



Agenda Item 1: Follow-up status on GREPECAS valid conclusions and decisions and “U” priority air navigation deficiencies in the CAR/SAM Regions

1.2 Status of “U” priority air navigation deficiencies in the CAR/SAM Regions

EXAM ON THE CURRENT SITUATION OF “U” PRIORITY DEFICIENCIES IN THE CAR/SAM REGIONS

(Presented by the Secretariat)

SUMMARY	
This working paper presents updated information on the resolution for “U” deficiencies in the CAR/SAM Regions.	
References:	
<ul style="list-style-type: none">• Report of the Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17) (Cochabamba, Bolivia (Plurinational State of), 21 to 25 July 2014)• Uniform methodology for identification, assessment and reporting of Air Navigation deficiencies in accordance with the ICAO Council• GREPECAS Air Navigation Deficiencies Database (GANDD)	
<i>Strategic Objectives:</i>	<i>A – Safety</i> <i>B – Air Navigation Capacity and Efficiency</i> <i>D – Economic Development of Air Transport</i> <i>E – Environmental Protection</i>

1. Introduction

1.1 GREPECAS/17 Meeting highlighted actions taken for the Regional Application of the Hazard Identification and Risk Assessment (HIRA). Additionally, GREPECAS/17 in compliance with the Programmes and Projects Review Committee (CRPP) Draft Conclusion 2/1 adopted the changes to the HIRA methodology.

1.2 The Meeting shall recall that, in accordance with GREPECAS established procedures, ICAO NACC and SAM Regional Offices carry out the follow-up to States’ corrective actions, and consequently, update the GANDD.

1.3 The Meeting should consider that, after analyzing deficiencies GREPECAS/17 considered that, the uniform methodology for identification, assessment and reporting of ICAO air navigation deficiencies presented several improvement opportunities and that in the last years ICAO has implemented a series of management tools that could justify the need to review, in detail, this programme effectiveness and decided to adopt Conclusion 17/12, which express the following:

CONCLUSION 17/12

REVISION OF THE ICAO UNIFORM METHODOLOGY FOR THE IDENTIFICATION, ASSESSMENT AND REPORTING OF AIR NAVIGATION DEFICIENCIES

That ICAO consider conducting a comprehensive revision of the uniform methodology for the identification, assessment and reporting of air navigation deficiencies, identifying opportunities for improving both the database as well as the process itself, in order to generate a more efficient and effective process, with greater participation of the users, and taking into account the existing limitations of the Secretariat for the identification of deficiencies through State missions.

2. Analysis

2.1 The existing deficiencies that affect air navigation services provision in the ICAO Regions and the need for States to establish Corrective Action Plans (CAP), are matter of persistent concern and high priority for the ICAO Council.

2.2 It should be recognized that, in spite of all efforts made by the ICAO Regional Offices to improve the deficiencies' programme, the following difficulties remain:

- The process to update the GANDD, occasionally is complicated, resulting in States not updating the information periodically.
- Some deficiencies remain unresolved in the GANDD for long time
- The main source of deficiencies identification was the ICAO regional officer's missions and this kind of missions are no longer carried out
- From the recognized organizations to provide deficiencies information, only International Air Transport Association (IATA) has provided a deficiency list, under ICAO request

2.3 Following GREPECAS Conclusion 17/12, the ICAO Air Navigation Commission took note of this request and informed that it is in line with the ANC Secretariat plan, regarding the review of the uniform methodology for the identification, assessment and reporting of air navigation deficiencies during 2015.

Deficiencies in the CAR Region

2.4 "U" priority deficiencies for CAR States are presented in **Appendix A** to this Working paper.

Deficiencies in the SAM Region

2.5 “U” priority deficiencies for SAM States are presented in **Appendix B** to this Working paper. **Appendix C** to this Working paper shows a comparative table between deficiencies presented in GREPECAS/17 and the ones currently valid.

3. Suggested Action

3.1 The Meeting is invited to:

- a) take note of the information contained in Appendices A, B and C to this working paper; and
- b) adopt other actions as deemed appropriate.

