deficiencies, the meeting considered that such procedures could be improved for application to all deficiencies, giving States/Territories a period of 7 working days for sending comments on the recently identified deficiencies to the accredited ICAO Regional Offices, prior to their inclusion in the GANDD. In this respect, the meeting formulated Conclusion 15/48. Likewise, the results of the action established in this conclusion will be examined at the ASB/10 special meeting.

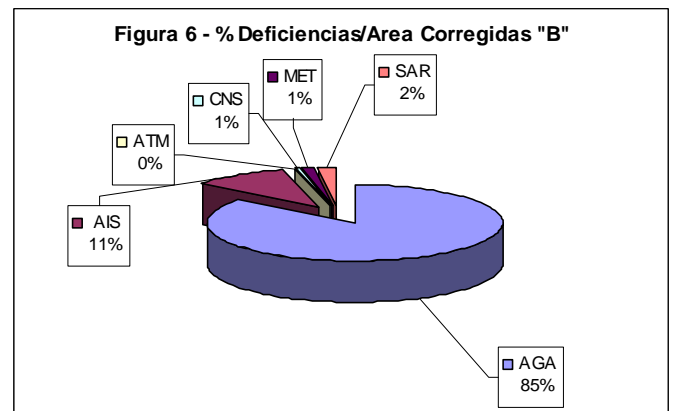
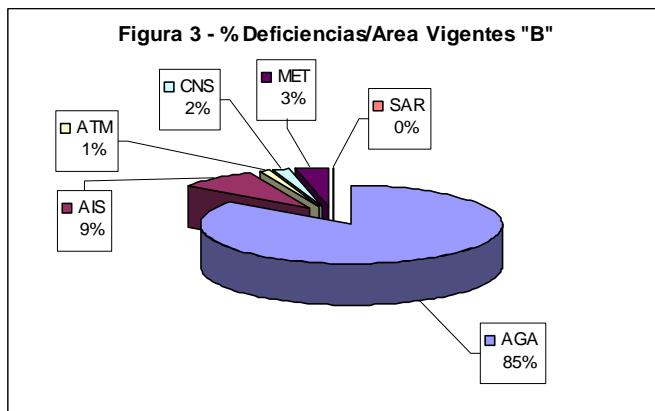
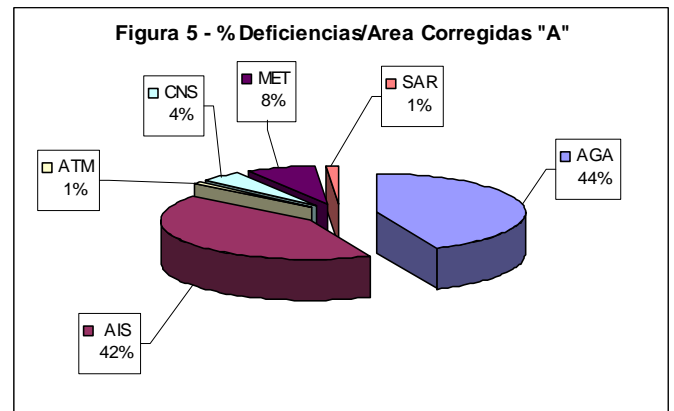
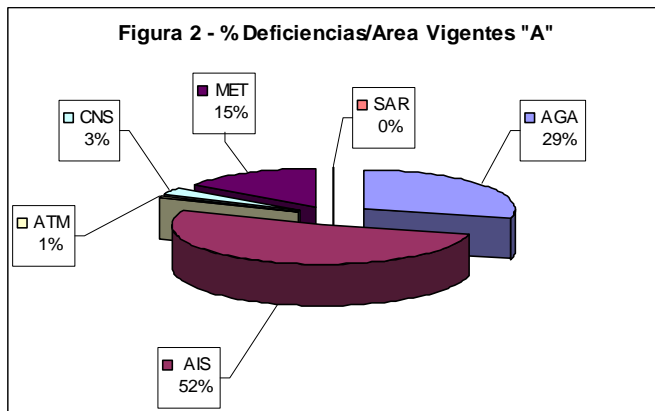
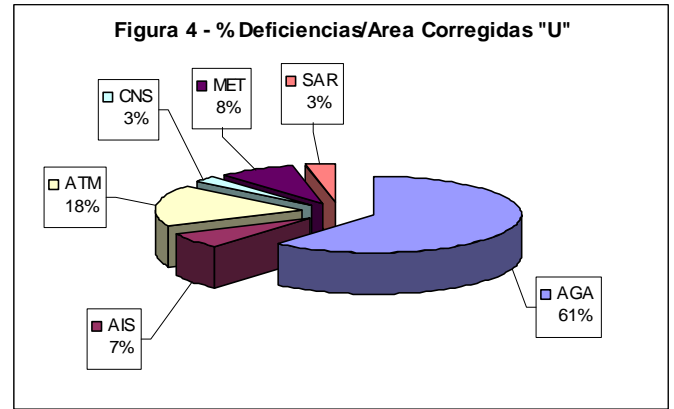
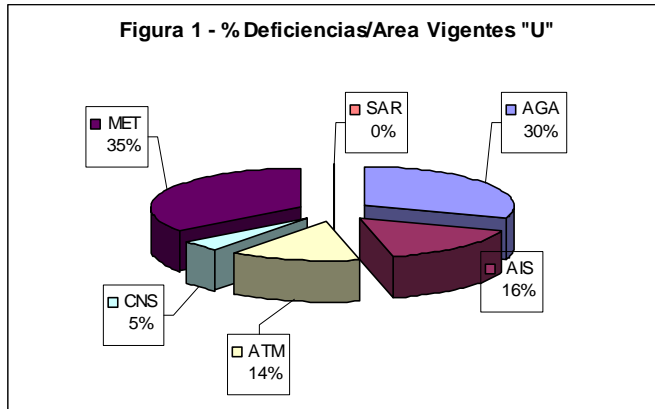
3. Discussion