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ATG Antigua and Barbuda										
AIM 397 CAR	Annex 15, Chap. 4, para. 4.2, Doc 8126, Chap. 1, par. 1.2.4. ICAO Roadmap for the transition from AIS to AIM	Antigua and Barbuda	Antigua and Barbuda IAIP not up to date (AIP Amendments, AIP Supplements, AIC, etc)			U	It is required to prepare and develop an action plan to verify updating of the IAIP	Antigua and Barbuda / ECCAA	JUN/ 2013	

OUTSTANDING DEFICIENCIES

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

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1	2	3	4	5	6	7	8	9	10	11
BHS Bahamas										
AGA 526 CAR	Aerodrome emergency planning (Annex 14, Vol. I, 9.1)	Bahamas, NASSAU, Nassau Intl.	The CAD does not ensure the periodic testing of an AEP, coordination of specialist rescue services at the aerodrome with difficult terrain and the implementation of emergency command centre.	DEC/ 2009	ICAO visit December 2009	U	The CAD should ensure that the airport operator comply with periodic testing of the AEP, availability and coordination of specialist rescue services at MYNN considering difficult terrain, and the implementation of emergency command centre.	Bahamas	DEC/ 2014	AEP works are carried out every two years and they have been established as per BASR 21.557
AGA 527 CAR	Rescue and fire fighting (Annex 14, Vol. I, Section 9.2, 9.3, 9.5 & 9.6)	Bahamas, NASSAU, Nassau Intl.	Insufficient RFF services category.	DEC/ 2009	ICAO visit December 2009	U	Upgrade RFFS category. The aerodrome category shall be determined based on the longest aeroplanes normally using the aerodrome and their fuselage width.	Bahamas	DEC/ 2014	The RFF category capability at LPIA is a 9 but the airport is registered to category 8

BHS Bahamas

ATM 83 CAR	Annex 11, Doc 4444, Doc 9859	Bahamas	ATS safety management programmes should be developed or implemented, according to Annex 11 requirements.	DEC/ 2007	Implement the required ATS safety management programmes that include: <input type="checkbox"/> publication of safety management regulations, which covers the aspects related to the protection of information; <input type="checkbox"/> utilize the progress achieved in the ATS quality assurance programmes as a platform for a safety management system (SMS) evolution. <input type="checkbox"/> evaluate the incident and accident events, in order to establish the corresponding safety management programmes; <input type="checkbox"/> assigned a sufficient number of ATS personnel qualified to develop and monitor the ATS management safety programmes; <input type="checkbox"/> implement an ATS management training programme so that the assigned personnel could perform its functions.	U	BCAD should implement SMS for ATS in accordance with ICAO SARPs.	CAD Bahamas	DEC/ 2012	
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BLZ Belize										
AGA 167 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - Rec 3.3.4 & 6)	Belize, BELIZE CITY, Philip Goldson International	Runway strip width is insufficient in some sections of the northern part and contains objects such as debris and vegetation.	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	U	Remove the objects Widen the northern strip where required	Belize	2014	BACC will contract a firm in January 2010 to remove all vegetation and provide a runway strip of 300 meters and level the existing ground. Date postponed for 2014.
AGA 168 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1 & 7.1.9)	Belize, BELIZE CITY, Philip Goldson International	Runway end safety areas are not provided at both runway ends: •East runway end – vegetation, wet ground •West runway end – swamp	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	U	Consider providing RESAs by not declaring stopways, clearing vegetation and strengthening the ground.	Belize	2014	For Runway 25, the stop has been eliminated but filling of the terrain is required to provide RESA.
AGA 173 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.4.1.1)	Belize, BELIZE CITY, Philip Goldson International	No airfield signs are provided	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	U	Provide illuminated airfield signs	Belize	2014	BACC will order new light fixtures for airfield signs.
AGA 463 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.3.3, 5.3.3.4 and 5.3.3.5)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Lack of aerodrome beacon	NOV/ 2006	ICAO Visit November 2006	U	An aerodrome beacon is necessary to support aircraft approaches between sunset and sunrise. This facility must be included in the Corrective Action Plan	Belize	2014	BACC has offered this item

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CU Curaçao										
AGA 582 CAR	Aerodrome Emergency Planning (Annex 14, Vol. I, Chap. 9, 9.1.1 – 9.1.3, 9.1.6, 9.1.14 & 15)	Curaçao	The Airport Emergency Plan is outdated and does not include current amendments of Annex 14, Vol. 1 (Annex 14, Vol. 1, Chapter 9, 9.9).	JUN/ 2012	ICAO Visit 2012	U	Update the Aerodrome Emergency Plan including the latest amendment of Annex 14, Vol. I, regarding public health emergency situations.	Netherlands Antilles	APR/ 2013	In progress, deadline April 2013
CU Curaçao										
ATM 136 CAR	Annex 11 Doc 4444 Doc 9859 Circ 314	ATS Units	Lack of implementation of Safety Management System in ATS Units of Curaçao.	JUN/ 2012		U	Implement ATS safety management system, including: <input type="checkbox"/> Establish qualified personnel to perform regulatory and ATS safety oversight tasks <input type="checkbox"/> Promote specialized ATS personnel training to accomplish SMS functions <input type="checkbox"/> Develop an ATS safety programme in ATC units <input type="checkbox"/> Establish a runway safety programme with preventive measures to avoid runway incursions	DCANSP	JAN/ 2013	New deficiency
CU Curaçao										
CNS 241 CAR	Annex 10, Vol. I, Chap 2, 2.4	"IATO" ILS	"IATO" ILS/localizer is out of service because of failure of the air conditioning unit and power supply. Batteries need to be replaced.	OCT/ 2012		U	<ul style="list-style-type: none"> •Repair and ensure adequate power supply to equipment with its corresponding grounding and electric protections •Replace batteries with sealed ones. •Repair air conditioners procuring redundancy for each ILS facility. •Evaluate navaid performance: ground test 	CAP/CCAA	JAN/ 2013	

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DOM Dominican Republic										
AGA 598 CAR	Aerodromes Certification (Annex 14, Vol. 1, 4.1 – 1.4.4)	Dominican Republic	RAD 014 is outdated and IDAC does not certify international aerodromes.	JUL/ 2013		U	Amend RAD 014 according to the new provisions contained in Annex 14, Vol. 1, Sixth edition and initiate the aerodrome certification process.	IDAC	DEC/ 2013	
AGA 601 CAR	Annex14, Vol. 1, Chap. 10, 10.3.1	Dominican Republic	Runway 17/35 has rubber built.	JUL/ 2013		U	Remove rubber built mainly in touchdown zones of runway 17/35	AERODOM/ IDAC	DEC/ 2013	
AGA 602 CAR	Anex 14, Vol. 1, Chap.9, 9.1.1 – 9.1.6)	Dominican Republic	The Airport Emergency Plan is outdated and it is not approved.	JUL/ 2013		U	Amend the Airport Emergency Plan, including all types of emergencies and have it approved by the IDAC	AERODOM/ IDAC	DEC/ 2013	

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GTM Guatemala										
AGA 23 CAR	Runway End Safety Area (Annex 14, Vol. I, Section 3.5, 3.5.1 - 3.5.5)	Guatemala, GUATEMALA, La Aurora	No runway end safety areas are provided on both runway ends	DEC/ 1999	ICAO Visit December 1999 and May 2001 ICAO visit October 2007	U	Provide RESAs	DGAC	JUN/ 2014	The DGAC should consider the provision of RESAS through the reduction of declared distances
AGA 605 CAR	Personnel (Annex 14, Vol. I, paragraph 9.2.38, 9.2.42)	MGGT	Rescue and firefighting personnel are not well trained and does not count with the appropriate equipment	OCT/ 2013		U	SEI personnel should be properly trained and participate in real exercises of firefighting and count with the appropriate protection team.	DGAC	JUN/ 2014	

OUTSTANDING DEFICIENCIES

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

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HTI Haiti										
AIM 341 CAR	Annex 15 Chapter 3, Par. 3.1.1.3, 3.1.2 and 3.3.3, Doc 8126 Chapter 3.	Haiti	<p>OFNAC take all necessary measures to introduce a properly organized AIM department, taking into account that the role and importance of aeronautical information/data has direct impact on the safety of air navigation as a crucial and critical component. Consequently, corrupt or erroneous aeronautical information /data potentially affects the safety.</p>	MAR/ 2010	ICAO Visit by Regional Officer, Aeronautical Information Management - June 2010	U	<p>Implement the functions of AIM as follows: a) receive and/or originate b) collate or assemble c) edit d) format e) publish/store and f) distribute</p> <p>aeronautical information/data concerning the entire State as well as areas in which the State is responsible for air traffic services (ATS) outside its territory.</p> <p>Several factors that contribute to a strong organizational base need to be highlighted by OFNAC.</p> <p>The AIM Office needs to coordinate with: a) related technical services b) NOTAM International Office (NOF) c) aerodrome/heliport AIM dependencies d) cartographic services e) printing and distribution services</p> <p>and efficient communications facilities, particularly links per AFTN, fax and connection to the Internet (e-mail).</p>	OFNAC	DEC/ 2011	<p>Several factors that contribute to a strong organizational base need to be highlighted by the Office National de L'Aviation Civile. The AIS headquarters needs coordination with: (a) related technical services; (b) NOTAM International Office (NOF); (c) aerodrome/heliport AIS dependencies; (d) cartographic services; (e) printing and distribution services; and efficient communications facilities, particularly links per AFTN, fax and connection to the Internet (e-mail)</p>