3.1 The current status of specific deficiencies related to the implementation of air navigation services in the SAM Region is shown below.

3.2 In order for each State to assess the status of its deficiencies and establish an Action Plan to correct them, **Appendix B** contains a Table of Outstanding Deficiencies: “U” (43), “A” (206), and “B” (172), for a total of (421) and **Appendix C** shows the corrected deficiencies--“U” (119), “A” (159), and “B” (152)--adding to a total of (430) as of 16 March 2009.

3.3 The States have made clear efforts to correct “U” deficiencies. However, since these require an immediate solution due to their impact on safety, the Meeting will note that there are still 43 “U” deficiencies pending solution.

3.4 The Meeting might also note that figures 1, 2, and 3 show the percentage of outstanding “U”, “A”, and “B” deficiencies, by area, and figures 4, 5, and 6 show the percentage of corrected deficiencies, by area, for the whole Region.



3.5 Although, according to GREPECAS Conclusion 15/48, the number of “U” and “A” deficiencies could vary following the risk analysis being carried out by the States, IATA and IFALPA, which will be assessed by the ASB/10 meeting (27-28 March 2009), figures 1, 2, and 3 clearly show the higher percentage of deficiencies in the AGA, AIS, and MET areas, pointing to the need to review technical management in these areas in particular.

3.6 **Appendix D** to this working paper contains the updated list of deficiencies in all air navigation areas. However, based on the results of the ASB/10 meeting, these could vary, in which case the REVISED list would be submitted to the consideration of the Meeting.

4. **Suggested Action**

4.1 The Meeting is invited to consider the information presented in this working paper in order to:

- a) take note of the action recommended by GREPECAS;
- b) review the data presented regarding the number and percentage of U, A, and B deficiencies, in keeping with appendices B and C;
- c) consider the status of resolution of deficiencies, as shown in Appendix D; and
- d) based on the above, formulate the conclusions it may deem advisable.