OUTSTANDING DEFICIENCIES

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

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HTI Haiti										
ATM 72 CAR	Annex 11, Doc 444, Doc 9859, Circ 314	ATS units in Port-au-Prince	Lack of ATS safety management programmes.	MAR/ 2010	Implement required ATS safety management programmes in Port-au-Prince ATS units according to Annex 11 requirements including: - publication of safety management regulations, which covers the aspects related to the protection of information; - allocation of sufficient number of ATS personnel qualified to develop and monitor the ATS safety management programmes; and, - implement a safety training programme so that the assigned personnel perform its functions.	U	SMS program is now underway and expected to be fully operational by June 2014. SMS manual is currently underway and personnel already designated to fill positions	OFNAC	JUN/ 2014	
ATM 75 CAR	Annex 1, Annex 11, Doc 9854, Doc 9750, Doc 9426	ATS units in Haiti	There are insufficient ATM training programmes to ensure professional skills and competencies of the professional staff in different specialized ATS fields	MAR/ 2010	Develop and implement an ATM training programme for the next 5 years according to the ICAO guidelines, selection of policies and required training programmes in order that the ATS staff efficiently perform tasks and responsibilities related to their position including: basic training programmes; familiarization training or introductory programmes; recurrent training programmes; professional improvement training programmes; and postgraduate training programmes.	U		OFNAC	DEC/ 2014	

OUTSTANDING DEFICIENCIES

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

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1	2	3	4	5	6	7	8	9	10	11
HTI Haiti										
CNS 102 CAR	Annex 10, Vol. I, Section 3.3. and 3.5	Port-au-Prince Toussaint Louverture International Airport: PAP VOR/DME Station – Terminal / Approach navigation services	The VOR/DME station is a conventional VOR Thomson CSF-model 512C and DME-model 721S that was installed in 1988 and appear to be obsolete without spare parts. The VOR and equipment are in service. However, one of the two VORs is not working. The near surrounding terrain and obstacles appear not to fulfil the technical requirement for a conventional VOR. The VOR signal error is out of tolerance for approach purposes. No ground inspection is periodically carried out. The shelter is in poor condition and rainwater pours through the ceiling and walls. The tele-signalization and tele-control of the Port-au-Prince VOR/DME station does not function due to the fact that the underground telephone line installed between the station and the ACC/Airport has been cut in multiple locations.	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010, updated by ICAO Team visit 24-28 October 2011.	U	Replace equipment at the VOR/DME station with a new Doppler VOR and DME equipment; and new shelter, power supply and other auxiliary facilities. Include the tele-signalization and tele-control functions in the procurement of a new Doppler VOR/DME.	OFNAC	DEC/ 2012	
CNS 104 CAR	Annex 10, Vol. I, pa. 2.2 Doc 8733 ANP CAR/SAM, Vol. I	Port-au-Prince Toussaint Louverture International Airport: Ground and Flight inspection of VOR/DME and ILS/DME stations	The specialized services of ASECNA are hired to carry out flight inspection for the ILS, VOR and DME once a year. The flight inspections for 2010 were scheduled to start in February, however, due to the earthquake the schedule was postponed. No “ground inspection” is periodically carried out.	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010, updated by ICAO Team visit 24-28 October 2011.	U	Carry out ground inspections and flight inspection services of the radio navigation aids following the criteria and guidance of ICAO Doc 8071, Volume I, Manual on testing of Radio Nav aids for the ILS, VOR and DME Systems.	OFNAC	DEC/ 2012	

OUTSTANDING DEFICIENCIES

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1	2	3	4	5	6	7	8	9	10	11
CNS 200 CAR	Annex 10, Vol. III Part II, Chap 2	PAP FIR and TMA/Cap Haitien TWR Air – Ground Communication	Lack of air-ground VHF communications in PAP FIR for ACC, in PAP TMA for APP and in Cap Haitien for TWR	OCT/ 2011	ICAO Team visit 24-28 October 2011	U	a)Evaluate current VHF coverage for improvements, based on PBN airspace design. b)Identify best suitable antenna and radio characteristics for main and backup equipment. c)Replace radio equipment and implement remote control functionalities. d)Implement a second VHF remote station located on the mountains near Cap Haitien International Airport in order to improve the ACC's VHF coverage to the north portion of Port-au-Prince FIR and improve air-ground communication of Cap Haitien Airport.	OFNAC	DEC/ 2012	New ATC VHF system acquired and on site. installation expected by May 2014
CNS 201 CAR	Annex 10, Vol. I, Section 3.3. Doc 8071, Vol. I, Chap. 2, par 2.2.36	Cap Haitien VOR Station – Terminal / Approach navigation services	The VOR station is a conventional VOR Thomson CSF-model 512C, which is very old without spare parts; VOR is partially working. The shelter is in poor condition and wood supports the structure. VOR signal reports several failures. New construction near the facility are infringing upon the clear area surrounding the navaid.	OCT/ 2011	ICAO Team visit 24-28 October 2011	U		OFNAC	DEC/ 2012	

OUTSTANDING DEFICIENCIES

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JAM Jamaica										
AIM 375 CAR	Annex 15, Chap 3, Para 3.3 and 3.6.5, Doc 8126, Chap 9, Par 9.4 (Roadmap Phase 2-Going Digital Step 06)	Jamaica	Lack of NOTAM Automation	OCT/ 2011	It is required urgent action to implement NOTAM automation in order to improve the quality of the service in terms of integrity of the information	U	Automate NOTAM Service within AIM, taken into account users requirements	JCAA	DEC/ 2012	Develop a detailed automation action plan
JAM Jamaica										
MET 96 CAR	Annex 3, Chapter 7, Paragraph 7.4.1	Jamaica	Jamaica's Meteorological Service Division does not issue wind shear warning for aerodrome where wind shear is considered as a safety factor, nor does it issue AIRMET information, in conformance with the provisions of ICAO Annex 3.	AUG/ 2011		U	The JCAA should establish a system to ensure that the Meteorological Services Division issues wind shear warnings for aerodromes where wind shear is considered as a safety factor as well as AIRMET information, in conformance with the provisions of ICAO Annex 3	National Meteorological Centre		

OUTSTANDING DEFICIENCIES

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

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MEX Mexico										
ATM 108 CAR	Anenx 11, Doc 4444	ATC TWR/Mexico Department	Deficiencies in the procedures for the surveillance of vehicles and persons in the surface of the manouver area at the AICM	AUG/ 2011	ICAO visit on 29 August 2011	U	That SENEAM, in coordination with the DGAC, develops: - a review of the procedures for the surveillance for the movement and control of the vehicles in the manovering area, a verification of the covering and precision in the detection of the Airport surface detection equipment (ASDE), and -an analysis of the implementation of a guide system in the Surface Movement Guidance and Control Systems (SMGCS).	SENEAM	DEC/ 2014	-DGAC will organize a coordination meeting with the involved parties in order to start the revision for the surveillance procedures for the movement of control vehicles in the manouver area of the AICM. -The surface surveillance equipment ASDE is operating in a regular way and it's included in SENEAM'S preventive maintenance programme. -DGAC will request SENEAM a feasibility analysis to implement the Surface Movement Guidance and Control Systems (SMGCS) -DGAC sent a copy of the regulations and procedures for the compliance of procedures of vehicle circulation in the AICM.