METHODOLOGY FOR DETERMINING THE THREE PRIORITY LEVELS FOR AIR NAVIGATION DEFICIENCIES (U/A/B)
ON THE BASIS OF RISK INDEX

Risk probability	Risk severity				
	Catastrophic A	Hazardous B	Major C	Minor D	Negligible E
Frequent 5	5A	5B	5C	5D	5E
Occasional 4	4A	4B	4C	4D	4E
Remote 3	3A	3B	3C	3D	3E
Improbable 2	2A	2B	2C	2D	2E
Extremely improbable 1	1A	1B	1C	1D	1E

“U” type deficiencies correspond to the shadowed area of this matrix (Risk Indexes: 5A, 5B, 5C, 4A, 4B and 3A)

“A” type deficiencies correspond to all the remaining risk indexes

“B” type deficiencies are not safety related and do not correspond to any of the above risk indexes

DEFICIENCIAS VIGENTES / OUTSTANDING DEFICIENCIES																
	AGA			AIS			ATM			CNS			MET			TOTAL
	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B	
ARG		2	29		6	1	1			1			1	5		46
BOL		2	1	1	9	2							1	3	1	20
BRA	4	1	21	1	7	1					1	1		1		38
CHL			1		9									1	2	13
COL	2	12	21		12	2		1	1				1	1		53
ECU		5	10		7	1	1				1		1	2		28
GUF																-
GUY		2	5	1	8	1					2		3	5	1	28
PAN	1	15	18		9	1							2			46
PER		1	2		10	1			1				1	1		17
PRY	1	7	6		11	2	1				2		1	3	1	35
SUR	2	3	14	2	10	1						1	3	5	1	42
URY		2	3		8	1	2						1	2		19
VEN	3	7	15	2	2	1	1	1		1		1		2		36
TOTAL	13	59	146	7	108	15	6	2	2	2	6	3	15	31	6	421

DEFICIENCIAS CORREGIDAS / CORRECTED DEFICIENCIES																			
	AGA			AIS			ATM			CNS			MET			SAR			TOTAL
ARG	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B	
2002	1				3									1	1				6
2003							1						1						2
2004	2		4											1					7
2005			27		2					2	1								32
2006						1													1
2007	2		14																16
2008	1		4																5
TOTAL	6	0	49	0	5	1	1	0	0	0	2	1	1	2	1	0	0	0	69
BOL	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B				
2002	1		3																4
2003		2	2		2		2	1											9
2004		2	3		1			1											7
2005					1					1									2
2006						1													1
2007				1															1
2008			1	1										1					3
TOTAL	1	4	9	2	4	1	2	2	0	0	1	0	0	1	2	0	0	0	27
BRA	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B	
2000					1														1
2002	1									2				1					4
2003							2							1					3
2004					2														2
2005													1						1
2006						1													1
2009							1												1
TOTAL	1	0	0	0	3	1	3	0	0	2	0	0	1	2	0	0	0	0	13
CHL	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B	
2002					1									1					2
2003			2				1									1			4
2004					1		1												2
2005			4		3														7
2006						1													1
TOTAL	0	0	6	0	5	1	2	0	0	0	0	0	0	1	0	1	0	0	16
CHL	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B	
1998	1	1			1														3
2000	1		1																2
2001			2																2
2002	12	7	7																26
2003	2	5	7		2		2												18
2004	1	1	7																9
2005	1															1	1		3
2006						1													1
2007										1									1
2008	1																		1
TOTAL	19	14	24	0	3	1	2	0	0	0	1	0	0	0	0	0	1	1	0

DEFICIENCIAS CORREGIDAS / CORRECTED DEFICIENCIES																			
ECU	AGA			AIS			ATM			CNS			MET			SAR			TOTAL
	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B	
1998					1														1
2002					2	1							1	1					5
2003			1				1												2
2004	2	4	2																8
2005	1	9	3																13
2006						1													1
2007										1				1					2
2008	3			2															5
TOTAL	6	13	6	2	3	2	1	0	0	1	0	0	1	2	0	0	0	0	37
GUF	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B				TOTAL
2002							1							1					2
2003					1		1												2
2004					2														2
2006						1													1
TOTAL	0	0	0	0	3	1	2	0	0	0	0	0	0	1	0	0	0	0	7
GUY	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B	TOTAL
2002							1												1
2003			1		1		1												3
2004	2		3	1	1														7
2005	1		3		2														6
2006	4					1											1		6
2008				1															1
TOTAL	7	0	7	2	4	1	2	0	0	0	0	0	0	0	0	0	1	0	24
PAN	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B	TOTAL
2001	1																		1
2002						1											1		2
2003							2												2
2004	4	2																	6
2005					4														4
2006						1													1
2007										1									1
2008																		2	2
TOTAL	5	2	0	0	4	2	2	0	0	0	1	0	0	0	0	0	0	1	19
PER	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B	U	A	B	TOTAL
1998					1														1
2002	2	1	3		1									1					8
2003		2					2												4
2004	2	1	2		1													1	7
2005		2	1		2												1		6
2006	1		6			1													8
2008					4														4
TOTAL	5	6	12	0	9	1	2	0	0	0	0	0	0	1	0	1	0	1	38

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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 through the Regulatory Agency (ORSNA) to the Concessionaire 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	

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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	

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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/In g. 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/In g. 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	

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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 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	Provide 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/E 1 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/E 1 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	Provide 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 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 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	

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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 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/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/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/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		

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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 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 system 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 RFF is 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	

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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 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	

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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 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 lighting 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 satellite RFF for DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	

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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
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.

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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
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 prepared 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 Quality 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.

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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

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 requirements 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 regulation No. 19/05 (PRONACEII). 2007: An action plan with measures to mitigate the risk, as established in ICAO Assembly Resolution A36-11.
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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)Administrative 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.

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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
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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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/EI 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/SABS A	JUL/ 2004	
AGA 37	SAM Obstacles (Annex 14, Vol. I Chap. 4 and Chap.6)	Bolivia, LA PAZ/EI 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/buildings. ACTION TAKEN: DGAC has presented these requirements to the City Hall of EI Alto in order to install the obstacle lighting system.	Bolivia/SABS A	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: SABS will install facility in DEC 2004 (Doc DGAC-0-1-1145/NA370/AGA101/04-30JUN2004). SABS 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/SABS A	JUL/ 2005	

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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
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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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 prepared 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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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 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	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 not 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 climatological 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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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	Maintain 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	# ilt 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 prepared 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 will be 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	

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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 rubber from RWY surface. The water pressure applications must be adjusted to the pavement'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	

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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		

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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 reported.	Indicated State		
AIS 152 SAM	Annex 15, Para. 5.2.2.1. Use of English language in NOTAM.	Chile	Need of use of English language for those parts of the NOTAM requiring text in plain language (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 effectively 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 prepared 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		

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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
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	

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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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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/CARTAGE NA/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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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 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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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 450	SAM Annex 14, Vol. I, Ch. 5	COLOMBIA/AEROCIVIL/BOGOTA/EI 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/EI Dorado Int'l Airport	JUL/ 2006	
AGA 451	SAM Annex 14, Vol. I, Ch. 3, Parag. 3.2.4	COLOMBIA/AEROCIVIL/BOGOTA/EI 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/EI Dorado Int'l Airport	2006	
AGA 452	SAM Annex 14, Vol. I, Ch. 3, Par. 3.4.3	COLOMBIA/AEROCIVIL/BOGOTA/EI 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/EI Dorado Int'l Airport	2006	
AGA 453	SAM Annex 14, Vol. I, Ch. 9	COLOMBIA/AEROCIVIL/BOGOTA/EI 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/EI Dorado Int'l Airport	2006	
AGA 454	SAM Annex 14, Vol. I, Ch. 3	COLOMBIA/AEROCIVIL/BOGOTA/EI 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/EI 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/EI 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/EI Dorado Int'l Airport	MAR/ 2006	
AGA 458	SAM Annex 14, Vol. I, Ch. 3	COLOMBIA/AEROCIVIL/BOGOTA/EI 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 built up ACTION PLAN: Submitted to concessionaire (Doc 1010-P-1113.05, 19 Dec 05)	AEROCIVIL/BOGOTA/EI Dorado Int'l Airport		