OUTSTANDING DEFICIENCIES

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

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VCT Saint Vincent and the Grenadines										
MET 127 CAR	Annex 3, Part I, Chapter 5, STD 5.8	Saint Vincent and the Grenadines	No relay of special air-reports (AIREPs) by ATS unit is	AUG/ 2012		U	ATS units do not transmit regularly all special AIREPs to MET dependencies	TVSV	JUL/ 2013	

OUTSTANDING DEFICIENCIES

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SM Sint Maarten										
ATM 99 CAR	Annex 11, Docs 4444, 9184, 9426, 9859	Sint Maarten Airport. Air traffic control tower	Deficiente visibility from the air traffic control tower at the St. Maarten Airport.	AUG/ 2007	ICAO RO/ATM/SAR Visit in 2007	U	Carry out actions to improve control tower visibility towards the final turn and approach phases for Runway 09 at the St. Maarten Intl. Airport , which considers: a) establishment of corrective measures to improve external visibility from the control tower towards the approach and final phases of Runway 09 (U priority); and b) analyze the physical relocation of the control tower inside the St. Maarten airport premises in the medium-term (A priority).	Sint Maarten Airport		Confirmed remains outstanding ICAO RO/AGA visit in June 2012

OUTSTANDING DEFICIENCIES

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TTO Trinidad and Tobago										
AIM 326 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Trinidad and Tobago	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	DEC/ 2005	Must be included in the Action Plan.	U	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. The ICAO Guidance Manual on Implementation of a Quality System in AIS received. The Quality Manual for Piarco AIS completed. Work still beng done on the Procedures Manual and Work Instructions.	State	DEC/ 2012	Comments by Trinidad and Tobago: Piarco AIS has revitalized work on the quality system. Management involvement in this venture will boost the implementation of QMS.
TTO Trinidad and Tobago										
MET 132 CAR	Annex 3, Appendix 3, 4.1.2.1	Trinidad and Tobago	There is no surface wind display relating to each sensor that shall be located in the meteorological station with corresponding displays in the appropriate air traffic services units.	SEP/ 2011		U	There is a project to purchase new AWOS equipment for the MET Office at the Piarco Intl. Airport	Meteorological Service		

OUTSTANDING DEFICIENCIES

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**Deficiencies
CRPP/3
Appendix B**

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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.

OUTSTANDING DEFICIENCIES

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

**Deficiencies
CRPP/3
Appendix B**

IDENTIFICATION			DEFICIENCY				ACTION PLAN				
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks	
1	2	3	4	5	6	7	8	9	10	11	
ECU Ecuador											
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.

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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	

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GUY Guyana										
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 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	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		

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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 2009 and end in 2011. Coordination with the universities is being carried out to correct this deficiency.	CAA	DEC/ 2015	Lack of Training Centres in the Region that provide licenses in this matter. Economic resources to train personnel abroad. Personnel technical degree is been hired (gradually), as requirement. Training is expected to be provided to permanent and new hired personnel.

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SUR Suriname

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	OCT/ 2010	
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URY Uruguay										
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 funcions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U				DNM
MET 107 SAM	Windshear warnings.	Uruguay	They have not equipment.	AUG/ 2011	Acquire the systems where required.	U				DNM

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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.

**DEFICIENCIES PRESENTED IN GREPECAS/17 AND CURRENTLY VALID / DEFICIENCIAS PRESENTADAS EN EL GREPECAS/17
Y ACTUALMENTE VÁLIDAS**

States/Estados	AGA		AIS/AIM		ATM		CNS		MET		SAR	
	GREPE CAS 17	CRPP/ 3	GREPEC AS 17	CRPP/ 3	GREPEC AS 17	CRPP/ 3	GREPEC AS 17	CRPP/ 3	GREPEC AS 17	CRPP/ 3	GREPEC AS 17	CRPP/ 3
	Argentina	0	0	1	0	0	0	0	0	0	0	0
Bolivia	0	0	0	0	0	0	0	0	1	1	0	0
Brazil/Brasil	1	0	0	0	0	0	0	0	0	0	0	0
Chile	0	0	0	0	0	0	0	0	0	0	0	0
Colombia	0	0	0	0	0	0	0	0	0	0	0	0
Ecuador	0	0	0	0	1	1	0	0	1	1	0	0
French Guiana/Guayana Francesa	0	0	0	0	0	0	0	0	0	0	0	0
Guyana	0	0	0	0	0	0	0	0	3	2	0	0
Panama/Panamá	0	0	0	0	0	0	0	0	1	1	0	0
Paraguay	0	0	0	0	0	0	0	0	0	0	0	0
Peru/Perú	0	0	0	0	0	0	0	0	0	0	0	0
Suriname/Surinam	0	0	0	0	0	0	0	0	1	1	0	0
Uruguay	0	0	0	0	0	0	0	0	2	2	0	0
Venezuela	2	0	0	0	1	1	0	0	0	0	0	0

— END/FIN —