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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										
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 system mainly 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	

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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
AIS 99	SAM ICAO Annex 4, Chapter 7;Par. 7.6.2 Enroute Navigation Charts - ICAO.	Colombia	Need to include the Area Minimum 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 language in NOTAM.	Colombia	Need of use of English language for those parts of the NOTAM requiring text in plain language (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 prepared 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

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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	

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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
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/D AC	2006	
AGA 307	SAM Regional ANP (Doc 8733, FASID CAR/SAM - AOP)	ECUADOR/GUAYAQU IL/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 tunnel 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/D AC		
AGA 310	SAM Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	ECUADOR/LATACUN GA/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/D AC	2004	

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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/D AC		
AGA 317 SAM	TWY Strip/shoulders(Annex 14, Vol. I, Ch. 3 & Doc 9157-AN/901, Part 1)	ECUADOR/DAC/CORP AQ/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 physical 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 vehicles 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/D AC/CORPAQ/QUIPORT	JAN/ 2006	
AGA 318 SAM	Physical Characteristics (Annex 14, Vol. I, Ch. 3)	ECUADOR/DAC/CORP AQ/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/D AC		

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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 320 SAM	RWY Strip (Annex 14, Vol. I, Ch. 3)	ECUADOR/DAC/CORP AQ/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 information in the AIP-Ecuador as soon as the operator (QUIPORT) finish the physical characteristics studies (Doc DGAC-j-025-04, 25 JUN 2004).	ECUADOR/D AC	JAN/ 2006	
AGA 322 SAM	RESA (Annex 14, Vol. I, Ch. 3)	ECUADOR/DAC/CORP AQ/QUIPORT/Quito/Mariscal Sucre	There are no stopways and RESA at both RWY ends. After the RWY threshold of End 35, there is an extension 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/D AC/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/GUA YAQUIL/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/D AC	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 adequate 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/G UAYAQUIL	JUL/ 2006	

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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 330	SAM Emergency (Annex 14, Vol. I, Ch. 9)	ECUADOR/GUAYAQUIL/Simón Bolívar	No disabled 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/D AC	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 accumulated 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/D AC		
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/D AC	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/D AC		

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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
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 language in NOTAM.	Ecuador	Need of use of English language for those parts of the NOTAM requiring text in plain language (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 rules are being prepared 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

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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		

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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
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 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	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		

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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/Chedi 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/Chedi 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/Chedi 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 CJA (Doc GCAA-ICAO/5/312, 20 FEB 2004). Vehicle ordered (Doc ICAO/5/3/1, 22 JUN 2004)	Guyana	NOV/ 2004	

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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 Aircraft 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/SYJCJ – 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		

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
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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 Minimum 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 prepared 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		

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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 competence 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

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
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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 quantity of personnel to provide MET service.	NOV/ 2006	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		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		

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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	

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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/DG AC		
AGA 341	SAM RFF (Annex 14, Vol. I, Ch. 9)	PANAMA/DGAC/BOC AS 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/DG AC		
AGA 342	SAM Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/BOC A 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/DG AC		
AGA 343	SAM RFF (Annex 14, Vol. I, Ch. 9 & Doc 9733, FASID CAR/SAM - AOP)	PANAMA/DGAC/CHA NGUINOLA/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/DG AC		
AGA 344	SAM Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/CHA NQUINOLA/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/DG AC		
AGA 345	SAM Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/CHA NGUINOLA/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/DG AC	DEC/ 2003	

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
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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/DG AC		
AGA 348 SAM	ANP (Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/Tocumen	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/DG AC	JAN/ 2006	
AGA 349 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/Tocumen	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/DG AC	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/DG AC	2006	
AGA 351 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM -AOP)	PANAMA/DGAC/Tocumen	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/DG AC	2004	

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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/DG AC	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/DG AC	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/DG AC		
AGA 355 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5)	PANAMA/DGAC/Tocumen	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/DG AC	MAY/ 2005	
AGA 356 SAM	Obstacles (Annex 14, Vol. I, Ch. 4 & 8)	PANAMA/DGAC/Tocumen	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/DG AC	FEB/ 2005	

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AGA 357 SAM	RWY Strip/Bird Harzards (Annex 14, Vol. I, Ch. 3 & 9, Amendment 5 to Annex 14)	PANAMA/DGAC/Tocu mén	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/DG AC	FEB/ 2005	
AGA 358 SAM	Drainage (Annex 14, Vol. I, Ch. 9 & Doc 9137-AN/898, Part 9)	PANAMA/DGAC/Tocu mén	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/DG AC	FEB/ 2005	
AGA 359 SAM	Obstacles (Annex 14, Vol. I, Ch. 3 & 8)	PANAMA/DGAC/Tocu mén	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 addition, 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/DG AC	FEB/ 2005	
AGA 360 SAM	RESA (Annex 14, Vol. I, Ch. 3)	PANAMA/DGAC/Tocu mén	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/DG AC	FEB/ 2005	
AGA 361 SAM	Emmergency Access Road (Annex 14, Vol. I, Ch. 3, 8 & 9)	PANAMA/DGAC/Tocu mén	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/DG AC	FEB/ 2005	

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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, Recommended 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/DG AC	FEB/ 2005	
AGA 363 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5)	PANAMA/DGAC/Tocumen	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/DG AC	AUG/ 2005	
AGA 364 SAM	Emergency/COE (Annex 14, Vol. I, Ch. 9)	PANAMA/DGAC/Tocumen	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/DG AC	DEC/ 2005	

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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/Tocumen	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	Officially 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	Officially 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	Officially solicit the SAM Office to update the ANP	PANAMA/DGAC/DAVID/Enrique Malek		

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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		

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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 Minimum 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 prepared 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	

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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
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 competence 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		

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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 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	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, Changuinola, 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		

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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		

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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
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 coordinates will 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	

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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
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 prepared 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	

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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
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	

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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

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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/01 of 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 / Aeropuerto 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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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-structure 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	

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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.

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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
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 I; 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 prepared 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.

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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
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.

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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										
CNS 15	SAM Radio Navigation Service Plan. Table CNS 3. DME	Paraguay ASUNCION/S. Pettrossi	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		

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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										
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 meteorological 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 provision 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	

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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
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 Committee 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/PARAMARIB O/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 Strip (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 threshold	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		

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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		

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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 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		

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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
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	

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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 Minimum 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 prepared 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/Zorgen 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

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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
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 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		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	

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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
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	

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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 synchronized 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	Physical 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 Appendix 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		

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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
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% implemented			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 Adami 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

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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
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 I; and mainly 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 prepared 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

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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 reinstate 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 new 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.

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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 offices.	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	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		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		

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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
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

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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/Ba rcelona	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/Ca racas	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

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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: Reparatons 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

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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 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/Va lencia	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 officially 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 airports	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/IA AIM	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 scheduled for the first semester of 2009

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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 417 SAM	Annex 14, Vol. I, Ch. 1, Sec. 1.4	VENEZUELA/INAC/IA AIM	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/IA AIM	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/IA AIM	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 -- reconstruction and joining of sealings
AGA 423 SAM	Annex 14, Vol. I, Ch. 10	VENEZUELA/INAC/IA AIM	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

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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 425	SAM Annex 14, Vol. I, Ch. 3, Sec. 3.5	VENEZUELA/INAC/IA AIM	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/IA AIM	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/IA AIM	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	

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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
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	

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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

RAAC/11
WP/05
Appendix D

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 Maiquetia 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 accesses 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.